Copemish Village Master Plan Land Use Policy Poster

Section 6: Exiting Land Use Analysis

Section 6.1: Land Uses by Assessment

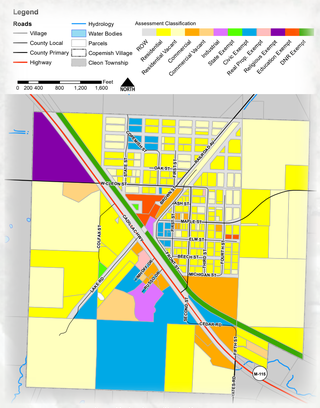
Parcel assessment classifications display the "highest and best use" for a parcel of land as determined by the assessor. Classifications cover a range of uses from commercial to residential and industrial; they are assigned for both parcels that are occupied by a structure and those that are vacant. Assessment classifications can be useful for land use planning as they can display where current occupied uses are occurring, although it is important to note that vacant parcels that are given a certain assessment classification don't have to follow the assessors determination. Meaning that a parcel that is assessed as vacant commercial, can be zoned residential and not allow commercial uses. In these cases, the assessment classification is often changed to reflect what is allowed on the parcel as the "highest and best use".

The Village of Copemish land use by assessment code provides the information displayed in the table below.

Assessment Use	# of Parcels	Acreage	% of Total Acreage
Agricultural	1	65.58	9.9%
Residential	110	145.79	22.2%
Residential-Vacant	39	217.73	33.2%
Commercial	18	27.67	4.3%
Commercial-Vacant	4	7.034	1.1%
Industrial	2	5.53	0.8%
Exempt*	26	187.32	28.5%
Total Uses = 7	**Total Parcels = 200**	**Total Ac. = 656.654**	**100%**

**Exempt uses include Local, State & Federal owned lands, civic clubs and religious institutions*

Copemish Village Parcel Assessment Classification Map



Source: Manistee County Planning Department

Section 6.2: Existing Lot Size Analysis

The Village of Copemish was platted upon incorporation with surveyed roads, alleys (in some locations) and lots. Through analysis of the existing parcel sizes for occupied lots, we can make a determination of the average lot sizes for existing land uses. The current build-out trends for the Village are acceptable densities as supported by the Village residents and meet the requirements for both septic and well installation. There are four primary observed lot size averages across three different uses which include residential, commercial and industrial. The existing lot size averages for the following uses are observed:

Existing Use:	*Residential*	*Neighborhood Commercial*	*Highway Commercial*	*Industrial*
Average Lot Size:	*6,000 ft²*	*6,000 ft²*	*10,000 ft²*	*15,000 ft²*

Section 6.3: Structure Area, Wall Length & Setback Analysis

Through measurement of square footage and wall length for existing structures, a threshold for minimum floor areas and wall size can be determined. Utilizing the same uses as were identified in section 6.2, the following minimum floor area and wall size averages were determined:

Use:	*Residential*	*Neighborhood Commercial*	*Highway Commercial*	*Industrial*
Minimum Floor Area:	*600 ft²*	*800 ft²*	*1,200 ft²*	*1,200 ft²*
Minimum Wall Length:	*20 ft*	*20 ft*	*30 ft*	*30 ft*
Structure Front Setback	*25 ft*	*0 ft*	*0 ft**	*30 ft*

**At no time shall the structure setback be greater than 35' in the Highway Commercial District*

Section 6.4: Land Use Bulk Dimension Analysis Summary

Analysis of the existing parcels and structures within the Village provide the framework for development of land use policy bulk requirements for the Future Land Use Plan of section 8 and ultimately the Zoning Plan of section 10. It is important to utilize exiting bulk characteristics for parcels and structures when acceptable to prevent the establishment of many non-conformities when zoning is instituted. General regulatory provisions beyond bulk requirements are developed through input of the public, planning commission and village council.

Section 7: Land Use Objectives & Actions

Objective 7.1: Develop, Institute and Regulate Land Use Policy
- Action 7.1.1: Appoint Necessary Planning Commission and Zoning Board of Appeals Membership
- Action 7.1.2: Develop and Adopt a Village Master Plan
- Action 7.1.3: Develop and Adopt a Village Zoning Ordinance which includes provisions outlined in the Zoning Plan & Matrix
- Action 7.1.5: Hire an impartial Zoning Administrator for code enforcement
- Action 7.1.6: Enforce Zoning Ordinance Regulations including blight enforcement

Objective 7.2: Plan for Vehicular Transportation & Infrastructure
- Action 7.2.1: Continue Village Street Maintenance, through regular Capital Improvement Planning for road improvements
- Action 7.2.2: Ensure that the Zoning Ordinance outlines provisions for Shared Access & Connectivity to M-115 through access management planning
- Action 7.2.3: Work with Michigan State Police and MDOT to explore options for lowering of the speed limit on M-115 within the Village Boundaries
- Action 7.2.4: Work with MDOT on improvements in street-scape design along M-115 for traffic calming measures including cross-walks, side walks, landscaping, and bump-outs

Objective 7.3: Plan for Multi-Use (non-vehicular) Transportation & Infrastructure
- Action 7.3.1: Adopt a Complete Streets Resolution
- Action 7.3.2: Continue Multi-use trail development efforts with the County-Wide Trail Committee
- Action 7.3.2: Determine a feasible location with input from MDOT for the placement of a Crosswalk across M-115
- Action 7.3.3: Maintain existing Sidewalks and preserve space for development of a sidewalk located along the southwest side of M-115 in the Mixed Use and Commercial Districts
- Action 7.3.4: Develop separate trail heads for non-motorized uses and snowmobiles at the locations identified on the Future Land Use Map

Objective 7.4: Continue Regional Collaboration
- Action 7.4.1: Explore a Joint Planning Commission with Cleon Twp. to reduce costs and create uniformity of regulatory measures
- Action 7.4.2: Continue to participate and retain a member on the County-Wide Trail Committee
- Action 7.4.3: Participate in County and Regional Planning Processes

Objective 7.5: Conserve Water Resources & Unique Terrain
- Action 7.5.1: Protect surface waters from sediment and pollutants by maintaining existing buffer vegetation
- Action 7.5.1: Plan and encourage for structure placement in areas outside of steep slopes

Objective 7.6: Promote and Grow the Community
- Action 7.6.1: Plan for utility infrastructure improvements as they are made available to the area
- Action 7.6.2: Embrace placemaking efforts that seek to continue to develop the community as a desirable place to live with so many natural resources at hand
- Action 7.6.3: Work with the Chamber of Commerce and the Alliance for Economic Success to identify business opportunities that would fit well within the community

Objective 7.7: Maintain Village Hall, Resources and Parks/Open Spaces
- Action 7.7.1: Maintain the Village Hall, planning for improvements with foresight through Capital Improvement Planning
- Action 7.7.2: Research ability to move Village Pole Barn Structure from Village Park location to behind the Village Hall
- Action 7.7.3: Maintain Village Park spaces including parking areas, picnic areas, lighting, garbage removal, trails and playground equipment

Section 8: Future Land Use Plan

Section 8.1: Future Land Use Summary

The information obtained during the planning process and displayed in this plan has provided the base for the establishment of land use policy for the Village of Copemish. Land Use Policy sets the land use districts that are displayed on the Future Land Use Map, which are derived from the locations of existing uses, areas that should be left available to accommodate expansion of uses, and determination of the threshold of an area for a particular use and how it compliments or negatively impacts neighboring uses. Through a work session with the Village Planning Commission, future land use districts were identified and denoted on a work map. The work session included information on the current parcel assessment classifications, existing conditions and public input. The Planning Commission used the information and their own personal experience as residents, to determine the district boundaries and to also provide visioning of future pedestrian connections, trail-head locations for the proposed multi-use trail and buffering for protection of neighboring uses and environmentally sensitive areas.

Section 8.2: Future Land Use Districts

8.2.1: Residential District
The Village of Copemish Residential District is intended to continue the orderly development of residential structures within the Village boundaries. Minimum lot size for the district should be set at 6,000 ft², and uses outside of residential should be limited to home occupation and cottage industry. Signage requirements should limit to one sign, outline no illumination, with square footage allowances of 2 square feet or less.

8.2.3: Neighborhood-Commercial District
The Neighborhood-Commercial District is located in the center of the Village in the historic commercial area. Existing commercial use should be maintained with minimum square footage requirements of 6,000 ft². The district should allow for residential uses on second floors of commercial buildings, providing some flexibility for property owners to live and work within the same structure. Structure materials should be outlined to match the current make-up and design of the existing structures. Signage requirements should outline allowances for wall and on structure signs with limited lighting that is placed within full-cut fixtures and directed downward to meet dark sky standards.

8.2.4: Highway-Commercial District
The Highway-Commercial District is located along the M-115 corridor in the vicinity and containing the exiting highway commercial uses. Existing highway commercial uses include retail, grocery, gas station, auto parts and banking. This district is intended to provide for any commercial uses and the range of commercial uses that would not be appropriate for placement in the neighborhood commercial or mixed uses districts. This would include commercial uses such as gas stations, vehicle repair shops, machine and tool shops or other commercial uses which generate noise, fumes or other noxious impact to neighboring residential areas. The minimum lot sizes for this district should be set at 10,000 ft². Signage requirements should allow for placement of signs on the building as well as monument signs along the roadway, with lighting allowances for all signage. All lighting should be placed within full-cut fixtures and directed downward to meet dark sky standards. Buffering of commercial uses within this district where it meets residential uses should be required to protect residents and property values.

8.2.5: Industrial District
The industrial district in the Village of Copemish is established on both sides of M-115 with light industrial uses housed within portions of the district. Access to M-115 is a fundamental need for industrial areas, and the future land use plan anticipates for industrial expansion along Lake Rd. Uses for the industrial district should include light and moderate industrial uses, and limit highly noxious uses such as chemical plants, refineries, slaughter houses and the like. The minimum lot size for the district should be set at 15,000 ft², which will allow for smaller industries to become established with room to grow. Signage requirements should support wall and monument signs with lighting allowances. Buffering where residential districts and environmentally sensitive areas abut industrial uses should be mandated.

8.2.6: Civic District
The Civic District encompasses lands that are under ownership of the Village of Copemish and Cleon Township and are tax exempt. These lands are the location of civic hall space, fire departments and/or maintenance garages for the local governmental units. There are also lands owned by the Village contained in this district which are currently vacant, but are not considered for use as park or open space. This district will utilize the Neighborhood commercial district bulk guidelines and in the case of "maintenance garage" uses, shall buffer adjoining residential districts.

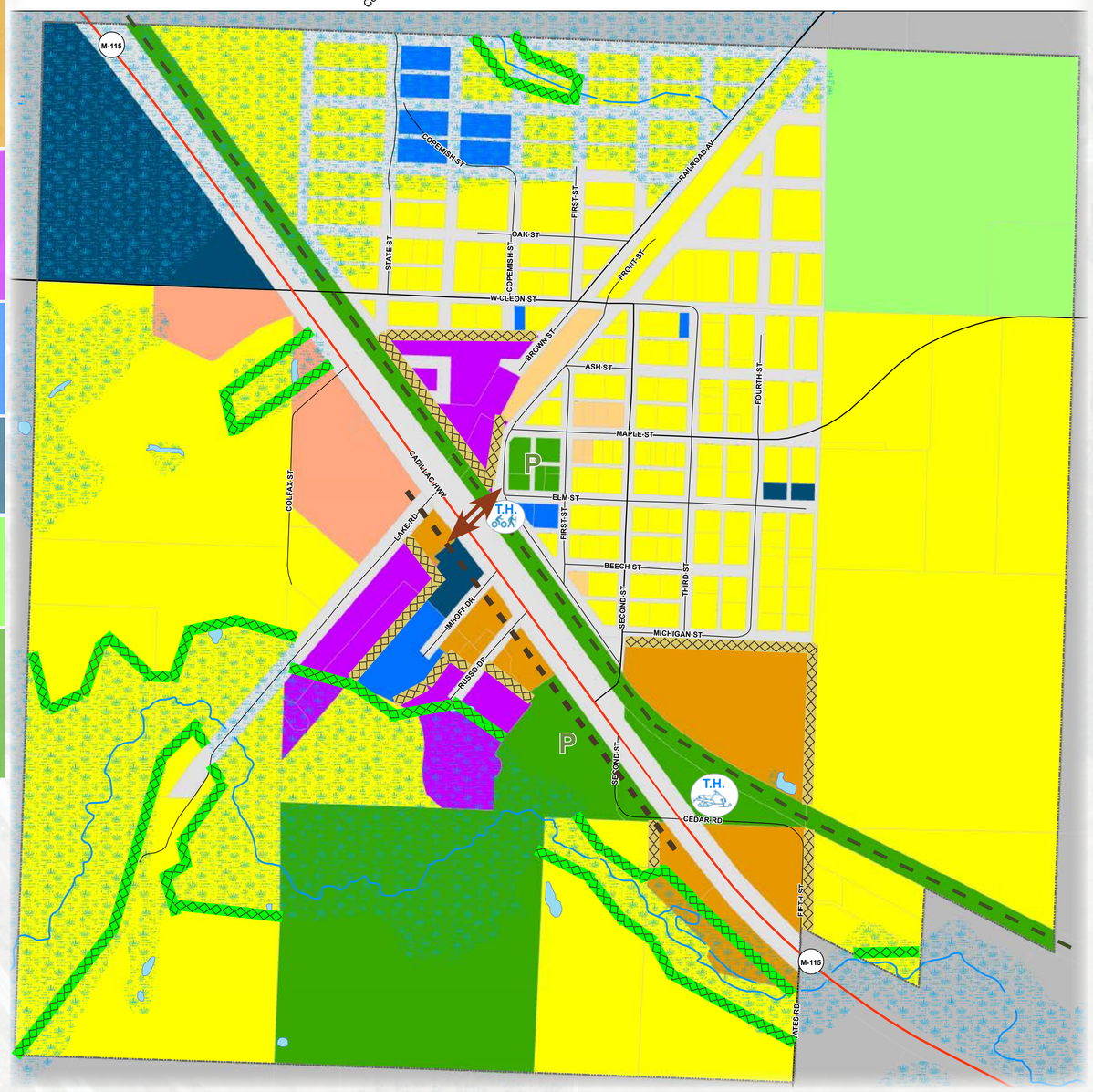
8.2.7: Institutional District
Lands within the Institutional district are under ownership of non-profits, charity organizations, religious institutions or museums. These lands are tax exempt, but should be provided their own land use category separate from civic uses. The bulk requirements for the institutional district should align with the neighborhood commercial distinct, with buffering where the district is adjoined by the industrial and highway commercial districts.

8.2.8: Agricultural District
The Agricultural District encompasses one parcel of land within the Village comprised of just over 65 acres. The use should be maintained as there is a rural identify tied to the Village that is supported by this agricultural use. Density requirements for the district should be set at 1 unit per 40 acres. If development pressure leads to a need for expansion of the residential district and it is amendable to the Village and owners of the property an update to the Master Plan should propose a change in land use district boundaries.

8.2.9: Park & Open Space District
There are abundant public park lands contained within the Village of Copemish, most of which is under ownership of the Village, with a lesser amount owned by the State of Michigan. These lands are utilized for active recreation in the case of the Village Park and for passive recreation in the form of the First Creek Nature Trail. The State of Michigan owns the historic railroad bed that passes through the Village and efforts are currently underway to develop the railroad corridor into a multi-use trail which would allow for snowmobile and non-motorized use in the winter months and non-motorized use during the summer months. The only provisions for these park spaces is in locations where they abut Industrial and Highway commercial districts which should provide some form of buffering for the park space.

8.2.2: Mixed Use District
The Mixed Use District for the Village of Copemish is situated along the M-115 corridor northwest of the existing commercial uses and is intended to allow both residential and commercial uses which can exist harmoniously in close proximity to one another. The commercial uses allowed should be comprised of office and retail which can operate with hours that don't extend beyond 8pm in the evening. Strict provision for signage, lighting and parking are advised to limit noxious intrusion of lighting onto adjacent properties, provide ample parking as to not intrude on residential uses and signage which is monument in height with limitations on size that allow for ample visibility but won't impede the view from residential uses. The District should provide for a true mix of uses within the same structures and also allow for varying uses in different structures. Minimum lot sizes should be maintained at 6,000 ft².

Section 8.3: Future Land Use Map



Source: Manistee County Planning Department

Section 8.4: Future Land Use Map Elements

- Multi-Use Trail:
- Pedestrian Crosswalk:
- Pedestrian Walkway:
- Surface Water Protection Vegetated Buffer:
- Use Separation Vegetated Buffer:
- Non-Motorized Trail Head: T.H.
- Snowmobile Trail Head: T.H.
- Park Space: P

Section 9: M-115 Highway Land Use Plan Focus

Section 9.1: Existing Trends and Emerging Issues

Highway M-115 provides unique opportunities and issues that affect the way the Village develops and how that development will impact both the uses and the highway in terms of vehicular and pedestrian access. The Village was developed with the inclusion of sidewalks for pedestrian use through much of the interior of the community. The historic Neighborhood Commercial area within the village as well as the Village Park and Hall, are all connected with sidewalks. The planned development and improvement of the historic railroad bed as a multi-use trail adds another aspect to the equation for multi-modal transportation into the community. An issue that was existing is the lack of pedestrian connections to and through the Highway Commercial District along M-115. With a lack of an identifiable pedestrian walkway and cross-walk that connects the Village Residential Districts across M-115 to the Highway Commercial District, the Village residents recognize the inherent danger the vehicular highway traffic poses along the corridor. Compounding upon this danger was the increased speed limit for this section of M-115 which was approved by the State Legislature and went into effect in 2017. The increase in the speed limit from 55 to 65 mph for the corridor, is interrupted within the Village Boundaries where the speed limit is 60 mph. This is still a 5 mph increase within the Village. Many Village residents, elected officials and planning commission members feel that the speed limit is too excessive and that MDOT should consider a speed of 45 mph for the section of M-115 within the Village.

Section 9.2: Local Cooperation with Michigan Department of Transportation

M-115 is under management of MDOT and all access to the Highway is controlled by MDOT through their driveway permitting process. The Village should work closely with MDOT in developing access and connectivity requirements for the highway corridor as the limiting of driveway access, proper spacing of accesses and the requirement of shared drives will provide vehicular management onto the corridor. MDOT also recommends and encourages other traffic calming measures such as landscaping along the corridor which has proven to decrease vehicular speeds along roadways.

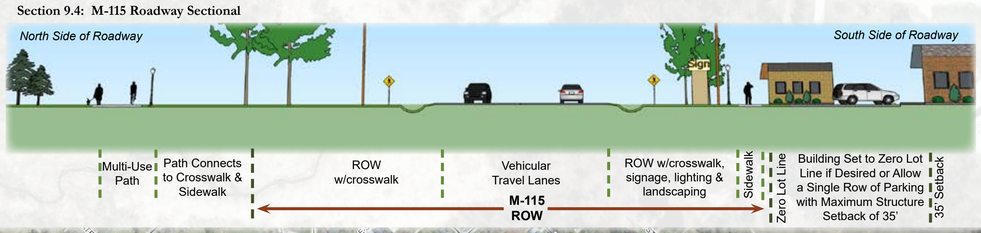
Section 9.3: Complete Streets Policy

In 2010 the Michigan Legislature adopted P.A.134 and P.A.135. These two acts encompass the State's Complete Streets Legislation. The legislation defines Complete Streets as *"roadways planned, designed, and constructed to provide appropriate access to all legal users.....whether by car, truck, assistive device, foot or bicycle."*

The Village with on-going discussions about multi-use trails and connections across M-115 to link both sides of the Village split by the corridor, should embrace the complete streets movement. The priority of complete streets can be expressed by resolution of the Village Council. The resolution would outline the importance of multiple modes of transportation and point towards a need to plan accordingly through Master Planning efforts and the potential to develop a non-motorized transportation plan.

Development of components within the Village Master Plan can lead to setting policy for how land use interacts with all forms of transportation while ensuring that the necessary assets for multi-modal transportation are given consideration. These assets can include, signage, walkways, trailheads, cross-walks, bike racks and any other number of items that provide a complete experience for all users of the transportation system.

Section 9.4: M-115 Roadway Sectional



Section 9.5: M-115 Site Plan & Site Plan Elements

Section 10: Zoning Plan & Matrix

Section 10.1: Zoning Plan Elements

Stormwater
Development activities shall meet the requirements of the Drain Commission Stormwater Guidelines.

Buffering (Uses)
Vegetated buffering shall be maintained/required in districts where commercial/industrial abut residential uses.

Buffering (Water Protection)
Vegetated buffers should be maintained along surface waters, streams and wetlands where accurately delineated.

Signage
Specific requirements which denote sign number (<3), height (<12'), size (14-18 ft²) and specifics for illumination (no flashing, strobing, flickering, etc.)

Landscaping
Landscaping requirements should be minimal, but are suggested to maintain existing vegetation and increase vegetation where lacking

Parking
Outline requirement for off-street and establish maximum allowance to limit impervious surface area, and promote pervious parking areas

Sidewalks
Maintain existing and add sidewalks or preserve space where warranted along M-115 highway commercial and mixed use districts.

Lighting
All lighting in Non-Residential Districts shall be required to be full cut-off fixtures, directed downward that meet dark sky standards.

Utility Preservation
Preserve utility easements along side and rear lot lines.

Access/Connectivity
Shared drives, frontage roads and connectivity of parcels along the M-115 corridor.

Facade Materials
Maintaining similar building materials and design in the Neighborhood Commercial District.

Section 10.2 Zoning Matrix (The table denotes which elements should be applied in which land use district)

Zoning Regulations	Land Use								
	Residential	*Mixed Use*	*Neighborhood Commercial*	*Highway Commercial*	*Industrial*	*Civic*	*Institutional*	*Agricultural*	*Park & Open Space*
Stormwater	X	X	X	X	X	X	X		
Buffering (Uses)			X	X	X				
Buffering (Water)	X	X	X	X	X	X	X	X	X
Signage		X	X	X	X				
Landscaping			X	X	X				
Parking		X	X	X	X				
Sidewalks		X		X					
Utility Preservation	X	X	X	X	X	X	X	X	X
Access/Connectivity		X		X	X		X		
Facade Materials			X	X					
Lighting		X	X	X	X	X	X		X