

MASTER PLAN



for

Chassell Township
MICHIGAN

*public review draft
DECEMBER 2022*

WE WOULD LIKE TO THANK THE MANY CITIZENS OF CHASSELL
TOWNSHIP WHO PARTICIPATED IN THE DEVELOPMENT OF THIS
MASTER PLAN!

ACKNOWLEDGMENTS

PLANNING COMMISSION

Brian Waters, Chairman
Keith Meyers, Vice Chair
Ericka Malone, Secretary
Daniel Niemela
Doug Hamar
Dan Palosaari
Dale Peterson
Tim Palosaari
Steve Spahn

TOWNSHIP BOARD

Dave Mattson, Supervisor
Lynn Gierke, Clerk
Kelly Holmes, Treasurer
Ryan Kuntze
Dan Palosaari

CONSULTANTS

Patrick Coleman, AICP
North of 45, llc



Sara Kirk, ASLA, LEED AP
SRP Design Studio, llc



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1. INTRODUCTION

AUTHORITY AND PURPOSE

The purpose of the Master Plan is to guide the future of Chassell Township and help the community develop sustainably through a realistic and well thought out approach. The Master Plan has been prepared under authority of the Michigan Planning Enabling Act, P.A. 33 of 2008, as amended. The Master Plan is an important tool for a number of reasons:

- The Master Plan provides the legal basis for zoning, subdivision of land, and other local land use regulations.
- The gathering and analysis of comprehensive community information and data enables community leaders to holistically understand unique challenges and opportunities.

- By involving citizens and stakeholders in the planning process, the Plan serves as the supported community vision, including goals and strategies for achieving the shared vision.
- The Master Plan can serve as a catalyst for desired changes by engaging community action.
- The Plan can help to generate regional collaboration with neighboring communities.

The purpose of the master plan is to guide future development towards the economic and efficient use of land; promote the public health, safety, and general welfare; help guide the preservation of historic resources and character of Chassell Township; provide for adequate transportation systems, public utilities, and recreation; and ensure efficient expenditure of public funds.

The Plan adoption is subject to a public hearing

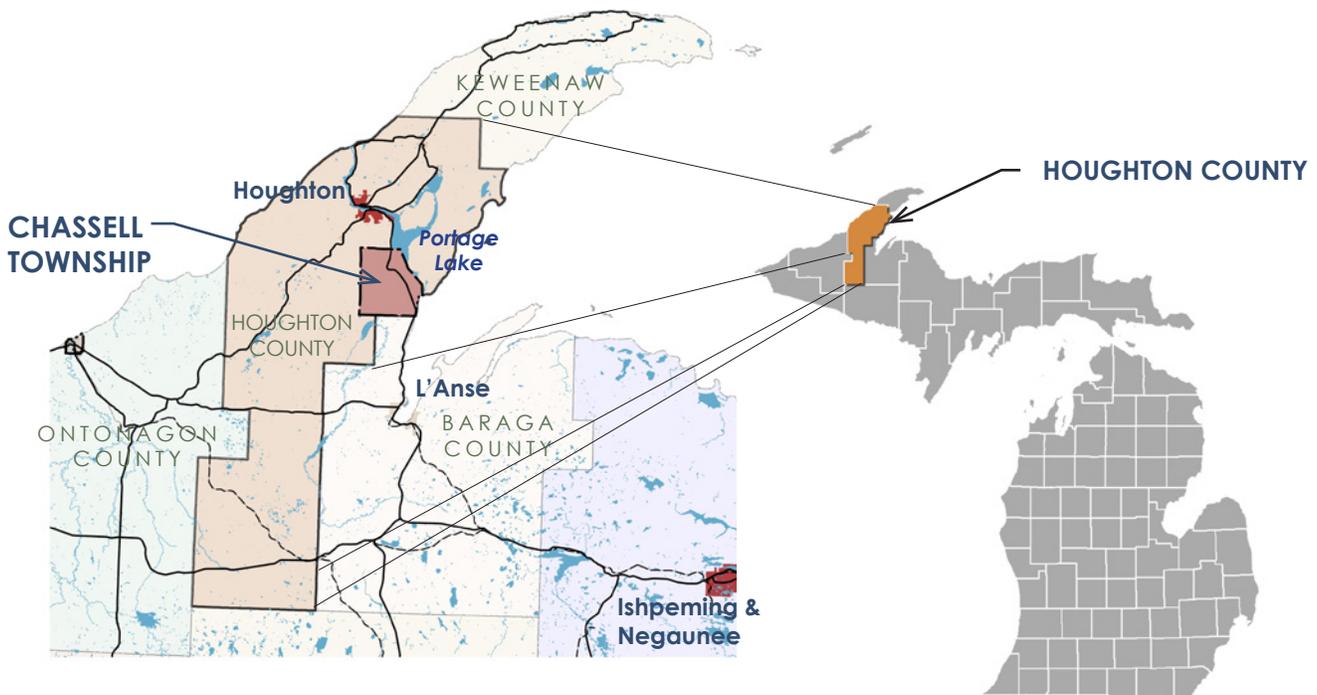


FIGURE 1.0 CHASSELL TOWNSHIP VICINITY MAP

and approval by resolution of the Chassell Township Planning Commission and Township Board.

Implementation of the plan is an on-going process, requiring the monitoring of changes in the community as well as the progress towards achieving the plan's goals. Annually, the Master Plan should be reviewed and a report made on progress and activities. The Master Plan should be reviewed every five years to determine whether it needs updating or a new plan prepared and adopted.

REGIONAL CONTEXT

Chassell Township is located in Houghton County in Michigan's western Upper Peninsula. Chassell Township is located approximately eight (8) miles

south of Houghton and approximately ninety-two (92) miles north and west of Marquette.

Chassell Township is located in Houghton County in the Upper Peninsula of Michigan. A portion of the Township borders Baraga County and Portage Lake, the Portage River, and Lake Superior's Keweenaw Bay. The total land area for the Township is approximately 48 square miles.

The lands of Chassell Township are mostly rural in character with one main population center – the community of Chassell. The community is located on Pike Bay in the northwestern part of the Township and is predominantly residential, with many homes located along the east, west, and south shorelines of Pike Bay. Immediately north of town along Portage Lake is a concentration of year-round and seasonal



Photo Source: <https://genealogytrails.com/mich/houghton/postcards.html>, provided by Paul Petosky.

FIGURE 1.1 - CHASSELL, MICHIGAN, 1920

1. INTRODUCTION

homes, some of which are rented to tourists in the summer. A smaller community of seasonal and year-round homes is located at Portage Entry on Keweenaw Bay.

The community of Chassell is not incorporated, and therefore, is governed by the Chassell Township Board. The commercial character of the community is primarily roadside commercial, and composed

of a service station, small bulk and specialty food store, small general store, post office, small retail shops/professional services, Electric Brewing Supply, Dollar General Store, and a few small lodging establishments.

The township is also the home of a growing cluster of remote workers with over twenty (20) documented to date.

185 - Worcester Mill, Chassell, circa 1909 - 1910



FIGURE 1.2 - WORCESTER MILL - CHASSELL, MICHIGAN, 1910

HISTORICAL BACKGROUND

During the 1880s, the site of the Township of Chassell was purchased by the Sturgeon River Lumber Company for a sawmill and town site. The Township and surrounding area grew in population, resulting in the Township of Chassell being chartered in 1888 by the State of Michigan. The Township of Chassell served as a regional lumber processing center into the early 20th century. During the early 1900s, the Worcester Lumber Company of Chassell was the largest sawmill in the Great Lakes region, processing over 20 million feet of lumber per year. Extensive lumbering operations ended by 1929.

Chassell Township is well suited for agricultural purposes due to its unique micro-climate Conditions that results from topography and proximity to Lake Superior. Historically, dairy farming was predominant and area farms produced milk used for cheese and drinking milk. Many acres of land were used to grow potatoes. The soils and climate are especially well-suited for strawberries and blueberries, and most of the approximately 650 acres of strawberries planted in Houghton County are located in Chassell Township.

Strawberries have been an important part of the Chassell economy since the early 1920's. In 1934 local growers decided that the Copper Country market would no longer absorb their crop and formed the Copper Country Strawberry Growers Association as a means of marketing the berries to a larger area. Strawberries became such an important part of the local economy that it was decided to recognize the Growers Association with a festival to be held on July 7th, 8th, and 9th 1949. This became the first Chassell Strawberry Festival. The event has been sponsored by the Lions Club and held during the 2nd weekend in July since the first festival. The Strawberry Festival also includes activities sponsored by the Chassell Historical organization at

the Chassell Heritage Center.

Today, the community of Chassell serves as a bedroom community for the Houghton-Hancock area where residents work at the many educational, medical and service institutions and businesses.

THE PLANNING PROCESS

Outlined below is a summary of the planning process:

DATA COLLECTION AND ANALYSIS

The Plan contains a summary of important information about Chassell Township, current conditions, trends, issues and opportunities. This information was analyzed and summarized in order to provide an overview and gain understanding about the community.

PREVIOUS PLANNING DOCUMENT REVIEW

The following documents were reviewed and relevant information incorporated into the Master Plan:

- Chassell Township Recreation Plan, 2018-2023
- Chassell Township Recreation Survey, 2017
- Chassell Township 5-year Road Plan, 2022
- 2018 Blight Survey
- Centennial Park Preliminary Engineering Study, 2022.

PUBLIC INVOLVEMENT

It is important for a Master Plan to provide opportunities for community engagement, so that the Plan responds to community needs and desires. The Township Planning Commission offered several opportunities for people to become involved and express their ideas and opinions.

1. INTRODUCTION

GOALS & STRATEGIES

Goals and strategies that describe a course of action are a tool for future decision-making and help to define the character, values, and priorities of the Chassell community.

Goals are broad statements that describe a desired outcome, where we want to be. Goals are often long-term in scope.

Strategies are a program, action, or practice that

supports one or more policy statements. Strategies address at a high level, the “who, what, when, where, and how” of reaching a goal. A strategy may include multiple sub-strategies.

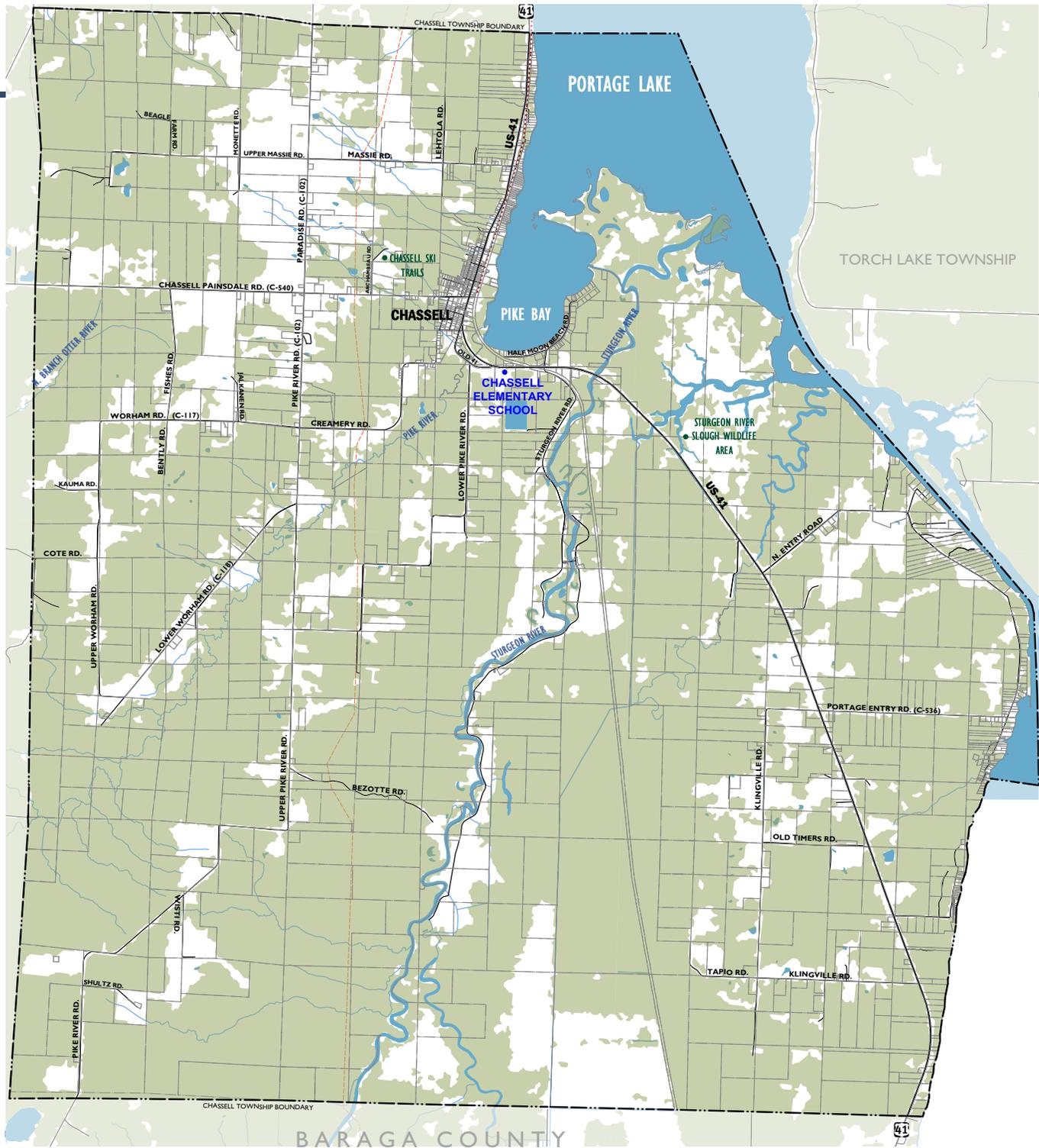
IMPLEMENTATION

The Plan concludes with a Chapter that provides strategic activities and initiatives to implement the Master Plan.

COMMUNITY DEMOGRAPHICS SUMMARY

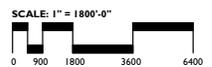
Important demographics for Chassell Township are summarized below.

- According to the 2020 Census of Population, there are 1,878 persons residing in Chassell Township.
- There are 729 households (2.4 persons per household) in the Township and 13,805 households in the County.
- 57% of the population is 18-64 years of age. 16% of the population is 60-69 years of age.
- 2020 per capita income is reported at \$30,964. The 2020 median income is \$64,688. Both of these reported income levels are 25% higher than Houghton County.
- Approximately 7.1% of the Chassell Township population is below the poverty line, compared to 19% in Houghton County and 13.7% in Michigan.
- Chassell Township residents are well-educated. 99% of the population has educational attainment of high school grad or higher; 40% have a Bachelor’s degree or higher



LEGEND

- | | | | |
|--|-------------------|--|-----------------------------------|
| | VILLAGE BOUNDARY | | WATER BODIES |
| | MAJOR STREETS | | UTILITY CORRIDOR
(MI GIS DATA) |
| | TRAILS | | FOREST COVER
(USGS) |
| | PARCEL BOUNDARIES | | CONTOUR LINES
(USGS) |



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S. Geological Survey, National Geospatial Technical Operations Center, 20200708, USGS Topo Map Vector Data (Vector) 33281 Ontonagon South, Michigan 20200708 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 1.3 EXISTING CONDITIONS MAP

2. VISION & GUIDING PRINCIPLES

VISION STATEMENT

MAKING CHASSELL TOWNSHIP A GREAT PLACE TO LIVE,
WORK AND PLAY.

MISSION STATEMENT

Developing and executing proactive plans and processes in partnership with the Chassell Board to support responsive and effective recreation, zoning, economic development and infrastructure to meet the current and future needs and interests of Chassell Township residents and visitors.

GUIDING PRINCIPLES

The following are key characteristics of our guiding principles:

- Listen to Township residents and work in their interest
- Creatively use funds and aggressively seek grant funding to move Chassell Township forward
- Collaborate with Michigan Technological University (MTU) and neighboring communities to help all grow together
- Foster sustainable job growth that meets the needs of our constituents
- Create an achievable plan and implement it as opportunities and resources allow



PHOTO SOURCE: Chassell Township Facebook Page

FIGURE 2.0 - VIEW TO THE BAY

3. HOUSING

A shortage of affordable/attainable housing has become an important issue across the United States, and is true in Houghton County as well. This reasons for this are complex, and there are no easy solutions to the problem. Chassell Township has very limited control over the local housing shortage, but this Chapter will describe the Township’s housing characteristics and provide several strategies to address housing needs.

Single-family homes dominate the housing supply in Chassell Township. Only 13% of housing units are considered multi-family.

The urbanized village area of the Township is characterized by older, single-family homes on platted lots which were developed when the community was a lumber mill town.

The Lakeshore Drive area consists of homes originally constructed as summer cottages on small platted lots on Pike Bay and Portage Lake. In the last 3 decades, many of these cottages have been converted to year-round dwelling units. Some cottages have been demolished and new homes constructed on the lots. The availability of community water and sewer services has made this feasible, as the mostly 50’ wide lots would be difficult to develop with on-site services.

North of Lakeshore Drive along the Portage Lake shoreline, the platted lots are larger and higher value homes have been constructed. The same is true for the Half Moon Beach platted area on the south and eastern shores of Pike Bay, the former fishing village of Portage Entry, and along Keweenaw Bay.

Housing throughout the rest of the township would

FIGURE 3.0 – CHASSELL NEIGHBORHOOD



be characterized as rural single-family residential, with homes on lots and tracts generally more than 1 acre in size.

For the most part, community pride is evidenced by the appearance of homes and neighborhoods in Chassell Township.

Currently, there is a great need for apartments and rental housing in Houghton County. There are a few multi-family apartment buildings in Chassell Township. The town also has a few apartments above some of the downtown stores.

The former Chippewa Motel and another small motel in downtown were previously converted to small apartments. The Creamery Kourt apartments provides rent-subsidized apartments on 7th Street.

In recent years, the former Chassell Schools/Community Building on Wilson Memorial Drive (US 41) was converted to housing. The Township is working with a developer to clean up the “Mercantile site” in downtown and preliminary plans are to have ground floor retail and apartments on the upper floor. The township will be seeking proposals to clean up and redevelop the site of the former Holy Trinity Lutheran Church and the adjoining property that went into foreclosure once both properties are entered into the Land Bank.



FIGURE 3.1 – CHASSELL STREET

HOUSING CHARACTERISTICS SUMMARY

- Total Housing Units: 1,053
 - Single Family: 87%
 - Multi-family: 13%
 - Mobile homes: 6%
- Occupied Housing Units: 70%
 - (78% of occupied units are owner-occupied)
- Lived in same housing unit before 1990: 11%
- Median value: \$153,500
- Value under \$100,000: 28%
- Value of \$100K to 200K: 35%
 - Houghton County: 28%
- Value more than \$200K: 36%
- Value more than \$500K: 8%
 - Houghton County: 2%
 - State of MI: 4%

3. HOUSING

Attracting remote workers...persons who are able to work from home via Internet.... to Chassell has become an important strategy for the community. The region has a lot to offer people who want a more rural, recreation-oriented lifestyle, and many people have relocated to the area for those reasons. High-quality broadband availability is a key locational factor to bringing the remote workforce to Chassell Township.

Chassell Township provided a key letter of support outlining its remote work economic development strategy for Baraga Telephone's successful USDA loan application which will expand high speed broadband services to the home in unserved portions of the township. The Township should continue to encourage broadband providers to expand service.

Goals and Strategies

GOAL 1: PRESERVE THE "PRIDE OF PLACE" ETHIC IN CHASSELL TOWNSHIP

STRATEGY 1.1

Facilitate the implementation of the blight provisions of the township's Zoning Ordinance. This provision is a great tool to get landowners to clean up their property and maintain it. Reducing the number of blighted and dilapidated structures will improve the aesthetics of the community and increase property values. Improving aesthetics makes the community more appealing to people looking to move to the area, visitors and developers.

STRATEGY 1.2

Determine if a vacant property registry would be beneficial to the area. A Vacant Building Registry

requires all owners of vacant buildings to register their buildings and pay an annual fee. The registration includes local emergency contacts and other general information to make contacting the owner easier if there is an issue. Many towns have found these programs to be useful to dis-incentivize retaining vacant buildings.

STRATEGY 1.3

Work with local citizens interested in keeping empty lots clean and maintained with the Adopt-a-lot program. This is a grass roots program intended to utilize community volunteers to maintain empty lots. Keep a data base of all participating volunteers and publicly thank them for their contributions.

STRATEGY 1.4

Inform residents about the USDA-RD grant and low interest loan program designed to assist homeowners with repairs. This program can help homeowners get new roofs, siding, windows, etc. This is a very valuable program that the Village should share with residents especially while addressing blighted structures.

STRATEGY 1.5

Continue to inform property owners and potential property owners of opportunities to address blight through MEDC's Brownfields and Houghton County Land Bank programs. If a developer purchases a structure that is blighted or is in some way environmentally contaminated, the developer can utilize Brownfield tools for low interest loans which can be paid back through a Brownfields TIF, thereby saving the developer significantly.

STRATEGY 1.6

Explore enacting a Township-wide clean-up day to encourage citizens to dispose of junk materials in their yard.



FIGURE 3.2 – CHASSELL NEIGHBORHOOD

STRATEGY 1.7

Pursue implementation of the local means-based grant program funded by resident contributions and awarding funds to address blight that local residents cannot afford to repair, and the Township is developing a partnership with the Portage Health Foundation to serve as its receiver of donations for its blight remediation program.

GOAL 2: ADDRESS HOUSING SUPPLY

STRATEGY 2.1

Actively recruit investors to build single family homes, renovate existing apartments, and encourage infill development to provide more housing. Infill development helps maintain walkable neighborhoods.

STRATEGY 2.2

Continue to work with developers to develop the Holy Trinity Church and the adjoining foreclosed property

as Brownfield projects with the Houghton County Land Bank.

STRATEGY 2.3

Continue to explore opportunities to expand housing subdivision opportunities on vacant lands where community sewer and water services are available.

STRATEGY 2.4

Continue to work with and encourage broadband providers, such as Baraga Telephone Company, to expand the availability of quality broadband in the Township.

4. NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

The variety of outstanding outdoor and indoor recreation opportunities available to residents is an important part of the quality of life in Chassell Township. This includes nearby recreational lands and facilities of Michigan Technological University, that typically would only be available in larger cities. Furthermore, there are remarkable outdoor recreation resources available nearby throughout Baraga, Houghton and Keweenaw Counties.

ADMINISTRATIVE STRUCTURE

Park and recreation properties/facilities within Chassell Township are administered by the 5-member Township Board of Supervisors, with exception

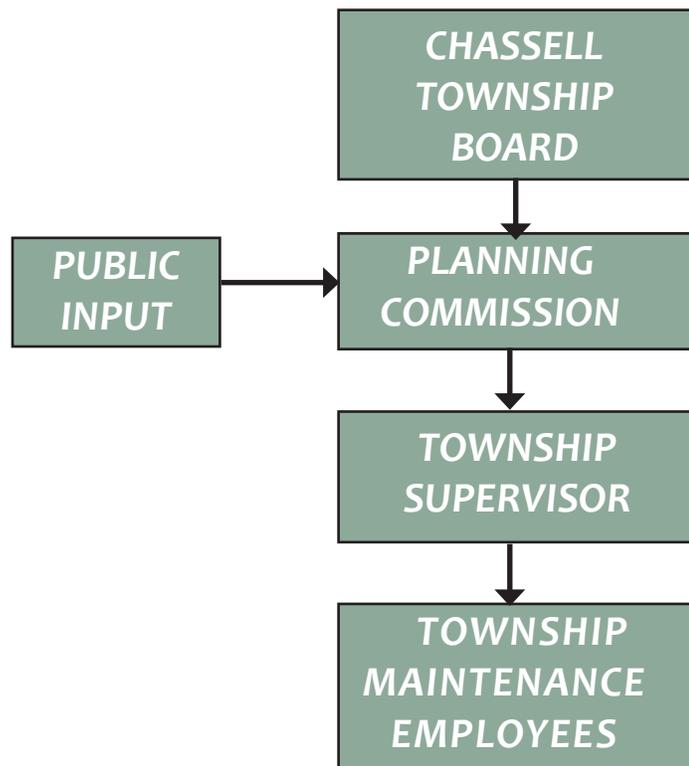


TABLE 4.0: PARK AND RECREATION ORGANIZATIONAL CHART

of school district-related properties and facilities. Township ski trails are managed by volunteers. The Recreation Committee of the Chassell Township Planning Commission assists the Board in the preparation of action plans and proposals associated with recreation opportunities in the Township. Major initiatives are discussed and voted on by the Township Board before implementation. A basic organization chart is shown in Table 4.0.

Chassell Township supports and maintains park and recreation facilities through annual budget appropriations. Development of new recreation projects and facilities are supported through funding from the 1/2 mil recreation millage, grant funding, and general funds appropriated by the Township Board. The maintenance of park and recreation facilities are carried out primarily by Township employees.

CHASSELL TOWNSHIP RECREATION FACILITIES

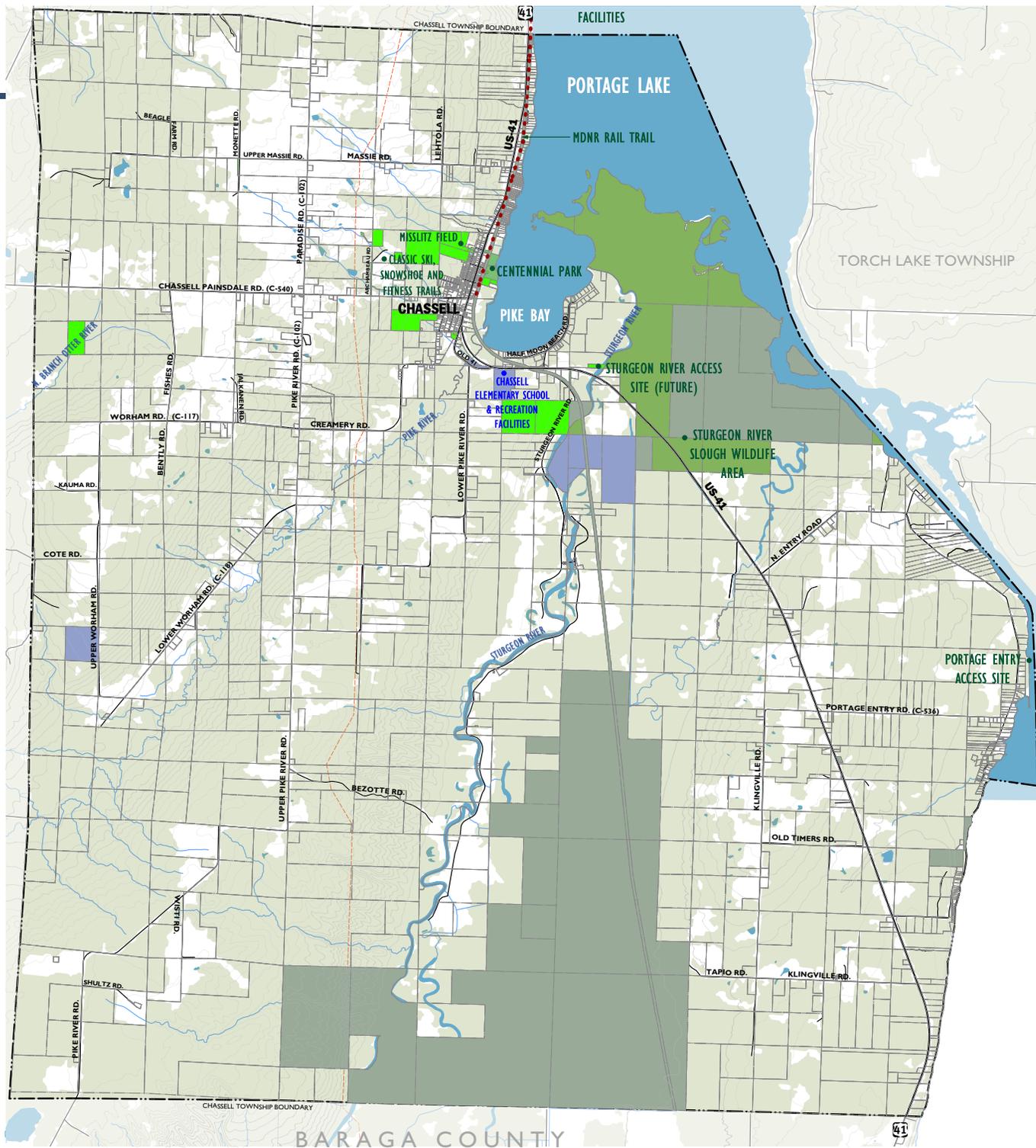
A variety of outdoor and indoor recreation facilities are found in Chassell as summarized below.

Chassell Township School Recreation Facilities

The Chassell Township School System consists of a K-12 school building (1991) located near the community of Chassell. Facilities on the school grounds include a gymnasium and playground multi-purpose field and a disc golf course.

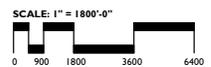
Misslitz Field

The Misslitz Field ballpark is located west of the old high school property. The 4-acre site includes a little league/softball field and the Township's cross-country ski trailhead.



LEGEND

- | | | |
|-------------------|--------------------------------|---|
| VILLAGE BOUNDARY | WATER BODIES | PUBLIC OWNED PROPERTY |
| MAJOR STREETS | UTILITY CORRIDOR (MI GIS DATA) | CHASSELL TOWNSHIP |
| TRAILS | FOREST COVER (USGS) | CHASSELL TOWNSHIP SCHOOLS |
| PARCEL BOUNDARIES | CONTOUR LINES (USGS) | MICHIGAN DEPT OF NATURAL RESOURCES (MDNR) |
| | | STATE OF MICHIGAN |



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S. Geological Survey, National Geospatial Technical Operations Center, 20200708, USGS Topo Map Vector Data (Vector) 33281 Ontonagon South, Michigan 20200708 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 4.1 RECREATION MAP

4. NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

MDNR Rail-Trail

The old Soo Line Railroad grade is currently owned by the State of Michigan and managed by the Michigan Department of Natural Resources (MDNR) as a public trail. The public easement runs from the south end of Chassell (Sturgeon River Bridge) through Chassell and Portage Townships to the Portage Lake Lift Bridge in the City of Houghton along Portage Lake. The grade provides a safe place for walking and bicycling. It is currently open to snowmobile use during winter, but is closed to ATV (4-wheel) use.

Centennial Park

The Chassell Township Centennial Park is located on Pike Bay of Portage Lake. This facility was developed with the assistance of MDNR Waterways Division, LAWCON and MNRTF funding, and is continually being improved as funds become available.

Development of the park has generally followed a Master Shoreline Plan for Pike Bay, Portage Lake (U.P. Engineers & Architects, Inc., prob. 1995) Of

special importance was a new fishing dock accessed by a boardwalk from the Centennial Park parking lot, thereby expanding fishing opportunities for youth and adults. A fish-and-game-cleaning station is available to the public at Centennial Park. Over the years, projects have been funded by the Township, donations, and a MDNR Natural Resources Trust Fund and Land and Water Conservation Grants. The Chassell Improvement Association recently had several new trees planted in Centennial Park.

The Park includes:

- two boat launching ramps with courtesy docks and trailer parking
- fishing and mooring docks
- swimming beach
- small picnic area
- playground equipment
- horseshoe courts
- restroom facilities
- ice skating rink (winter months only)
- open air pavilion



FIGURE 4.2 - FISH-AND-GAME CLEANING STATION IN FOREGROUND; COMMUNITY CENTER BUILDING AND PAVILION IN BACKGROUND.



FIGURE 4.3 – CENTENNIAL PARK PARKING LOT IN FOREGROUND; PLAYGROUND AND PICNIC AREA IN BACKGROUND WITH PIKE BAY.

- community center building and pavilion
- volleyball court
- basketball court

The community center building includes a kitchen, walk in cooler, restroom/ changing rooms, and a meeting room. The building is designed for multi-seasonal use, including summer activities, the skating rink, and the staging of year-round fishing tournaments.

The boat launch facility is the most heavily used launching site in the region. Due to its age and use, the launch facility is in need of improvements. A Park Master Plan and Marina feasibility study is now being prepared.

An historic interpretive trail is currently under construction on the mill site. Construction of the 400' boardwalk through the wetland portion of the trail will be completed this month by DP Construction. The boardwalk and the 9 interpretive signs for the trail are funded by a \$50,000 grant to the Chassell Historical Organization by a private foundation on an easement provided by landowner Doug Hamar. The township is a key partner that will provide liability coverage and Centennial Park will be the location of the trailhead with the DNR rail-trail being part of the loop trail.

The township will be applying for a SPARK Grant from the DNR in December, 2022, to fund replacement of the boardwalk along the lake in Centennial Park, as well as improvements to the dock and boat launch, the creation of an ADA accessible walkway from the pavilion to the dock/boardwalk, winterization of the outdoor flush toilets, ADA accessible toilets in the pavilion, and improving Centennial Park's parking layout/capacity.

Chassell Classic Ski, Snowshoe and Fitness Trails

Chassell Township has cooperated with a volunteer group for the development and maintenance a 10 km ski trail loop, located on township property and with the cooperation of private landowners. In recent years, snowshoe and fitness trails have been added to the system. Trailheads are located near the Chassell Heritage Center at Marinette Street, and at Archambeau Road.

Sturgeon River Sloughs State Wildlife Management Area

The Michigan Department of Natural Resources maintains a public access site at the Sturgeon River Sloughs. This access site is located two miles south of the community of Chassell. The Sloughs is known for hunting and fishing opportunities, as these wetlands provide excellent fish and waterfowl habitat.

4. NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

Portage Entry Access Site

The U.S. Army Corps of Engineers operate an access site at the South Portage Entry. This site is located five miles south of Chassell, and includes a boat launch, a large concrete pier used to tie-up large craft, and a picnic area with vault toilets.

Sturgeon Water Trail and Launch Site

Just south of the Chassell community at the Sturgeon River bridge is a new kayak launch site being developed by the Township. This launch will improve kayak and canoe access to the Surgeon River, Portage Lake and the Keweenaw Waterway, and will be included in the larger Keweenaw Water Trail, marketed and managed by the Keweenaw

Water Trail Association (<http://kwta.org>). The township is planning to issue an RFP to establish an kayak and outdoor equipment rental concession at the launch and in the park.

REGIONAL RECREATION OPPORTUNITIES

In addition to Chassell Township recreational facilities, the nearby City of Houghton and Michigan Technological University (MTU) offer facilities for Chassell Township residents. The MTU campus provides extensive indoor/sports facilities, including an ice arena, ball fields, Student Development Complex (e.g., basketball courts, indoor running track, indoor pool, racket ball courts, fitness

FIGURE 4.4 - CHASSELL TRADITIONAL CROSS COUNTRY SKI TRAIL



equipment), mountain biking trails, and tennis courts. These facilities are available to the public on a fee basis. The nearest indoor swimming pools are at Finlandia University (Hancock), MTU (Houghton), and the Houghton-Portage Township High School in Houghton.

In addition to the facilities described above, there are numerous other recreation opportunities in the Keweenaw Peninsula. This includes several state and national parks that are easily accessible to residents of Chassell Township, including Isle Royale National Park, McLain State Park, Fort Wilkins Historic State Park, Twin Lakes State Park, and Baraga State Park.

The Keweenaw National Historical Park is preserving important cultural heritage sites in the region associated with historical copper mining, milling, and smelting. Included among these sites is the Chassell Heritage Center, located within the former Southwell Elementary School.

Ice skating and hockey are popular winter sports in the region. Indoor ice facilities are located at the Houghton County Arena in Hancock, the Dee Stadium in Houghton, and the MTU Student Development Center in Houghton.

Downhill skiing can be experienced at MTU's Mont Ripley Ski Hill, near Hancock; at Mt. Bohemia in Keweenaw County; and at the Porcupine Mountains Wilderness State Park in Ontonagon County.



FIGURE 4.5 – SKI, FITNESS AND SNOWSHOE TRAIL MAP

Cross-country skiing has long been a traditional winter activity within the Keweenaw region, and its growing popularity in the Midwest has benefited regional tourism. In addition to the Chassell Trail, groomed and tracked trails are found north of Chassell at Copper Harbor, Eagle Harbor, Calumet (Swedetown Trails), Hancock (Maasto Hiihto and Churning Rapids Trails), Houghton (Michigan Tech Trails), and south of Chassell at Twin Lakes, Courtney Lake (Ottawa National Forrest), and the Pinery Trails near L'Anse.

The Keweenaw Peninsula is rich in water-orientated recreation opportunities. In addition to the Sturgeon River and Sloughs, Chassell (Pike) Bay, Portage Lake, Portage and Snake Rivers, and Lake Superior, the region contains numerous inland lakes and streams.

4. NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

Goals and Strategies

Goals and Strategies have been developed for Chassell Township Parks and Recreation. These are based upon the following guiding principles:

- Take care of what we have before allocating resources on new projects.
- Enhance existing parks and facilities after we have taken care of what we have.
- Create new opportunities when we have made the enhancements that are needed to existing facilities.
- Protect the environment.
- Provide health and wellness opportunities.
- Provide safe places for children and families to play.

GOAL 1: MAINTAIN EXISTING TOWNSHIP PARK FACILITIES

STRATEGY 1.1

Complete the Centennial Park Master Plan and Marina Feasibility Study to guide needed boat launch and other improvements.



PHOTO SOURCE: Chassell Township Facebook Page

FIGURE 4.6 CENTENNIAL PARK IN WINTER

**GOAL 2:
SUPPORT THE CONTINUED DEVELOPMENT
OF THE MDNR RAIL TRAIL THROUGH
CHASSELL TOWNSHIP AND BEYOND.**

STRATEGY 2.1

Enhance the Centennial Park as a trailhead for the MDNR Rail Trail with wayfinding, a map kiosk and a bike repair station.

**GOAL 3:
ENGAGE IN EFFORTS IN SUPPORT OF
LOCAL AND REGIONAL COLLABORATION FOR
IMPROVING RECREATIONAL OPPORTUNITIES.**

STRATEGY 3.1

Continue to work with the Keweenaw Water Trail, the Portage Health Foundation, Portage Township and the City of Houghton in support of providing needed recreation facilities and opportunities including the water trail and the MDNR Rail Trail.

STRATEGY 3.2

Complete the Sturgeon River kayak launch project and enhance the site with signage, map kiosk and vault toilets, picnic tables, enhanced parking, and a public/private partnership to provide equipment rental services.

**GOAL 4:
CONSIDER OPPORTUNITIES TO ENHANCE
WINTER RECREATION.**

STRATEGY 4.1

Consider trailhead enhancements, such as map kiosks and vault toilets to the ski trail system trailheads.

STRATEGY 4.2

Consider lighting part of the ski trail for evening use.

5. TOWNSHIP INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES

Chassell Township provides limited services to residents, including fire protection and First Responder Emergency services. Water and sewer services are provided in the urbanized area of the Township.

Township Office

The Township Office is located in the business district in a repurposed bank building. The Township Fire Hall serves as a meeting space for the Township Board and various Township groups.

Water System

The potable and fire protection water system serves 357 customers. The water plant, wells and storage tank are located on the same property as the ski trails accessed by Archambeau Road. The tank has a capacity of 300,000 gallons with sufficient capacity for expansion of the service area and/or customers.

Outside of the Township water system, private wells can have drinking water quality issues. Some private wells have two times the acceptable level of uranium and are borderline acceptable on sodium. The Township should consider implementing an awareness program, so residents with private wells test their water, and recommend the implementation of reverse osmosis when levels exceed what is acceptable. Years of exposure to excess uranium potentially causes health issues.

Wastewater Collection and Treatment

The Chassell Township wastewater treatment system serves 340 customers. The system includes gravity and pressurized collection mains, and two large pumping stations. Wastewater treatment is handled by two wastewater stabilization lagoons, which discharge semi-annually to the Sturgeon River.

The wastewater collection and treatment system is currently operating at capacity. The Township is currently planning for upgrades to the sewer system, including a new lift station on U.S 41, a new lift station on Lakeshore Drive, and some force main work, to improve the ability of the system to handle peak flows, but these projects will not expand capacity. The addition of a third lagoon is necessary to expand capacity of the sewer system will be required to expand the service area and serve more customers.

Other Utilities

Chassell Township has ample electric power and natural gas service available. Electric power is provided by the Upper Peninsula Power Company. Natural gas service is provided by SEMCO to the urbanized area and along US 41 in the Township. The rural areas are served by propane gas.

Communications

Telephone, cell phone, and high-speed fiber optic Internet services are available in the Urbanized area of Chassell Township. In the rural areas, residents rely on satellite or Starlink Internet. There are forthcoming plans to extend high speed Internet to some of the rural area.

Education

The Chassell Area School District serves a K-12 student population of around 250 students. The District constructed a new K-12 facility in the early 1990's. The Chassell Area School has strong community support and has been involved in various community improvement activities.

The closest colleges/universities are: Michigan Technological University, located 10 miles away in Houghton; Finlandia University in Hancock, about 11 miles away; and Northern Michigan University

in Marquette, about 90 miles away. Gogebic Community College also offers some classes locally.

Fire Protection and Emergency Services

The Chassell Township Volunteer Fire Department currently has 17 members who provide fire and emergency services to Chassell Township. The Chassell First Responders has 8 members who are also Fire Department volunteers. The Fire Department is funded by Township appropriations.

Police Services

Police services are provided to the Township by the Houghton County Sheriff Department and the Michigan State Police.

Health Care

Excellent health care and hospital, and clinic services for the Township are provided by Portage Health Systems, located in Hancock with a clinic in Houghton, and Aspirus-Keweenaw in Laurium with a clinic in Houghton.



FIGURE 5.0 – CHASSELL HERITAGE CENTER

5. TOWNSHIP INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES

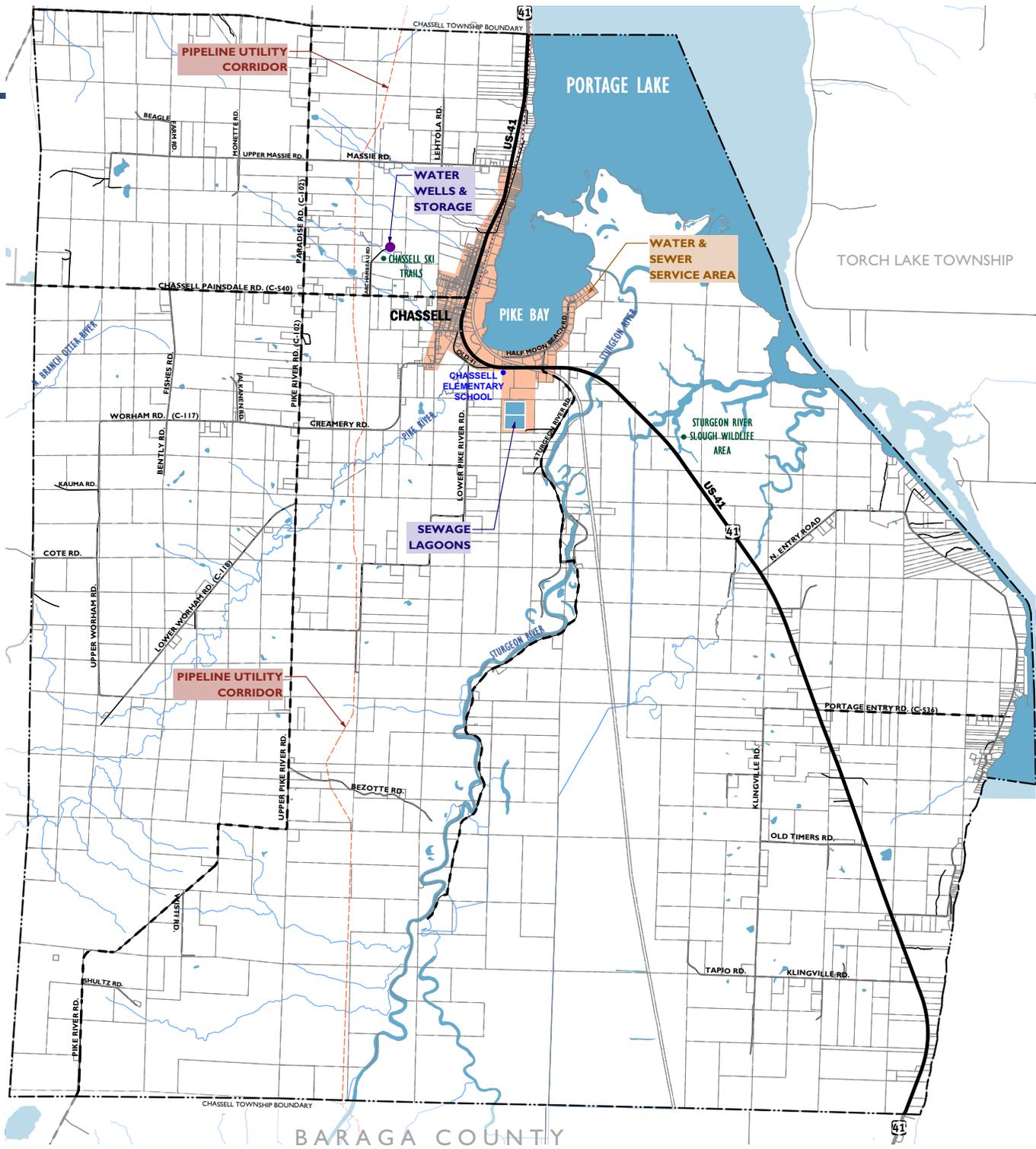
Goals and Strategies

GOAL 1:
**MAINTAIN AND IMPROVE TOWNSHIP
WATER AND SEWER SYSTEMS.**

STRATEGY 1.1
Complete the wastewater collection system improvement project.

STRATEGY 1.2
Consider opportunities to expand the wastewater system capacity.

GOAL 2:
**CONTINUE TO COLLABORATE WITH
REGIONAL JURISDICTIONS FOR SERVICES,
SUCH AS FIRE AND POLICE PROTECTION.**



LEGEND

- | | | | |
|-------------------|-------------------------|-----------------------------------|-----------------------------------|
| VILLAGE BOUNDARY | WATER BODIES | ROADS - ACT 51 DESIGNATION | UTILITY CORRIDOR
(MI GIS DATA) |
| MAJOR STREETS | FOREST COVER
(USGS) | State Trunkline | WATER & SEWER
SERVICE AREA |
| TRAILS | CONTOUR LINES
(USGS) | County Primary | |
| PARCEL BOUNDARIES | | County Local | |
| | | City Local | |



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S.
 Geological Survey, National Geospatial Technical
 Operations Center, 20200708, USGS Topo Map Vector
 Data (Vector) Chassell, Michigan and surrounding areas
 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 5.1 UTILITIES MAP

6. TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE

Local roads and streets draw the most attention from residents and visitors. All residents use roads, either as drivers of vehicles, or as passengers, or depend on them for the transport of goods needed for daily life. People also use roads, sidewalks, and trails for active transportation and recreational activities such as walking, bicycling, rollerblading, etc. Unlike underground infrastructure such as water and

sewer lines, which are equally vital to a community, roads are highly visible, and deteriorated roads and bridges are readily observed by all who travel them.

As a Michigan township, Chassell Township does not have responsibility for maintaining roads and streets. The Houghton County Road Commission levies a property tax and maintains all roads in the Township, however, the Township does levy additional millage to support improving county roads in the Township.

Michigan Act 51 of 1951 requires that all counties, incorporated cities, and villages establish and maintain road systems under their jurisdiction, as distinct from state jurisdiction, as identified on the Houghton County Act 51 map. Major roads and average daily traffic counts (ADT) are identified on the map included with this chapter.

STATE TRUNKLINE HIGHWAYS

The state trunkline system includes state and federal highways that connect communities to other areas within the same county, state and other states. These roadways provide the highest level of traffic mobility for the traveling public. State and federal highways are designed by the prefixes “M” and “U.S.” respectively.

U.S 41 is the only major highway that crosses Chassell Township, running north-south from Baraga



PHOTO SOURCE: Chassell Township Facebook Page

FIGURE 6.0 – US-41

County through Chassell Township to Houghton and Copper Harbor.

Act 51 requires that MDOT bear all maintenance costs consistent with department standards and specifications for all state highways including those within incorporated communities.

Major Street System:

A system of major streets in each incorporated Township is approved by the state highway commission pursuant to P.A. 51. Major streets are selected by the County Road Commission on the basis of greatest general importance to the County. County roads may be added or deleted from the system subject to approval of the state highway commissioner.

Local Street System:

Other local roads, exclusive of state trunklines, major county roads and those included in the major road system, make up the local street system. The process of approval, additions and deletions is the same as with other road system designations.

TRAFFIC VOLUMES

The Michigan Department of Transportation conducts annual vehicle counts on highways. The Average Daily

Total (ADT) is used to identify traffic trends and needs for improvements. The 2020 ADT for highways and major roads running through the Chassell Township are shown on the Streets and Traffic Map included within this Chapter.

TRANSPORTATION PLANNING

Planning for transportation improvements takes place at both the state and local level. The Michigan Department of Transportation maintains a statewide long-range transportation plan, and holds hearings

ACCESS MANAGEMENT

Access management refers to long-term planning for access to highway corridors, in order to preserve the long-term capacity of the roadway, improve safety, and maintain accessibility. Access management examines the spacing and location of driveways, access roads and intersections, and access management plans can recommend such measures as driveway consolidations, front or rear access roads, turn lanes, intersection realignments, addition or removal of traffic control devices, and other measures. Implementation can involve use of zoning and subdivision control ordinances, private road ordinances, standards for subdivision design, and use of local review boards in granting driveway permits.

Access management plans are generally developed cooperatively by local units of government within a specific corridor area, with technical assistance from MDOT. Local committees enter into a Memorandum of Understanding to insure commitment to the planning process and implementation, and a consultant is usually retained to develop the actual plan by working closely with MDOT and the corridor group. At this time, these efforts are usually funded by MDOT. Currently there is not an Access Management Plan for Chassell Township, however, the principles and standards for access management should be considered during site plan review and other zoning decisions in the Township.

6. TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE

around the state to gather input regarding residents' needs and desires. In addition to the long-range plan, MOOT prepares a five-year program for road improvements statewide. The various phases, such as right-of-way acquisition, design, and construction, are scheduled over a multi-year period so as to keep large projects on track.

Local planning efforts consist of the County Road Commission's annual prioritizing of road improvement projects, as well as small urban area task force meetings to plan projects for Category F funding. Some local planning efforts address specific issues, and may receive support from MOOT, as in the case of corridor studies and access management plans. Chassell Township has identified priorities for road improvements within the Township.

SNOWMOBILE/ATV TRAILS

The extensive Keweenaw Peninsula motorized trail

network provides snowmobilers and ATV riders a safe trail around the region. Currently, the Trail 15 which in the past, has connected Chassell Township to the regional motorized sports trail network south of Chassell, is closed due to a bridge washout. A trail connection from Chassell west to Trail 3 at Painesdale, which crossed numerous private landholdings, has been closed for a number of years, as the local clubs are unable to obtain easements or agreements with several landowners.

The rail trail from Chassell to Houghton is designated for motorized/snowmobile use in the winter only. This trail crosses numerous plowed driveways, and is not especially conducive for visiting snowmobilers, but is used primarily by locals. Once Portage Lake becomes safe for snowmobiles, typically in January, the lake becomes a highway for snowmobiles and few ride on the rail trail.

It would be beneficial for Chassell Township to be connected to the regional trail system and the Township should support efforts to make the connections needed.

NON-MOTORIZED TRANSPORTATION FUNDING

Funding for non-motorized transportation projects is available on a competitive basis through several grant programs.

The Transportation Alternatives Program (TAP) is a competitive grant program that funds projects such as bike paths, streetscapes, and historic preservation of transportation facilities that enhance

Michigan's intermodal transportation system, promote walkability, and improved quality of life for Michigan citizens.

The Safe Routes to School (SRTS) grant program is a school-based international movement to make it safe, convenient and fun for children, including those with disabilities, to bicycle and walk to school.

NON-MOTORIZED TRANSPORTATION FACILITIES

In recent years, the construction of non-motorized facilities has increased in many areas in response to public interest. Walking and bicycling are among the top five individual exercise activities according to a national survey (walking is number one). Alternate modes of transportation are encouraged and made safer by facilities such as sidewalks, bike lanes and walking paths.



FIGURE 6.1 - CHASELL TRAILS

Chassell Township maintains sidewalks along both sides of U.S.41 in the urbanized area of the Township, including snow clearing. In the 1990's, the Township did receive MDOT funding to establish a non-motorized walkway to the new school site, including a pedestrian bridge over the Pike River, which is also maintained for winter use.

Where sidewalks are not present in the urbanized area, the residential streets generally have light traffic that allows for safe walking and bicycling.

Winter, with its snow and cold temperatures, creates challenges for walking. The Township provides limited winter maintenance/snow plowing on sidewalks in the downtown district and on the primary pedestrian route to the school.

The rail trail runs north-south through the Township, from the south part of the urbanized area to the township border with Portage Township, and on to Houghton. As previously mentioned, this trail is an important facility for walking and biking. Motorized snowmobile use is permitted in the winter only.

Should an alternative snowmobile connecting route be established, it would be beneficial for the rail trail to be used for winter walking, skiing, and biking.

AIR SERVICE

The nearest airport providing commercial and charter passenger service is the Houghton County Airport, a distance of about 20 miles, with connecting flights to Chicago. Another regional commercial airport is located at Sawyer International Airport at Gwinn, near Marquette, approximately 100 miles from Chassell.

RAIL SERVICE AND PUBLIC TRANSPORTATION

Chassell Township no longer has rail service. There are no public transportation systems serving Chassell Township.

6. TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE

Goals and Strategies

GOAL 1: MAINTAIN AND UPGRADE EXISTING ROADS

STRATEGY 1.1

Continue the Township millage to support County Road projects in the Township

GOAL 2 IMPROVE NON-MOTORIZED/PEDESTRIAN FACILITIES.

STRATEGY 2.1

Inventory the condition of existing sidewalks and prioritize replacement.

STRATEGY 2.2

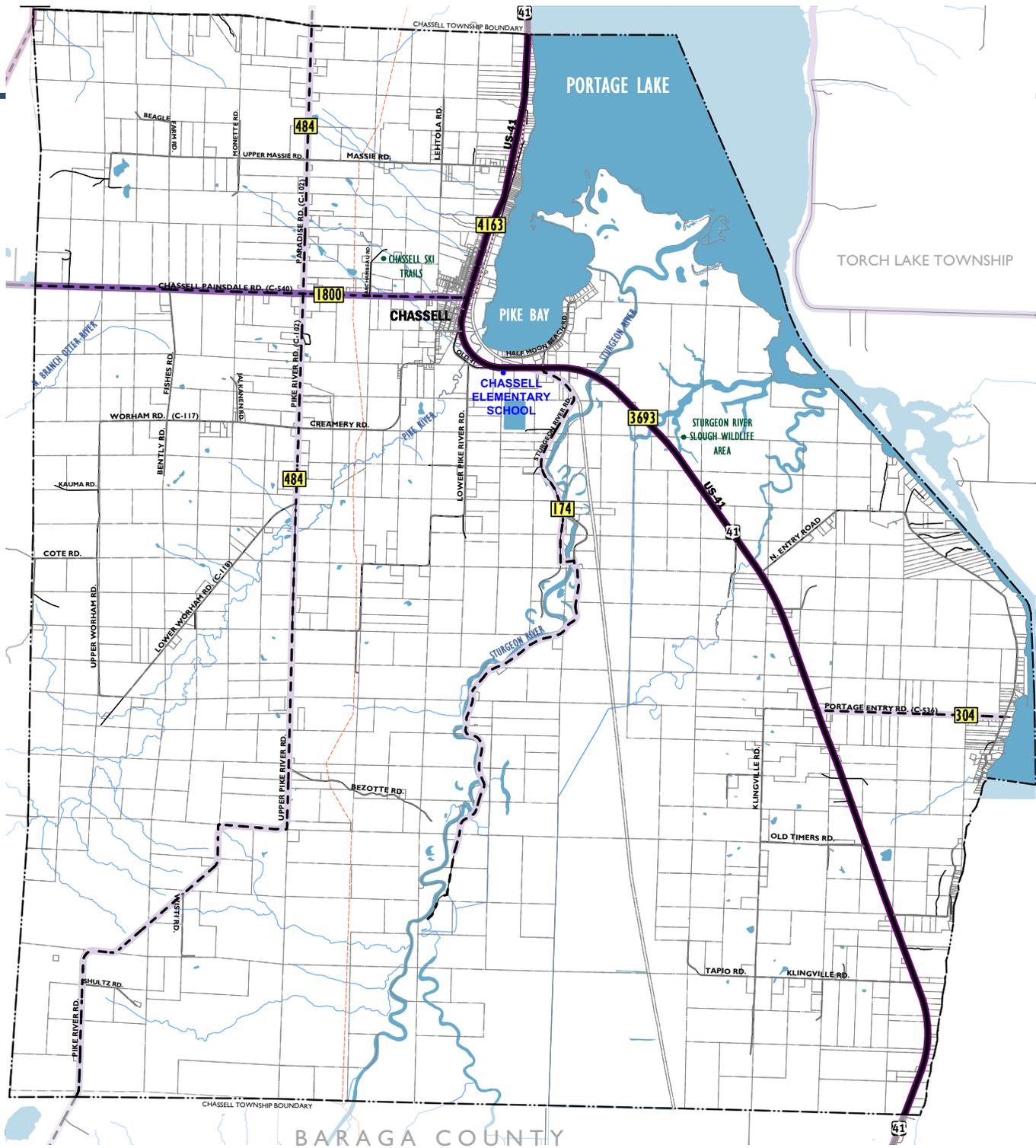
Work with MDOT to identify and implement appropriate crosswalk locations on U.S 41 in the downtown.

STRATEGY 2.3

Continue to work to establish a trailhead at Centennial Park for the rail trail, to include signage, information kiosk, etc.

STRATEGY 2.4

Support efforts to re-establish a snowmobile trail connection so the rail trail can become a year-round non-motorized trail.



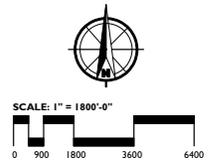
LEGEND

- VILLAGE BOUNDARY
- MAJOR STREETS
- TRAILS
- PARCEL BOUNDARIES
- WATER BODIES
- UTILITY CORRIDOR (MI GIS DATA)
- FOREST COVER (USGS)
- CONTOUR LINES (USGS)

- ROADS - ACT 51 DESIGNATION**
- State Trunkline
 - County Primary
 - County Local
 - City Local

- MDOT - AVERAGE DAILY TRAFFIC - (2020 DATA)**
- 2500+ ADT
 - 2000-2500 ADT
 - 1500-2000 ADT
 - 1000-1500 ADT
 - 500-1000 ADT
 - Less Than 500 ADT

- ### ADT - AVERAGE DAILY TRAFFIC COUNT**
(SOURCE: MDOT - 2020 DATA)



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S. Geological Survey, National Geospatial Technical Operations Center, 20200708, USGS Topo Map Vector Data (Vector) 33281 Ontonagon South, Michigan 20200708 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 6.2 STREETS MAP

7. FUTURE LAND USE & ZONING PLAN

Natural resources, history and transportation have shaped the existing land use in Chassell Township. From its early beginnings related to lumbering, the Township has evolved to its current function as a residential and recreational services community, as well as providing some agricultural and light industrial employment opportunities.

This chapter of the Master Plan provides a Future Land Use Plan, Land Use Goals and Strategies, as well as a Zoning Plan.

EXISTING LAND USE

The lands of Chassell Township are mostly rural in character with one main population center – the community of Chassell. The community is located on Pike Bay in the northwestern part of the Township and is predominantly residential, with many homes located along the east, west, and south shorelines of Pike Bay. Immediately north of town along Portage Lake is a concentration of year-round and seasonal homes, some of which are rented to tourists in the summer. A smaller community of seasonal and year-round homes is located at Portage Entry on Keweenaw Bay.

The downtown district is located on Wilson Memorial Drive (U.S.41, west of Pike Bay, and contains the bulk of the commercial, service, and retail businesses of the Township. The majority of the urban residential areas in the Township are located just to the west of the downtown district.

The Chassell Township Centennial Park borders the downtown on the east, along the Pike Bay shoreline.

FUTURE LAND USE

How the Chassell Township land base is developed in the community influences traffic flows and patterns, property values, the natural environment, and water, sewer, communications and power utilities.

For the most part, land use in the Chassell Township is not likely to experience major change. The population of the Township is not growing rapidly and large land areas are not needed in the foreseeable future for residential and commercial development.. However, the availability of broadband can impact growth. Future development should follow “Smart Growth” principles, as shown in the inset in this Chapter.

The areas most likely to experience changes in land use are described below:

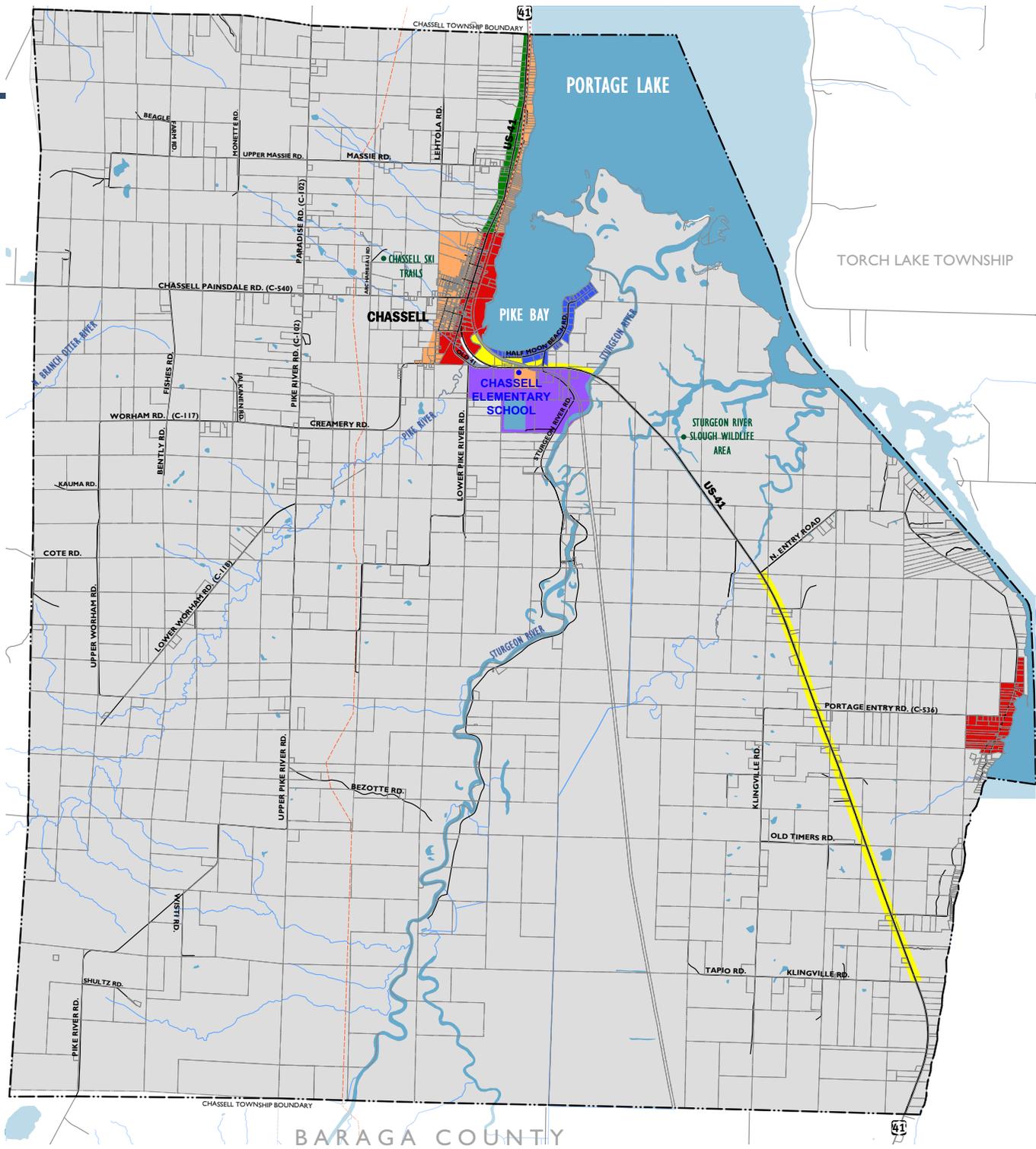
Downtown

The downtown district is characterized by a mix of residential and commercial land uses. There are several priority redevelopment sites that are likely to experience a change of land use and character:

- The former Mercantile site is being proposed for a mixed-use project that will include ground level retail space and apartments above.
- The former Chippewa Motel site, now converted to small apartments, is for sale. This site offers U.S 41 frontage, a Pike Bay view, with direct access to the rail trail, and Centennial Park. Because of these assets, the site is a prime location for mixed use redevelopment that could include retail space, apartments or condominiums, or a return to a lodging use. Current zoning of this site should be examined to ensure these potential future uses are permitted.
- The former Holy Trinity Church site and a neighboring property is being proposed for redevelopment as residential.

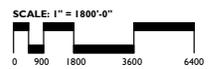
Highway Commercial

The U.S 41 corridor can accommodate highway oriented developments, however, the extent of commercial/mixed use zoning for retail and service



LEGEND

- | | | | |
|-------------------|--------------|---------------------|-----------------|
| VILLAGE BOUNDARY | WATER BODIES | RURAL | MULTI-USE NORTH |
| MAJOR STREETS | | URBAN RESIDENTIAL A | MULTI-USE SOUTH |
| TRAILS | | URBAN RESIDENTIAL B | INDUSTRIAL |
| PARCEL BOUNDARIES | | BUSINESS | |



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S. Geological Survey, National Geospatial Technical Operations Center, 20200708, USGS Topo Map Vector Data (Vector) 33281 Ontonagon South, Michigan 20200708 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 7.0 EXISTING ZONING

7. FUTURE LAND USE PLAN



FIGURE 7.1 – DOWNTOWN CHASSELL

businesses should be limited to this corridor south of the Chassell Townsite. North of the U.S 41/Lakeshore Drive intersection, commercial development should be limited, as this area is primarily a residential corridor. As development of the commercial area is proposed, site plans should conform to best practice access management standards.

ZONING PLAN

This plan satisfies the requirement of P.A. 33 of 2008 for a local unit of government that has adopted a zoning ordinance, to have a zoning plan within the master plan, including an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.

Comparison of Future Land Uses to Current Zoning Districts

The following table contains a summary of how the future land use categories for the Chassell Township relate to the current zoning ordinance categories.

<i>FUTURE LAND USE CATEGORY</i>	<i>ZONING CATEGORY</i>
Residential	Rural Urban Residential A Urban Residential B
Mixed Use	Multi-Use North Multi-Use South
Commercial	Business
Industrial	Industrial

TABLE 7.0 – COMPARISON OF FUTURE LAND USE TO ZONING

ZONING ORDINANCE UPDATE RECOMMENDATIONS

The Chassell Township Zoning Ordinance was recently updated in 2022. The Planning Commission and Township Board should consider a future update to include the following:

1. The Township encourages developers to meet informally with the Planning Commission to review plans, however, the ordinance does not require a formal Site Plan Review process for commercial, multi-family housing or industrial projects. Site Plan Review provisions set forth standards for development including access management, pedestrian and bicycle access, storm water and drainage, landscaping, parking, loading, and buffers. Site Plan Review provides an excellent tool to mitigate unwanted traffic, lighting, noise and storm drainage impacts before the project is constructed, and provides an opportunity for neighboring property owners to voice concerns.

A provision should be also added to enable the Township to require applicants to pay for costs associated with obtaining professional legal, planning and engineering services to assist with Site Plan Review.

2. Standards and regulations to address solar energy installations in all districts should be added.

3. The Township currently does not require a fee for zoning approvals. While this may be acceptable for obtaining a

zoning compliance permit, zoning ordinance map and text amendments costs, including review, public notifications and meeting costs can be substantial. Chassell Township should create and annually review and approve a Zoning Ordinance fee schedule that covers all mailing and publishing costs.

SMART GROWTH TENETS

- Create a range of housing opportunities and choices.
- Build/enhance walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster a distinctive, attractive community with a strong sense of place
- Make development decisions predictable, fair, and cost-effective
- Mix land uses
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Provide a variety of transportation choices

7. FUTURE LAND USE PLAN

Goals and Strategies

GOAL 1

ENCOURAGE THE DEVELOPMENT OF NEW SINGLE AND MULTI-FAMILY HOUSING IN THE TOWNSHIP, AND MAINTAIN/IMPROVE CURRENT RESIDENTIAL AREAS.

STRATEGY 1.1

Continue to identify lots and properties suitable for residential development and explore opportunities for developing a variety of housing options.

STRATEGY 1.2

Continue to review the Zoning Ordinance and other Township ordinances, and amend if necessary, to encourage maintenance of existing residential neighborhoods, eliminate blight, and the rehabilitation/removal of deteriorated structures.

STRATEGY 1.3

Enforce appropriate blight ordinances and utilize Municipal Civil Infractions methodology for enforcement. Encourage maintenance/upkeep of properties with incentives and volunteer efforts.

STRATEGY 1.5

Improve maintenance and reconstruction of infrastructure/roads in the neighborhoods to encourage private investment.

STRATEGY 1.6

Add small neighborhood parks, gathering areas, trails/trail connections, and community gardens as needed or desired within neighborhoods.

STRATEGY 1.8

Continue to promote brownfield sites for housing development.

GOAL 2

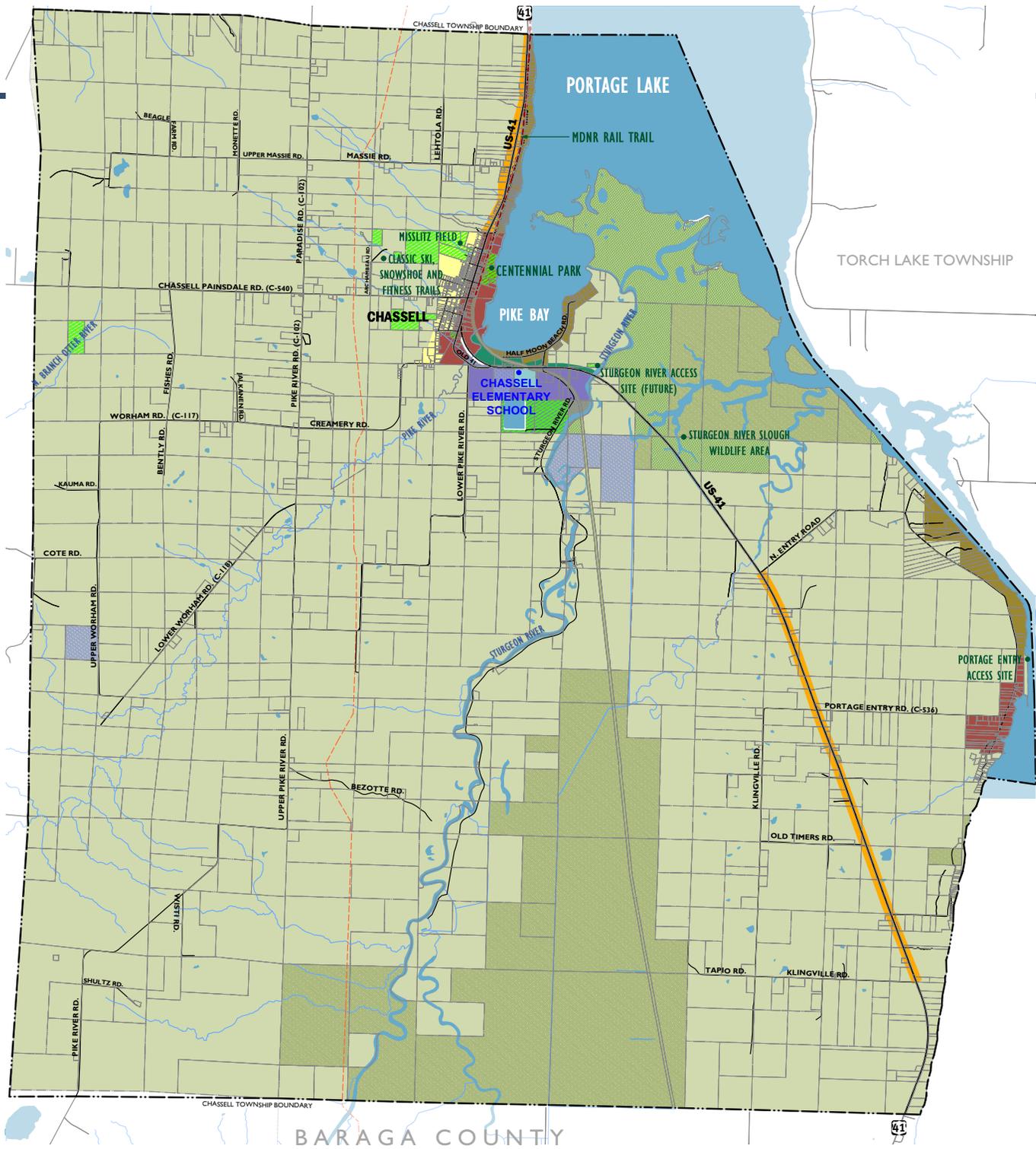
ENSURE THAT NEW DEVELOPMENT FOLLOWS SMART GROWTH TENETS, SUCH AS PRIORITIZING COMPACT DEVELOPMENT AND DIRECTING NEW DEVELOPMENT TO MAKE THE BEST USE OF EXISTING INFRASTRUCTURE. THIS WILL ENHANCE EFFICIENCY IN PUBLIC SERVICE PROVISION AND INFRASTRUCTURE MAINTENANCE, AND HELP PRESERVE NATURAL RESOURCE LANDS

STRATEGY 2.1

Provide incentives for downtown ground-floor retail combined with upper-level residential uses, including the use of tax increment financing, low-income tax credits (affordable housing), and façade improvement funds, and reduced land cost.

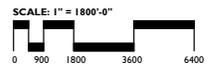
STRATEGY 2.2

Prioritize the rehabilitation or reuse of vacant and underutilized properties or the conversion of single-uses into mixed-use developments as a preferred strategy over new development.



LEGEND

- | | | | | |
|-------------------|-----------------------------------|--|------------------------------------|-------------------------|
| VILLAGE BOUNDARY | WATER BODIES | PUBLIC OWNED PROPERTY | AGRICULTURAL/
RURAL RESIDENTIAL | MIXED USE |
| MAJOR STREETS | UTILITY CORRIDOR
(MI GIS DATA) | CHASSELL TOWNSHIP | URBAN RESIDENTIAL | PUBLIC LANDS/RECREATION |
| TRAILS | | CHASSELL TOWNSHIP SCHOOLS | LAKESHORE RESIDENTIAL | INSTITUTIONAL |
| PARCEL BOUNDARIES | | MICHIGAN DEPT OF NATURAL
RESOURCES (MDNR) | COMMERCIAL | INDUSTRIAL |
| | | STATE OF MICHIGAN | | |



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S.
 Geological Survey, National Geospatial Technical
 Operations Center, 20200708, USGS Topo Map Vector
 Data (Vector) Chassell, Michigan and surrounding areas
 for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

FIGURE 7.2 FUTURE LAND USE PLAN

7. FUTURE LAND USE PLAN

GOAL 3

FOSTER A DISTINCTIVE, ATTRACTIVE COMMUNITY WITH A STRONG SENSE OF PLACE.

STRATEGY 3.1

Encourage new development or redevelopment that is compatible with the scale and architecture of existing properties (especially in the traditional, historic neighborhoods and Downtown) while preserving existing natural features as much as possible.

STRATEGY 3.2

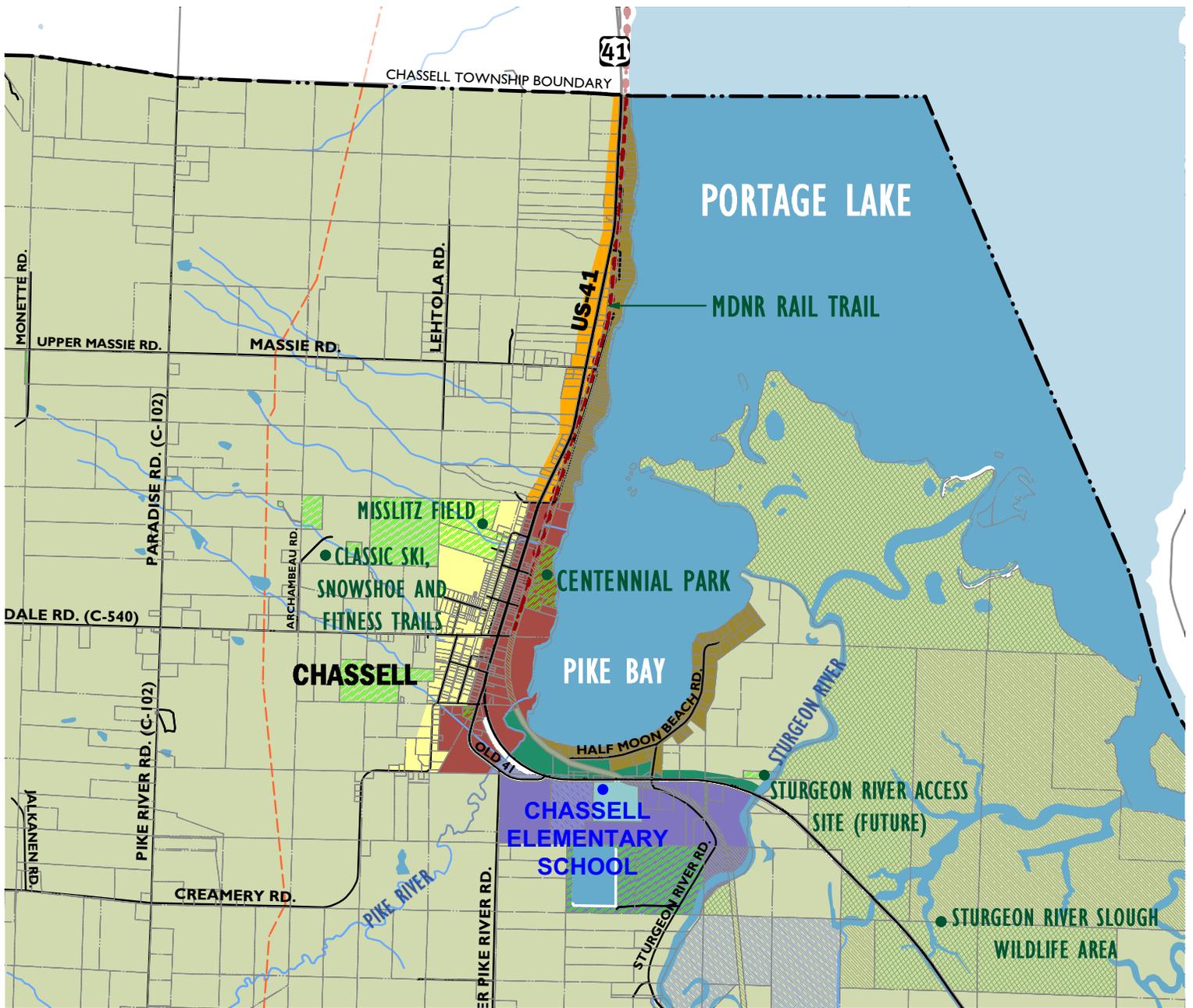
Require landscaping or public art or other such aesthetic treatment along long, blank walls to improve community aesthetics, and encourage pedestrian activity.

STRATEGY 3.3

Implement access management principles to create a safer, more aesthetic highway corridor while preserving function and capacity of the highway system and supporting non-motorized transportation elements.



FIGURE 7.3 - PARADISE ROAD VIEWS



LEGEND

- | | | | | |
|-------------------|-----------------------------------|--|------------------------------------|-------------------------|
| VILLAGE BOUNDARY | WATER BODIES | PUBLIC OWNED PROPERTY | AGRICULTURAL/
RURAL RESIDENTIAL | MIXED USE |
| MAJOR STREETS | UTILITY CORRIDOR
(MI GIS DATA) | CHASSELL TOWNSHIP | URBAN RESIDENTIAL | PUBLIC LANDS/RECREATION |
| TRAILS | | CHASSELL TOWNSHIP SCHOOLS | LAKESHORE RESIDENTIAL | INSTITUTIONAL |
| PARCEL BOUNDARIES | | MICHIGAN DEPT OF NATURAL
RESOURCES (MDNR) | COMMERCIAL | INDUSTRIAL |
| | | STATE OF MICHIGAN | | |

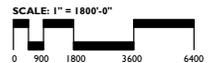


FIGURE 7.4 FUTURE LAND USE MAP - DETAILED AREA

8. DOWNTOWN & ECONOMIC DEVELOPMENT

The Houghton County and Chassell Township economy was once based on copper mining and forest products. The region has transitioned to an economy based upon Michigan Technological University, tourism, outdoor recreation, retirement homes, and remote workers.

Chassell Township has great potential for sustainable growth and development. The Township offers a location on Pike Bay/Portage Lake and Lake Superior, with good highway access, in a region rich with outdoor recreation attractions, and natural resources. The community is well positioned with good infrastructure, access to high speed broadband, walkable neighborhoods, and lower housing costs.

The COVID-19 global pandemic has stimulated the movement of people to rural communities that offer quality of life assets like those found in Chassell. The locational preferences of the “millennials” and recent college graduates has shown a trend that young people are choosing where to live based on lifestyle and quality of life considerations, rather than job opportunities or pay. Businesses, particularly those within the knowledge economy, have fewer requirements that dictate location within a particular region. Instead, they are looking for places that will provide a high quality of life for their employees and an appealing work environment. These trends have accelerated as the result of the pandemic.

Increasingly, research into economic trends and economic development strategy suggests that the traditional models of business attraction may not be suitable, successful, and sustainable for many communities, particularly those places in geographically isolated regions. Instead, investment in public infrastructure and broadband improvements, placemaking, and amenities that will enhance the community’s image and

attractiveness to prospective businesses, entrepreneurs, and employees, is recognized as a viable strategy.

This chapter of the Master Plan provides ideas and guidance for both downtown development and overall economic development.

DOWNTOWN DEVELOPMENT

The Chassell downtown area includes a variety of small businesses, the Historical Museum, specialty and gift shops, and other service businesses. The overall appearance is good, attractive to both residents and visitors.

The Wilson Memorial Drive/U.S 41 streetscape presents a positive appearance with street trees and planter areas, theme lighting, and good sidewalks. Overall, sidewalks along the street are in decent condition. Some of the street trees and planter areas are in poor condition. Street trees that are dead or in poor condition should be replaced.

The downtown has several vacant lots that offer potential for redevelopment. Most prominent is the former Mercantile site which is being proposed for a mixed-use building with ground floor retail and apartments above.

The motel rooms of the former Chippewa Motel were converted to small apartments years ago and the property is currently for sale. With its location adjacent to Centennial Park, the rail trail, and unrestricted views of Pike Bay/Portage Lake, the site offers a great location for a major redevelopment project. Higher-end housing, or even a return to a lodging use as a motel or hotel may be possible. The Planning Commission should examine current zoning regulations to ensure

appropriate zoning is in place for this site.

Chassell Township does not have a Downtown Development Authority (DDA) and tax increment financing plan, as permitted under Michigan Public Act 197 of 1975. The tool should be considered for efforts to revitalize the downtown area.

Chassell Township does not have a Brownfield Redevelopment Authority; however, the Township is able to utilize the Houghton County Brownfield Authority to assist with redevelopment. This tool is described further in this chapter.

There are currently a variety of wayfinding signs downtown identifying Chassell destinations, including the Centennial Park, Historical Museum and Ski Trails. A unified wayfinding sign system would be beneficial for downtown.

Electric vehicle (EV) charging stations are becoming an important downtown asset, as more of these vehicles are being sold and used. A location should be identified for installation of an EV charging station adjacent to downtown.

ECONOMIC DEVELOPMENT

The Keweenaw Economic Development Alliance (KEDA) was created to carry out economic development activities in the region. KEDA is a private, 501c3 non-profit local economic development organization serving the Baraga, Houghton, and Keweenaw County Region. KEDA



FIGURE 8.0 – STREETScape AND WAYFINDING SIGN

is currently staffed by an executive director and a contracted membership and small business development coordinator. KEDA is supported by over 250 businesses, local governments, organizations and individuals. KEDA's mission is to be the best at utilizing technology, education and business assets to build a diverse economic base that leverages and develops the unique strengths of each county and its people.

Small Scale Economic Development Focused on Local Business

As a small community with limited resources, the best thing Chassell Township can do to create economic development activity is to continue to improve the quality of life opportunities within the Township, making it a great place to live

8. DOWNTOWN & ECONOMIC DEVELOPMENT

and do business. Strengthening neighborhoods, eliminating blight, improving recreation opportunities, fostering the development of new housing, and supporting downtown revitalization are all important elements to this strategy.

The Master Plan supports an “economic gardening” approach to growing jobs and businesses in Chassell Township. This proven approach grows the local economy from within by promoting local

entrepreneurship and small and local business development. The primary idea of economic gardening is to work with what is already present in the community to build new opportunities.

Chassell Township should provide support for existing businesses and particularly home-based businesses, persons who work from home as freelancers, consultants, or remote employees, and other individuals making or selling products from home. Removing any local zoning barriers to home-based business and redevelopment of downtown is one example of supporting economic development.

In general, economic gardening strategies should seek to connect existing businesses and entrepreneurs to resources that will help them grow and thrive, while removing the barriers to starting and operating a business. One such resource organization is the non-profit Northern Initiatives, based in Marquette, that serves northern Michigan and parts of northern Wisconsin with lending and business consulting. Northern Initiatives administers a revolving loan fund. Another resource is the revolving loan funds offered by the Western UP Planning and Development Region (WUPPDR).

TOURISM

During the pandemic in 2020, the Keweenaw Peninsula experienced unprecedented growth in visitation. The growth trend continued in 2021 and 2022. The increase in visitation parallels what is being experienced across the Upper Peninsula (UP). People are discovering the Upper Peninsula because of a stronger interest in travel and vacationing closed to home, and increased interest in active lifestyles and outdoor activities.

The interest in walleye fishing on Portage Lake has grown considerably in the last 20 years. The boat launching facility at Centennial Park is the

HOUGHTON COUNTY DATA

Labor force: 16,150

Largest Employers:

- Michigan Tech University
- UP Health System Portage
- Aspirus Keweenaw Hospital
- Copper Country Mental Health Services
- BHK Child Development Board
- Calumet Electronics

Industry by number of workers 16 & over (2,033):

- Health care & social assistance: 16.3%
- Manufacturing: 7.7%
- Retail trade: 12.8%
- Accommodation & food services: 8.9%
- Educational services: 20.4%
- Public administration: 3.3%
- Educational services: 6.0%

Source: 2019 American Community Survey

most heavily used on Portage Lake. Improving the launch, adding boat slips, and improving related facilities can benefit Chassell businesses.

In the past, tourism jobs were associated with restaurant, service, and motel staff, which typically have been minimum wage positions. Instead, tourism should be embraced for the opportunities it creates to own and manage small business. The Township can support growth of tourism in the community and the region by encouraging entrepreneurs to start tourism-related businesses, such as outdoor equipment rentals, guided tour companies, lodging, fishing charters, food trucks, gift shops, a brew pub, and other small business that can benefit from the growth of tourism in the region.

REDEVELOPMENT PRIORITIES

Chassell Township Redevelopment Priorities are as follows:

- The former Mercantile site
- The former Trinity Church site
- Chippewa Motel/Apartments site and the old service station next door to it

REDEVELOPMENT TOOLS

Brownfield Redevelopment Authority

The Houghton County Brownfield Redevelopment Authority, established under the Brownfield Redevelopment Act PA 381 of 1996, as amended, can provide a developer with access to both Michigan EGLE and MEDC related Tax Increment Financing as well

as MDEQ grant and loan funding for appropriate projects. Eligible work includes environmental assessment, due care, lead and asbestos assessment and abatement, and demolition, public infrastructure and site work.

Michigan Economic Development Corporation

Community Assistance Program
Chassell Township, working with Michigan Economic Development Corporation's (MEDC) Community Assistance Team can access Community Development Block Grant (CDBG) funding for qualified redevelopment projects.

Redevelopment Ready Communities

Redevelopment Ready Communities is an initiative through the Michigan Economic Development Corporation (MEDC) to help communities promote



FIGURE 8.1 – THE FORMER COMMUNITY BUILDING HAS BEEN SUCCESSFULLY REDEVELOPED AS HOUSING UNITS

8. DOWNTOWN & ECONOMIC DEVELOPMENT

their developable sites and buildings. It involves gathering and maintaining data on developable sites and buildings to advertise locally and with the state. The program also requires Communities to have available incentives, tools and programs to assist with redevelopment. The Township is currently working to become a certified participant in the Redevelopment Ready Communities program. Once certified, the Township can advertise the developable sites and land on a national basis with no cost to the Township. This does require the Township to put together the information about empty lots and buildings, and having this available will make it easier to work with developers and people interested in starting a business in Chassell.



FIGURE 8.2 – A FORMER GARAGE BUILDING IS NOW A HOUSING UNIT

Goals and Strategies

GOAL 1

MARKET VACANT LAND FOR DEVELOPERS.

STRATEGY 1.1

Prioritize sites for redevelopment efforts and determine which types of businesses are appropriate on these sites.

STRATEGY 1.2

Create property information packages.

STRATEGY 1.3

Create developers' packets and start actively recruiting businesses through directly mailing developers and by posting the information on the Township website and other websites such as costar and zoom prospector.

STRATEGY 1.4

Work with KEDA, WUPPDR and various state agencies on these packets.

GOAL 2

PARTICIPATE IN AND SUPPORT AREA-WIDE ECONOMIC DEVELOPMENT ACTIVITIES.

STRATEGY 2.1

The Township should continue its membership and involvement with KEDA.

GOAL 3

ENHANCE QUALITY OF LIFE OPPORTUNITIES WITHIN CHASSELL TOWNSHIP.

STRATEGY 3.1

Continue work to strengthen neighborhoods, eliminate blight, improve recreation opportunities, foster the development of new housing, and support downtown revitalization.

STRATEGY 3.2

Continue efforts to improve Centennial Park.

GOAL 4

SUPPORT CONTINUED DOWNTOWN REVITALIZATION EFFORTS.

STRATEGY 4.1

Design and implement a wayfinding system.

STRATEGY 4.2

Design and implement “Welcome to Chassell” signs at key locations.

STRATEGY 4.3

Locate an Electric Vehicle (EV) charging station downtown.

STRATEGY 4.4

Recruit more volunteers to improve the planting areas in downtown.

STRATEGY 4.5

Work with the Chassell Historical Organization to further develop historical attractions in Chassell.

STRATEGY 4.6

Continue to assist the redevelopment of the former Mercantile and Trinity Church properties.

STRATEGY 4.7

Continue working with MTU’s College of Social Sciences on incorporating the Keweenaw Time Traveler into the Historic Trail and expand this to a walking tour of the downtown, to help interpret the site of buildings that once stood in the community.

9. ENVIRONMENTAL SUSTAINABILITY

Sustainability can be broadly interpreted and delve into areas such as the built development, the human and environmental world, business and technology disciplines, or even educational systems. This chapter will focus on environmental sustainability and specifically areas that are important to consider for the Township as it makes future planning decisions.

A stroll along the rail trail, skiing the Chassell trails in the winter, or even parking your car and walking to the grocery in the hot sun reminds us everyday that the environment around us is a living moving system dependent on many pieces. When we look at environmental sustainability, a typical definition says that it means acting in a way that ensures future generations will have the natural resources

available to live in the same way or better than current generations.

A good way to introduce positive changes over time into everyday living is to incorporate sustainable improvements gradually. By making small incremental changes towards improved environmental sustainability, a smaller area like Chassell Township can very well end up making a big impact for future generations. Some ways to do that are in regulatory improvements by the way of Ordinance or Policy changes.

SUSTAINABILITY GUIDE

The following is a GENERAL guide for sustainable considerations. These best practices should be



FIGURE 9.0 - PIKE BAY

referenced and/or required where applicable in any future zoning ordinance revisions or in the creation of any future design standards or operating policies for the Township.

Regulations based on these general principles would seek to provide a strong foundation for future growth, conserve limited resources, and protect our natural environment for the long-term health of our planet and future generations.

Protect and Enhance the Site

- protect ecologically sensitive sites
- minimize the development footprint (refer to low impact development section)
- integrate buildings with site topography
- site homes and developments in a way that celebrates natural habitats

Improve Energy Efficiency

- Incorporate passive solar design strategies (proper orientation of structures, placement of windows, etc.)
- Use proper insulating techniques for the building envelope
- Design for efficient use of space (i.e. bigger isn't always better)
- Install high-performance windows and place to take advantage of natural light and cross ventilation
- Consider active solar or wind systems for energy or water heating

Use Environmentally Responsible Building Materials

- Select materials that are appropriate and durable for harsh winter climates
- Select products that support local manufactures and local economies
- Select materials with recycled content or that are recyclable
- Avoid materials that unduly deplete

natural resources

- Avoid materials that generate excess pollution during manufacturing

Create A Safe Indoor Environment

- Avoid materials with high VOC (volatile organic compounds) such as some carpets, adhesives, paints, etc.
- Provide for proper ventilation in all buildings
- Maximize the control of indoor environments with proper window placement, lighting, and temperature controls

Provide Water Efficient Water Usage

- Use low-flow plumbing fixtures
- Incorporate efficient hot-water delivery systems
- Consider gray water usage, provide for water storage for landscape use
- Incorporate water efficient landscaping

Reduce Generation of Solid Waste

- Provide for both construction and home waste recycling
- Purchase building materials so as to minimize



FIGURE 9.1 – BUILDING INCORPORATES PASSIVE SOLAR DESIGN STRATEGIES

9. ENVIRONMENTAL SUSTAINABILITY

waste

- Utilize recycled materials in new construction

Create a Healthy Living Environment

- Encourage home or community gardening
- Incorporate walking trails, especially nature trails with educational opportunities.
- Incorporate alternative forms of transportation (walking, biking, bus, etc.)



FIGURE 9.2 – STRUCTURAL BMP – DEPRESSED PLANTER COLLECTING STORMWATER FROM THE STREET

LOW IMPACT DEVELOPMENT

In order to protect our vital and important natural water resources (including drinking water) in the region it should be required for all new developments to incorporate low impact development practices in the construction of any projects. These are also known as GREEN INFRASTRUCTURE or STORMWATER BEST MANAGEMENT PRACTICES (BMPs). The Southeast Michigan Council of Governments created a “Low Impact Development Manual for Michigan” in 2008. This is a tremendous resource for Michigan communities.

The following are just some of the BMPs and techniques that would be suitable to incorporate into development projects in the Township, however creativity and ingenuity should be encouraged as the stormwater solutions can be incredible varied across different sites.

Some Nonstructural BMPs are:

- Cluster development
- Minimize soil compaction
- Minimize total disturbed area
- Protect natural flow pathways
- Protect sensitive areas
- Reduce impervious surfaces
- Stormwater disconnection.

Some Structural BMPs are:

- Bioretention (similar to rain gardens)
- Planter boxes or Tree Wells.
- Depressed Tree/Planter Islands in parking lots
- Vegetated Swales
- Infiltration Trenches
- Pervious Pavements
- Green Roofs
- Rainwater Collection/Reuse
- Native Vegetation Requirements

SUSTAINABLE DESIGN RATING PROGRAMS

There are several well known and accepted sustainable design rating programs for the development of building and site plans. Developers should be encouraged to utilize these programs (or at least follow their criteria even if they don't become fully certified) for all new projects. An incentive program or reduced permitting fees or time lines for projects that use one of these metrics and become certified projects could also be considered. Projects that use these rating systems bring an additional level of recognition and marketing power to the community.

LEED or Leadership in Energy and Environmental Design This program is administered by the U.S. Green Building Council (USGBC). It is the most widely used green building rating system in the world. Developers can use this rating system when designing and constructing virtually all building, community and home project types. LEED provides a framework to create healthy, highly efficient and cost-saving green buildings.

Refer to www.usgbc.org for more detail.

Sustainable SITES Initiative

This system is administered by Green Business Certification Inc. (GBCI), SITES offers a comprehensive rating system designed to distinguish sustainable landscapes, measure their performance and elevate their value. SITES certification is available for a wide range of development projects, with or without buildings. Refer to www.sustainablesites.org for more detail.

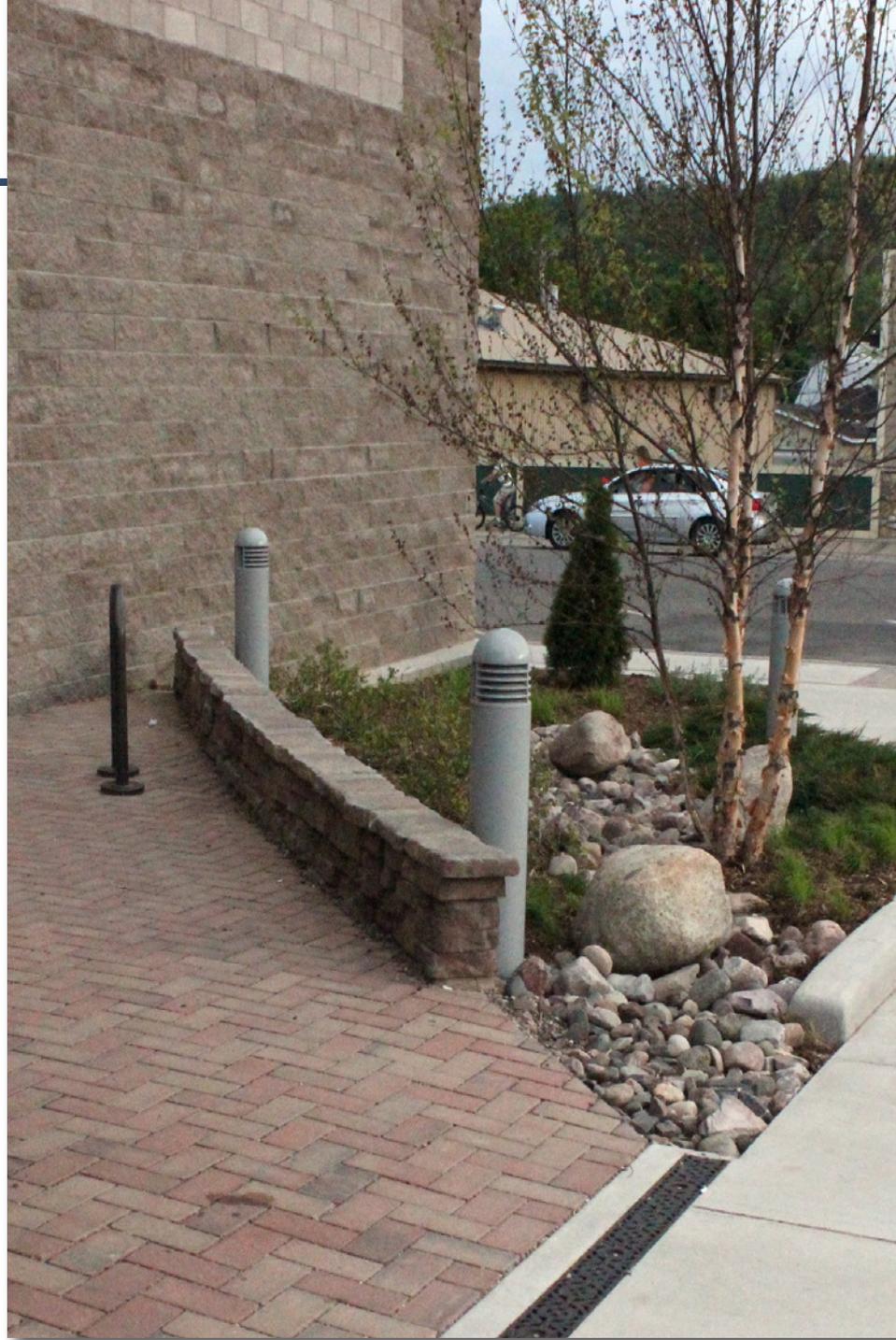


FIGURE 9.3 – BUS STOP IN MUNISING CONVERTED TO UTILIZE POROUS PAVEMENT WITH A RAIN GARDEN

The National Green Building Standard™

The National Green Building Standard™ provides independent, third-party verification that a home, apartment building, or land development is designed and built to achieve high performance in six key areas: Site Design, Resource Efficiency, Water Efficiency, Energy Efficiency, Indoor Environmental

9. ENVIRONMENTAL SUSTAINABILITY

Quality, and Building Operation & Maintenance. Refer to www.nahb.org for more detail.

ENERGY STAR Energy Certified certified homes are designed and constructed to be significantly more energy efficient than those built to code while lowering homeowner utility bills and providing superior comfort, quality, and durability. Refer to www.energystar.gov for more detail.

The Living Building Challenge,™ This is a building certification program, advocacy tool and philosophy that defines the most advanced measure of sustainability in the built environment possible today. This is just one program that is a part of the International Living Future Institute, there are also additional programs that may be of interest including The Living Community Challenge. Refer to <https://living-future.org/programs-overview/> for more detail.

Michigan Municipal League The League will provide guidelines for creating sustainable communities through the Michigan Green Communities Challenge, a program designed in collaboration with the state energy office, the Bureau of Energy Systems, to ensure that Michigan has the tools needed to implement short-term and long-lasting actions. The Energy Efficiency and Conservation Block Grant program, through the stimulus recovery act, requires that all communities who wish to receive funds prepare a strategy for energy efficiency and conservation.

SUSTAINABLE DEVELOPMENT & PLACEMAKING

The Michigan Municipal League (MML) has identified the **EIGHT ASSETS** that Michigan's communities need to grow and strengthen. Research shows that these eight assets are essential to a community's livelihood. The following deals only with the "green initiatives" asset and is a good reference to help understand the basics of how sustainable design can better shape communities.

GREEN INITIATIVES

- ***Sustainable development can enhance the economic well-being of communities.***
- ***Environmental health improves in neighborhoods that focus on green development.***
- ***Green infrastructure can reduce energy costs and overall infrastructure costs.***

More information and case studies can be found on the Placemaking MML website. <http://placemaking.mml.org/how-to/green-initiatives/>

Goals and Strategies

GOAL 1 PROTECT AND ENHANCE THE EXISTING NATURAL RESOURCES.

STRATEGY 1.1

Consider revising the existing ordinance to add Tree Protection requirements and other Landscape Provisions that would require native vegetation and restrict invasive species.

STRATEGY 1.2

Consider revising the existing ordinance by improving the language for steep slope protection (consider restricting development on slopes over 18%) and removal of existing vegetation.

STRATEGY 1.3

Consider including a tree replacement requirement in the Zoning Ordinance.

STRATEGY 1.4

Create a policy for annual street tree plantings to start replacing street trees every year. Consider neighborhood outreach to help residents properly maintain existing street trees.

GOAL 2: PROMOTE SUSTAINABLE DESIGN AND MANAGEMENT EFFORTS.

STRATEGY 2.1

Include a requirement for sustainable design and



FIGURE 9.4 – INCREASING STREET TREES PROVIDES A WEALTH OF ENVIRONMENTAL BENEFITS

low impact development (LID) practices in the zoning ordinance and/or design standards. Include but not limited to; innovate stormwater techniques, recyclable materials, green roofs, pervious pavements, energy efficient lighting, native landscaping and preservation of existing trees.

STRATEGY 2.2

Seek and promote funding opportunities (grants) for sustainable development practices.

STRATEGY 2.3

Encourage or consider tax incentives for development that follows various current industry benchmarks such as LEED or Sustainable Sites.

STRATEGY 2.4

Consider being involved in the Michigan Green Communities program through the Michigan Municipal League

9. ENVIRONMENTAL SUSTAINABILITY

GOAL 3:

UTILIZE PUBLIC PROJECTS TO IMPLEMENT AND PROMOTE SUSTAINABLE DESIGN AND RAISE AWARENESS WITHIN THE COMMUNITY.

STRATEGY 3.1

Create baseline standards for incorporating green infrastructure into improvement projects of public right-of-ways, alleys, and parking facilities.

STRATEGY 3.2

Be a model of sustainable design for the community with a visible public project.

STRATEGY 3.3

Create promotional materials for residents and businesses describing the various sustainable practices that can be deployed in the Township.

GOAL 4:

INCREASE RECYCLING OPTIONS.

STRATEGY 4.1

Add recycling to public trash receptacles; at public facilities, public events, and in parks.

STRATEGY 4.2

Create a drop-off program at the DPW Yard for less common recycling items.

STRATEGY 4.3

Create a Zero Waste Event planning guide with a variety of tools and best practices

GOAL 5:

CONSERVE ENERGY RESOURCES.

STRATEGY 5.1

Assure all street and other public lighting is converted to LED, where possible.

STRATEGY 5.2

Utilize stronger architectural standards for new construction and renovations to include building features that save energy.

GOAL 6:

EXPAND THE USE OF GREEN STORMWATER INFRASTRUCTURE.

STRATEGY 6.1

Develop zoning incentives for integrating green stormwater infrastructure into private development projects.

STRATEGY 6.2

Integrate green stormwater infrastructure into parks or other public projects.

STRATEGY 6.3

Promote the use of permeable pavement and other options for limiting the amount of stormwater runoff.



FIGURE 9.5 - EXAMPLE OF USING PERMEABLE PAVEMENT FOR PARKING SPACES IN A PUBLIC STREET PROJECT

10. WINTER STRATEGIES

Chassell Township and Houghton County are noted for considerable lake effect snowfall and for outstanding winter recreation opportunities. The County is a destination for snowmobiling, cross-country skiing and downhill skiing. Residents also participate in snowshoeing and winter biking. There are numerous groomed trails for skiing, snowshoeing and winter biking in the area. The Chassell Classic Ski and Snowshoe Trails trailhead is located right in town.

Ice fishing for walleye, pike and crappies is very popular on Pike Bay and Portage Lake, with the Chassell Centennial Park providing the primary access point for ice fishing.

The Centennial Park pavilion is used for ice skating in winter, and is maintained by the DPW staff.

Current winter activities in Chassell also include the Chassell Old Fashioned Christmas celebration and the VFW Ice Fishing Tournament. Snowshoeing will be an option on the historic trail. The Chassell Bark Park is also a very popular destination during the winter months.

While the multi-use rail trail that runs through Chassell to Houghton is designated for winter motorized use, it is not ideal as a snowmobile trail, due to numerous driveway crossings. Once safe ice conditions are present on Portage Lake, snowmobilers prefer to use the lake, although this practice and route is not condoned by the DNR. A route to connect Chassell to the Bill Nichols Trail west of Chassell has been sought after for many years but presents challenges due to the fragmented land ownership pattern. If a suitable trail route can be located, it may be possible to change the designation of the rail trail for non-motorized use only. This would be popular with residents for skiing, snowshoeing and walking.

Despite these recreation opportunities, winter can

be a difficult time for some Chassell residents. Winter problems include seasonal affective disorder, social isolation, and the challenges of dealing with snow and mobility.

A growing number of communities across the northern tier of the United States and in Canada are embracing the winter season and finding the opportunities it offers: economically, socially and culturally. Following “best practices” for “winter cities”, many communities are transforming themselves with things like year-round bicycling lanes, snow management innovations, winter festivals, skating plazas, all-season town squares, winter markets and other business opportunities. People want to walk, bike and socialize outside year-round, as long as they can do so with relative ease and comfort. It only makes sense to plan and design a community for winter as much as we do for summer.

This chapter of the Master Plan provides ideas to make the most of winter’s opportunities and to create a culture shift so that Chassell is considered one of best places to live, work and play in winter and year-

WINTER IN CHASSELL

Average Annual Snowfall: 200”

**Average January High/Low
Temperatures: 23/10 degrees
Fahrenheit**

round. The best “winter city” practices presented here, when implemented, will minimize winter’s negatives and create a more livable community.

WINTER CITY BEST PRACTICES

PROVIDE OR ENHANCE OPPORTUNITIES FOR WINTER OUTDOOR ACTIVITY

- ✧ Consider ways to use existing city parks and open space for additional winter activities, such as a sledding hill, an ice skating rink or pathway, outdoor gathering area with a fire pit and creative warming hut.
- ✧ Create winter trails within the city on old rail grades. Where possible, connect existing trails and walkways.
 - Maintaining/grooming the snow for a multi-purpose skiing, running and walking path is possible where below freezing temperatures predominate.
 - Communities that experience extended above freezing temperatures may find it better to plow the trail for walking/running/biking.

IMPROVE WINTER TRANSPORTATION FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSIT USERS

- ✧ Designate critical pedestrian areas that should receive priority when clearing sidewalks and walkways.



FIGURE 10.0 – PROVIDE FOR WINTER OUTDOOR ACTIVITIES

- ✧ Consider recruiting the assistance of local residents, such as business owners, neighborhood groups, or other organizations to maintain critical areas.
- ✧ Ensure that transition areas such as curb-cuts and bus stop platforms are properly plowed to ensure pedestrian safety, as these areas are often a collecting point for large mounds of icy snow due to street plowing.

10. WINTER STRATEGIES

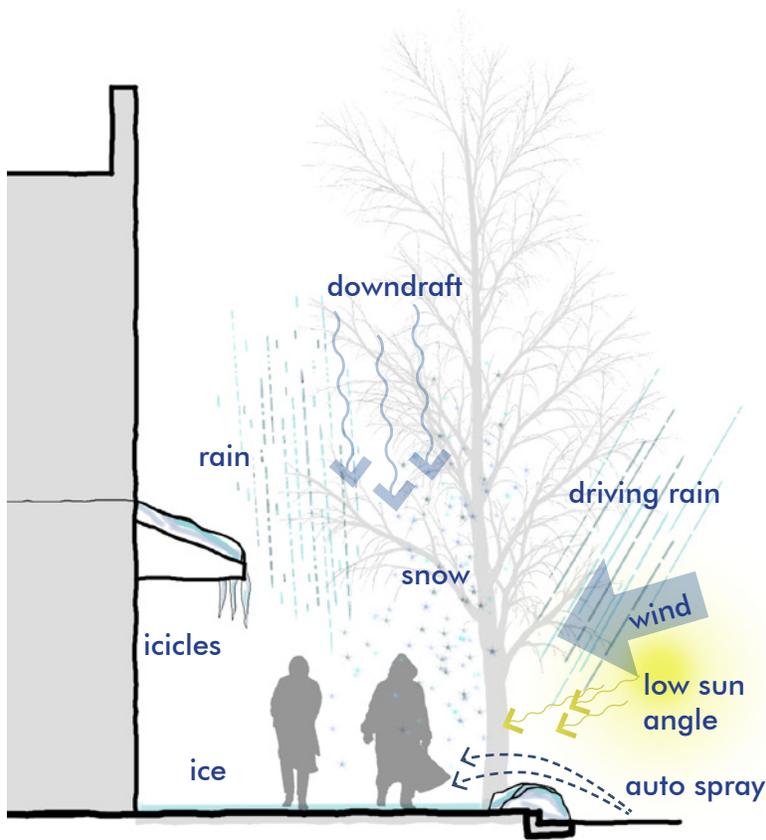


FIGURE 10.1 – ELEMENTS OF PEDESTRIAN DISCOMFORTS IN WINTER CITIES

DESIGN FOR WINTER SAFETY AND COMFORT

- ✧ Take advantage of solar radiation in the orientation of buildings and outdoor spaces to provide a southern exposure to heat and sunlight.
- ✧ Use buildings and vegetation to protect outdoor spaces, such as vest pocket parks, from prevailing winter winds.
- ✧ Avoid building orientations which will create a wind tunneling effect.
- ✧ Avoid creating public spaces for winter use in areas that are shaded from the sun.

- ✧ Provide shelters or wind blocks in areas that serve as outdoor gathering spaces.
- ✧ Use technology and materials appropriate for a “winter city”. Outdoor furniture should be constructed using appropriate materials such as wood, polyethylene, or vinyl-coated metal.
- ✧ Cover ramps or stairs to protect them from snow and ice.
- ✧ Provide handrails for all public and private walkways that exist on slopes. Particularly hazardous areas, such as steps and ramps, may need to be heated to prevent snow and ice from accumulating.
- ✧ Design roofs to account for snow and ice accumulation, and also prevent snow and ice from shedding onto parking areas or pedestrian walkways.
- ✧ Create transition areas at building entrances to provide patrons with an area to shed snow prior to entering the building.

SNOW MANAGEMENT

- ✧ Consider snow plowing and removal in the design of road improvements such as curb extensions/bump outs, to allow for easy maneuverability of equipment around such areas.
- ✧ Design road cross-sections to provide an area for snow storage to prevent snow from being plowed onto the sidewalks when the street is cleared of snow.
- ✧ Bike lanes should not be used for snow storage, as more people are using bicycles for transportation year-round.
- ✧ Bike lanes should be maintained to the same standard as streets in order to encourage

more people to commute by bicycle.

- ✧ Bike parking racks should not be put away for the winter season.
- ✧ Map out snow management problem areas and issues to evaluate the impacts of winter winds and drifting snow on city streets and walking paths.
- ✧ Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow.
- ✧ Investigate the use of new equipment or innovative technology for snow removal.
- ✧ Locate snow storage areas where they will receive sufficient solar radiation to encourage melt-off and provide adequate drainage.
- ✧ Store snow in a number of smaller sites, rather than one large area in order to speed up the melting process.
- ✧ Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.
- ✧ Explore and implement appropriate “best practices” for snow management that will improve service, reduce inconvenience and increase citizen satisfaction.

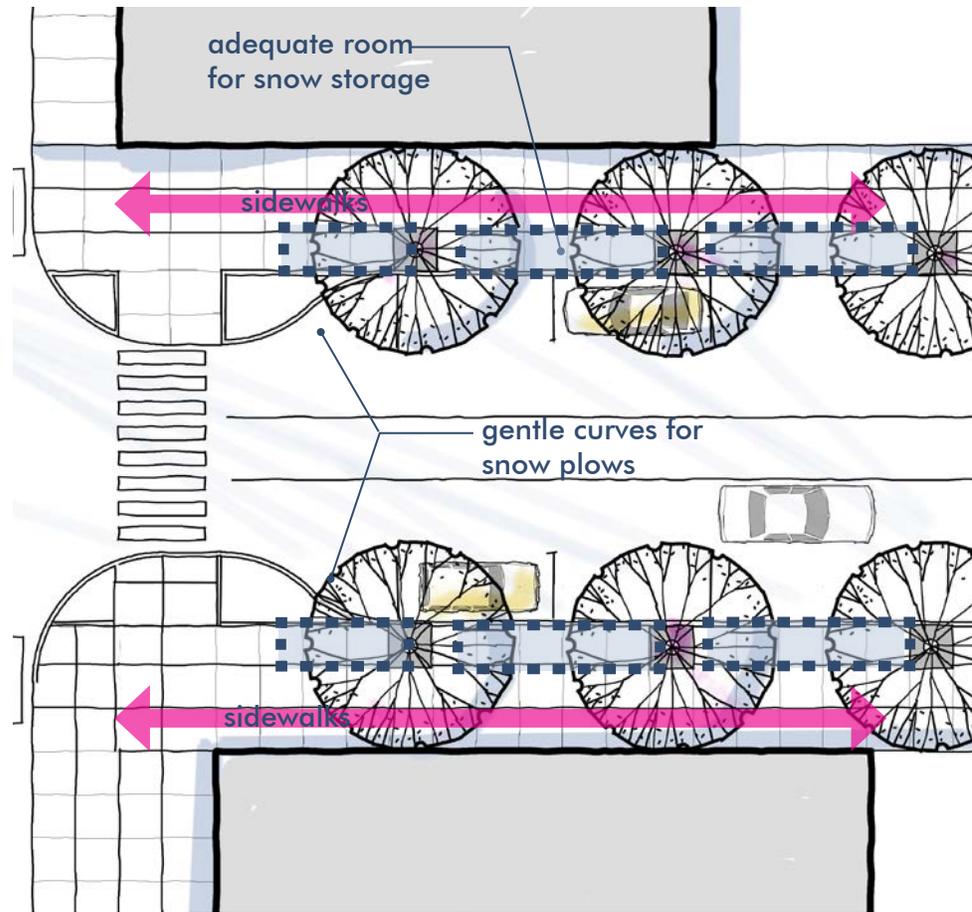


FIGURE 10.2 - SNOW PLOWING AND STORAGE

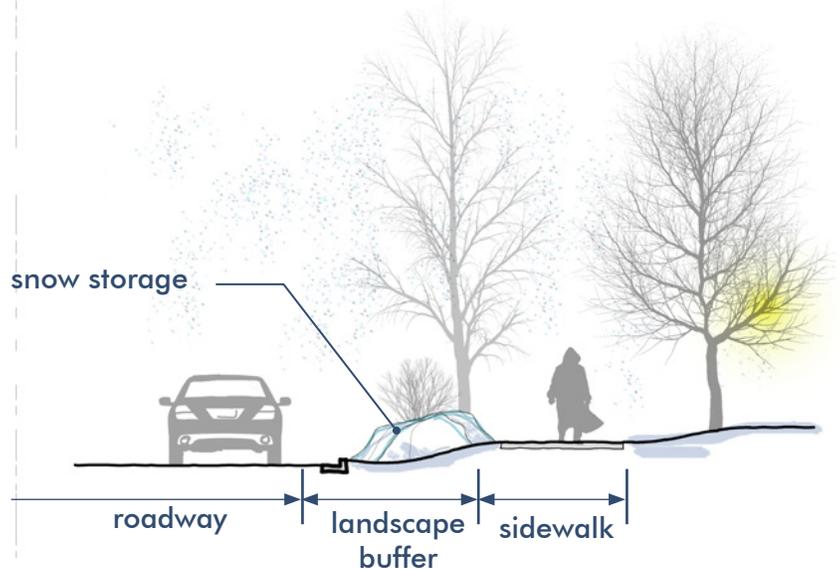


FIGURE 10.3 - LANDSCAPE BUFFERS & SETBACK

10. WINTER STRATEGIES

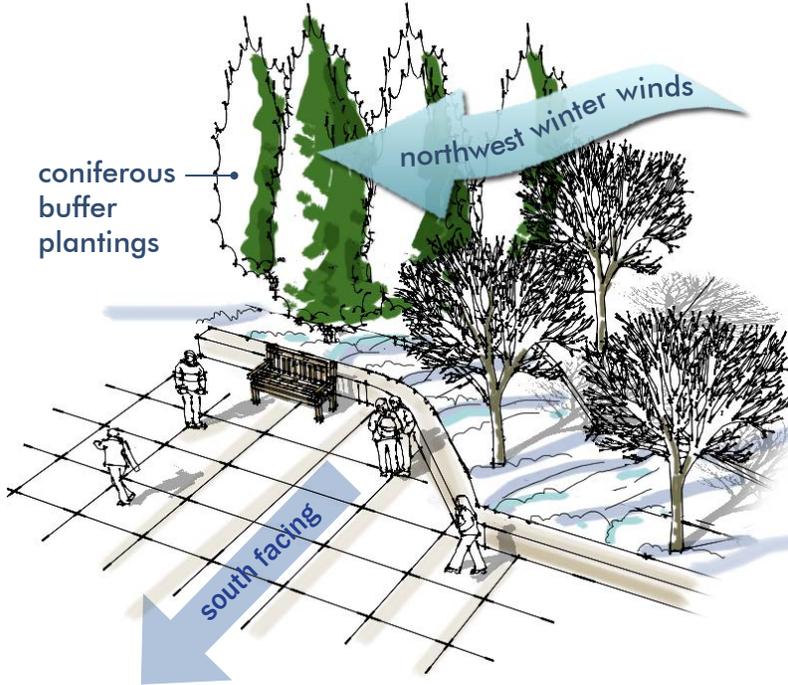


FIGURE 10.4 – OUTDOOR ROOMS



FIGURE 10.5 – LIGHT UP THE DARK

VEGETATION AND LANDSCAPING

- ❖ Plant deciduous trees on the southern face of a building or outdoor area to provide cooling in the summer (when leaves are present), while still allowing sunlight to filter in during the winter (when leaves have fallen).
- ❖ Coniferous vegetation should be used on the north and west sides to protect the area from prevailing winter winds.
- ❖ Use berms and vegetation to direct snow drifts away from building entrances.
- ❖ Select appropriate landscaping for snow storage areas to minimize damage and poor growth due to compaction, pollutants, and poor drainage.
- ❖ Consider using vegetation as snow fences to protect open roadways and other areas from prevailing winter winds.
- ❖ Create “outdoor rooms” using trees and vegetation to shelter exposed areas from prevailing winds.
- ❖ Use landscaping plant species that offer attractive or useful winter characteristics such as twig color, fruit, and salt-tolerance.

LIGHTING AND COLOR

- ❖ Consider color and lighting treatments for public spaces and buildings, in order to offset the darkness and monotony of the winter season.

MAKE WINTER A POSITIVE ASSET TO ATTRACT BUSINESS, TOURISM AND NEW RESIDENTS

- ❖ Collaborate with other area organizations to

create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.

- ✳ Consider implementing a “winter market” to capture a greater share of winter tourism.
- ✳ Dress up downtown with lighting, public art, and snow/ice sculptures for the entire winter season, not just the holidays.



FIGURE 10.6 – WAYS TO USE EXISTING SPACES IN THE WINTER

Goals and Strategies

GOAL 1

PROVIDE OR ENHANCE OPPORTUNITIES FOR WINTER OUTDOOR ACTIVITY

STRATEGY 1.1

Support efforts to improve the Chassell Ski and Snowshoe trails.

STRATEGY 1.2

Consider ways to use the Centennial Park for additional winter activities, such as an outdoor gathering area with a fire pit and creative warming hut.

STRATEGY 1.3

Support efforts to locate a suitable snowmobile trail from Chassell west to connect to the Bill Nichols Trail at Painesdale.

STRATEGY 1.4

Continue to maintain the sidewalks along U.S 41 and the walkway out to the school for winter pedestrian use.

GOAL 2

PROVIDE THE BEST POSSIBLE SNOW MANAGEMENT PRACTICES AND SERVICE

STRATEGY 2.1

Map out snow management problem areas and issues, and evaluate the impacts of winter winds and drifting snow on streets and walking paths. Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow.

STRATEGY 2.2

Investigate the use of new equipment or innovative

10. WINTER STRATEGIES

technology for snow removal. This is particularly important when existing snow removal practices potentially interfere with walkability.

STRATEGY 2.3

Locate snow storage areas where they will receive sufficient solar radiation to encourage melt-off. Adequate drainage must also be provided. Store snow in a number of smaller sites, rather than one large area in order to speed up the melting process.

STRATEGY 2.4

Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.

STRATEGY 2.5

Explore and implement appropriate “best practices” for snow management that will improve service, reduce inconvenience and increase citizen satisfaction.

GOAL 3

MAKE WINTER A POSITIVE ASSET TO ATTRACT BUSINESS, TOURISM AND NEW RESIDENTS

STRATEGY 3.1

Collaborate with other community organizations to create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.

STRATEGY 3.2

Consider implementing a “winter market” to capture a greater share of winter tourism.

STRATEGY 3.3

Dress up downtown for the entire winter season with lighting treatments.

HOW TO GET STARTED

1. Establish a local Winter Strategies Task Force
2. Discuss snow removal, recreation, and other initiatives.
3. This task force should include a DPW representative, Planning Commission Chair, Township Supervisor or other official, and business owner.
4. Take an inventory of winter assets
 - Attractions
 - Partnerships
 - Opportunities



FIGURE 10.7 – MAKE WINTER A POSITIVE ASSET & ATTRACTION

11. IMPLEMENTATION

The Master Plan is a guide for Chassell Township elected and appointed officials to follow. The Plan presents many Goals and Strategies to implement for the improvement of the Township. While some strategies require funding, others are policy-related and low cost. Implementation will require time, patience and perseverance. The Master Plan should be referred to for all decisions. Annually, the Planning Commission should be reviewed and a report made on progress toward achieving the strategies. The Master Plan should be reviewed

and updated as required every five (5) years by the Planning Commission.

The tables below summarize Master Plan strategies.

HOUSING		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Facilitate the implementation of the blight provisions of the township's Zoning Ordinance.	Township Board	On-going
1.2 Determine if a vacant property registry would be beneficial	Planning Commission	1-2 years
1.3 Work with local citizens interested in keeping empty lots clean and maintained with the Adopt-a-lot program	Planning Commission	On-going
1.4 Inform residents about the USDA-RD grant and low interest loan program designed to assist homeowners with repairs.	Planning Commission	On-going
1.5 Inform property owners and potential property owners of opportunities to address blight through MEDC's Brownfields program.	Planning Commission & Township Board	On-going
1.6 Explore enacting a township-wide clean-up day to encourage citizens to dispose of junk materials in their yard.	Planning Commission	1-2 years
1.7 Pursue implementation of the local means-based grant program funded by resident contributions and awarding funds to address blight that local residents cannot afford to repair	Planning Commission & Township Board	On-going

TABLE 11.0 – HOUSING STRATEGIES

NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Complete the Centennial Park Master Plan and Marina Feasibility Study to guide needed boat launch and other improvements.	Planning Commission	1-2 years
2.1 Enhance the Centennial Park as a trailhead for the MDNR Rail Trail with wayfinding, a map kiosk and a bike repair station.	Planning Commission & Township Board	1-2 years
3.1 Continue to work with the Keweenaw Water Trail, the Portage Health Foundation, Portage Township and the City of Houghton in support of providing needed recreation facilities and opportunities including the water trail and the MDNR Rail Trail.	Planning Commission & Township Board	1-2 years
3.2 Complete the Sturgeon River kayak launch project and enhance the site with signage, map kiosk and vault toilets, picnic tables, enhanced parking, and a public/private partnership to provide equipment rental services.	Planning Commission & Township Board	1-2 years
4.1 Consider trailhead enhancements, such as map kiosks and vault toilets to the ski trail system trailheads.	Recreation Committee/City Council	On-going
4.2 Consider lighting part of the ski trail for evening use.	Planning Commission	1-5 years

TABLE 11.1 – NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

11. IMPLEMENTATION

CITY INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Complete the wastewater collection system improvement project.	Township Board	1-5 years
1.2 Consider opportunities to expand the wastewater system capacity.	Township Board	1-5 years

TABLE 11.2 – CITY INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES STRATEGIES

TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Continue the Township millage to support County Road projects in the Township	Township Board	On-going
2.1 Inventory the condition of existing sidewalks and prioritize replacement.	Planning Commission & Public Works	1 year
2.2 Work with MDOT to identify and implement appropriate crosswalk locations on U.S 41 in the downtown.	Planning Commission and Township Board	2-5 years
2.3 Continue to work to establish a trailhead at Centennial Park for the rail trail, to include signage, information kiosk, etc.	Planning Commission	On-going
2.4 Support efforts to re-establish a snowmobile trail connection so the rail trail can become a year-round non-motorized trail.	Planning Commission and Township Board	1-5 years

TABLE 11.3 – TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE STRATEGIES

FUTURE LAND USE AND ZONING PLAN

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Continue to identify lots and properties suitable for residential development and explore opportunities for developing a variety of housing options.	Planning Commission	1-5 years
1.2 Continue to review the Zoning Ordinance and other Township ordinances, and amend if necessary, to encourage maintenance of existing residential neighborhoods, eliminate blight, and the rehabilitation/ removal of deteriorated structures	Planning Commission	1 year
1.3 Enforce appropriate blight ordinances and utilize Municipal Civil Infractions methodology for enforcement.	Township Board	On-going
1.4 Encourage maintenance/upkeep of properties with incentives and volunteer efforts.	Planning Commission & Township Board	On-going
1.5 Improve maintenance and reconstruction of infrastructure/roads in the neighborhoods to encourage private investment	Township Board	On-going
1.6 Add small neighborhood parks, gathering areas, trails/trail connections, and community gardens as needed or desired within neighborhoods.	Planning Commission & Township Board	3-10 years
2.1 Provide incentives for downtown ground-floor retail combined with upper-level residential uses, including the use of tax increment financing, low-income tax credits (affordable housing), and façade improvement funds, and reduced land cost.	Planning Commission & Township Board	On-going
2.2 Prioritize the rehabilitation or reuse of vacant and underutilized properties or the conversion of single-uses into mixed-use developments as a preferred strategy over new development.	Planning Commission	On-going

TABLE 11.4 – FUTURE LAND USE AND ZONING STRATEGIES

11. IMPLEMENTATION

FUTURE LAND USE AND ZONING PLAN (CONTINUED)		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
3.1 Encourage new development or redevelopment that is compatible with the scale and architecture of existing properties (especially in the traditional, historic neighborhoods and Downtown) while preserving existing natural features as much as possible.	Planning Commission	On-going
3.2 Require landscaping or public art or other such aesthetic treatment along long, blank walls to improve community aesthetics, and encourage pedestrian activity.	Planning Commission	On-going
3.3 Implement access management principles to create a safer, more aesthetic highway corridor while preserving function and capacity of the highway system while supporting non-motorized transportation elements.	Planning Commission	On-going

TABLE 11.4 – FUTURE LAND USE AND ZONING STRATEGIES (CONTINUED)



PHOTO SOURCE: PLUGSHARE via The Driven, JUNE 24, 2021, BRIDIE SCHMIDT (<https://thedriven.io/2021/06/24/victoria-to-add-100-destination-ev-chargers-with-5-million-state-funding/>)

FIGURE 11.0 – SIMPLE EV CHARGING STATION

DOWNTOWN DEVELOPMENT/ECONOMIC DEVELOPMENT/REDEVELOPMENT PRIORITIES

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Prioritize sites for redevelopment efforts and determine which types of businesses are appropriate on these sites.	Planning Commission	1 year
1.2 Create property information packages	Planning Commission	2 years
1.3 Create developers' packets and start actively recruiting businesses through directly mailing developers and by posting the information on the Village website.	Planning Commission	2 years
1.4 Work with KEDA, WUPPDR and various state agencies on these packets.	Planning Commission	2 years
2.1 The Township should continue its membership and involvement with KEDA.	Township Board	On-going
3.1 Continue work to strengthen neighborhoods, eliminate blight, improve recreation opportunities, foster the development of new housing, and support downtown revitalization	Planning Commission & Township Board	On-going
3.2 Continue efforts to improve Centennial Park	Planning Commission & Township Board	On-going
4.1 Design and implement a downtown wayfinding system	Planning Commission & Township Board	1-2 years
4.2 Design and implement "Welcome to Chassell" signs at key locations.	Planning Commission	1-2 years
4.3 Locate an Electric Vehicle (EV) charging station downtown	Planning Commission & Township Board	2 years
4.4 Recruit more volunteers to improve the planting areas in downtown.	Planning Commission	2 years
4.5 Work with the Chassell Historical Organization to further develop historical attractions in Chassell.	Planning Commission & Township Board	2 years
4.6 Continue to assist the redevelopment of the former Mercantile and Trinity Church properties.	Planning Commission & Township Board	3-5 years

TABLE 11.5 - DOWNTOWN DEVELOPMENT/ECONOMIC DEVELOPMENT/REDEVELOPMENT PRIORITY STRATEGIES

11. IMPLEMENTATION

ENVIRONMENTAL SUSTAINABILITY		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Consider revising the existing ordinance to add Tree Protection requirements and other Landscape Provisions that would require native vegetation and restrict invasive species.	Planning Commission	2-4 years
1.2 Consider revising the existing ordinance by improving the language for steep slope protection (consider restricting development on slopes over 18%) and removal of existing vegetation.	Planning Commission	2-4 years
1.3 Include a tree replacement requirement in the Zoning Ordinance.	Planning Commission	2-4 years
1.4 Create a policy for annual street tree plantings to start replacing street trees every year. Consider neighborhood outreach to help residents properly maintain existing street trees.	Planning Commission & Township Board	1-2 years
2.1 Include a requirement for sustainable design and low impact development (LID) practices in the zoning ordinance and/or design standards. Include but not limited to; innovate storm-water techniques, recyclable materials, green roofs, pervious pavements, energy efficient lighting, native landscaping and preservation of existing trees.	Planning Commission	On-going
2.2 Seek and promote funding opportunities (grants) for sustainable development practices.	Planning Commission & Township Board	On-going
2.3 Encourage or consider tax incentives for development that follows various current industry benchmarks such as LEED or Sustainable Sites.	Planning Commission	1-2 years
2.4 Consider being involved in the Michigan Green Communities program through the Michigan Municipal League	Village Administration	1-5 years
3.1 Create baseline standards for incorporating green infrastructure into improvement projects of public right-of-ways, alleys, and parking facilities.	Village Administration	1-5 years
3.2 Be a model of sustainable design for the community with a visible public project	Planning Commission & Township Board	1-5 years

TABLE 11.6 - ENVIRONMENTAL SUSTAINABILITY STRATEGIES

ENVIRONMENTAL SUSTAINABILITY (CONTINUED)

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
3.3 Create promotional materials for residents and businesses describing the various sustainable practices that can be deployed in the Township.	Planning Commission	2 years
4.1 Add recycling to public trash receptacles; at public facilities, public events, and in parks.	Township Board & Public Works	2 years
4.2 Create a drop-off program at the DPW Yard for less common recycling items.	Township Board & Public Works	2 years
4.3 Create a Zero Waste Event planning guide with a variety of tools and best practices	Village Administration	2-4 years
5.1 Assure all street and other public lighting is converted to LED, where possible.	Township Board & Public Works	5 years
5.2 Utilize stronger architectural standards for new construction and renovations to include building features that save energy.	Planning Commission	5 years
6.1 Develop zoning incentives for integrating green storm-water infrastructure into private development projects.	Planning Commission	2 years
6.2 Integrate green storm-water infrastructure into parks or other public projects	Township Board & Public Works	3-5 years
6.3 Promote the use of permeable pavement and other options for limiting the amount of storm-water runoff.	Planning Commission	On-going

TABLE 11.6 – ENVIRONMENTAL SUSTAINABILITY STRATEGIES (CONTINUED)



FIGURE 11.1 – GREEN INFRASTRUCTURE IN A PARKING LOT

11. IMPLEMENTATION

WINTER STRATEGIES		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Support efforts to improve the Chassell Ski and Snowshoe trails.	Planning Commission & Township Board	On-going
1.2 Consider ways to use the Centennial Park for additional winter activities, such as an outdoor gathering area with a fire pit and creative warming hut.	Planning Commission	1-2 years
1.3 Support efforts to locate a suitable snowmobile trail from Chassell west to connect to the Bill Nichols Trail at Painesdale.	Planning Commission & Township Board	1-5 years
1.4 Continue to maintain the sidewalks along U.S 41 and the walkway out to the school for winter pedestrian use.	Public Works	On-going
2.1 Map out snow management problem areas and issues, and evaluate the impacts of winter winds and drifting snow on city streets and walking paths. Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow	Public Works	On-going
2.2 Investigate the use of new equipment or innovative technology for snow removal. This is particularly important when existing snow removal practices potentially interfere with walkability.	Public Works	On-going
2.3 Locate smaller snow storage areas where they will receive sufficient solar radiation to encourage melt-off. Adequate drainage must also be provided.	Public Works	On-going
2.4 Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.	Public Works	On-going
2.5 Explore and implement appropriate “best practices” for snow management that will improve service, reduce inconvenience and increase citizen satisfaction.	Public Works	On-going

TABLE 11.7 - WINTER CITY STRATEGIES

WINTER STRATEGIES (CONTINUED)

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
3.1 Collaborate with other area organizations to create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.	Planning Commission & Township Board	1-2 years
3.2 Consider implementing a “winter market” to capture a greater share of winter tourism.	Planning Commission	3-5 years
3.3 Dress up downtown for the entire winter season to create a “ski town” image	Planning Commission & Township Board	On-going

TABLE 11.7 - WINTER CITY STRATEGIES (CONTINUED)

PHOTO SOURCE: Chassell Township Facebook Page



FIGURE 11.2 - ENJOYING WINTER

APPENDIX

1. Community Engagement Summary
2. Planning Commission Resolution of Adoption
3. Township Board Resolution of Adoption

