

2. Restore degraded steep slope areas, particularly along the Clinton River.
3. Update the City’s Floodplain map with the latest FEMA floodplain maps.
4. Preserve wetlands, watercourses, and woodlands as development occurs. Wetlands, watercourses, and woodlands are encouraged to be located in open space areas.
5. Encourage sustainable and energy-efficient “green” development in accordance with the latest version of the applicable Leadership in Energy and Environmental Design (LEED) standards published by the U.S. Green Building Council.

6. Amend the Tree Conservation Ordinance to apply in cases where development requiring plat, site condominium, or site plan approval is proposed on land platted or granted site plan approval prior to August 3, 1988.

Goal

Develop and enforce a comprehensive storm water management program to protect the natural environment from effects commonly associated with urbanization, including flash flows (higher peak flows and lower base flows) stream bank erosion, increased stream temperature and pollutant load, reduced bank vegetation, and degraded aquatic wildlife habitat.

Objectives

**Community Goals and Objectives**

1. Implement site appropriate structural and nonstructural best management practices that prevent or minimize the impact on water quality.
2. Develop ordinances to limit the rate and volume of storm water discharge to pre-development levels.
3. Establish in-stream maximum flow targets designed to minimize stream bank erosion and maintain healthy aquatic populations.
4. Coordinate release volumes and rates from detention ponds to achieve in-stream maximum flow targets.
5. Require long-term operation and maintenance standards for storm water facilities to retain the level of water quality protection over time.

**PLANNING and COMMUNITY DEVELOPMENT**

Goal

Ensure ongoing community planning and the implementation of Master Land Use Plan recommendations

Objectives

1. Review and update the Master Land Use Plan every 5 years to address changing conditions, redevelopment opportunities, and the changing needs of the community.
2. Cooperate with nearby communities through the exchange of information on development and redevelopment issues,

open space must be provided in MR areas. Senior housing may be developed in MR areas at the discretion of the Planning Commission based upon the type of senior housing proposed (i.e. independent vs. assisted living units) and the impact on the overall site design.

By way of example, the parcels in the Juengel Orchards subdivision located along Rochester Road are planned for Residential Mixed Use. This will permit the development of the same number of single family homes that could otherwise be developed, but will provide flexibility to better buffer the development from Rochester Road and to eliminate the need for driveway accesses onto Rochester Road.

**MULTIPLE FAMILY**

This category may accommodate a wide range of development types, including attached single-family dwelling units, senior housing, or apartment complexes. In general, the expected density range of development in the multiple family category is expected to be between 8 and 12 dwelling units per acre, depending upon the type and design of the project. Manufactured housing communities are included in the Multiple Family land use category, and are appropriate at their current locations in the City. Given the developed state of the City, no additional land is planned for manufactured housing communities.

**OFFICE**

This district is intended to accommodate higher-intensity, multiple story office development on sites along M-59 and smaller scale professional offices on sites along Barclay Circle,

Auburn Road, and Walton Boulevard, and Rochester Road south of M-59. Corporate headquarters are envisioned as being located along M-59 in this district to take advantage of the regional connectivity and visibility provided by this important State highway.

**REGIONAL EMPLOYMENT CENTER**

This district is intended to be the economic engine of the City, and will accommodate a wide range of business uses. The M-59 Corridor Plan provides a detailed plan for the future development and use of the Regional Employment Center, and is adopted as part of this Master Land Use Plan as the plan for the Regional Employment Center.

**GREEN DEVELOPMENT**

The built environment has a profound impact on our natural environment, economy, health and productivity. For instance, the U.S. Green Building Council reports that in the United States, buildings account for 36% of total energy use, 65% of electricity consumption, 30% of greenhouse gas emissions, 30% of raw materials use, 30% of waste output (136 million tons annually), and 12% of potable water consumption.

“Green Development” refers to environmentally friendly and energy efficient site and building design. Breakthroughs in building science, technology and operations are available to designers, builders and owners who want to build green and maximize both economic and environmental performance.

Green buildings offer both environmental and economic benefit. Environmental benefits include the use of less electricity, the reduction of solid waste and greenhouse gas emissions, and the conservation of natural resources, while economic benefits include reduced operating costs, reduced strain on local infrastructure, increased employee satisfaction and performance, and increased life-cycle economic performance, and increased sales at retail stores.

In summary, green buildings typically require a small additional cost (estimated to be 1-5%) to construct when compared to conventional construction, however, green buildings are less costly to operate and maintain, are energy- and water-efficient, have higher lease-up rates than conventional buildings in their markets, and are a physical demonstration of the values of the organizations that own and occupy them.

**TRANSPORTATION**

Expanding safe and inviting multi-modal transportation choices along the City’s road and street system is a goal of this Plan. To that effect, the Rochester Road Access Management Plan dated September 27, 2011 is adopted as part of this Master Land Use Plan, and its recommendations shall serve as a guide for zoning, planning and development decisions along Rochester Road.

The City also must strive to create a street system that supports walkable development that creates a sense of place. Walkable places have higher land values and lower environmental impact than strictly driveable places. Further, walkable places can accommodate vehicle traffic, while driveable places are hostile to pedestrians meaning that walkable places support choice while driveable places eliminate choice.

In the interest of creating a sustainable, resilient community the City has adopted a complete streets policy consistent with State law, and it is the specific recommendation of this plan that the next Master Thoroughfare Plan update incorporates complete streets policies and design guidelines as the basis for design. Complete streets are a necessary component of walkable places, and rather than a sole focus on creating roads that prioritize only vehicle traffic movements, the Master Thoroughfare Plan must ensure that thoroughfares in the City are designed as streets that are inviting and safe places for all forms of transportation, including automobile, bicycle, and foot travel.