

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF CLAY COUNTY, FLORIDA, AMENDING THE CLAY COUNTY 2040 COMPREHENSIVE PLAN INITIALLY ADOPTED PURSUANT TO THE REQUIREMENTS OF SECTION 163.3184, FLORIDA STATUTES, UNDER ORDINANCE NO. 2018-31, AS SUBSEQUENTLY AMENDED (THE PLAN), AS FOLLOWS: TO AMEND FUTURE LAND USE ELEMENT POLICY 1.3.7 AND THE FUTURE LAND USE DEFINITIONS, AND TO DELETE POLICIES 1.10.2, 1.10.3, 1.10.5 ALL OF WHICH ARE CONTAINED IN THE FUTURE LAND USE ELEMENT WHICH IS EXHIBIT A TO THE PLAN; TO AMEND TRANSPORTATION ELEMENT OBJECTIVE 1.3, POLICIES 1.3.6, 1.4.2, 1.8.3, 1.8.4, OBJECTIVE 4.2, AND POLICY 4.2.1 AND TO ADD POLICY 4.2.2 CONTAINED IN THE TRANSPORTATION ELEMENT WHICH IS EXHIBIT G TO THE PLAN; TO AMEND CAPITAL IMPROVEMENTS ELEMENT POLICIES 1.4.1, 1.4.2, 1.5.1, 1.5.2, 1.5.5, AND 1.5.6, AND TO DELETE POLICIES 1.5.3, 1.5.4, 1.5.7, AND 1.5.8 ALL OF WHICH ARE CONTAINED IN THE CAPITAL IMPROVEMENTS ELEMENT WHICH IS EXHIBIT F TO THE PLAN; TO AMEND BRANAN FIELD MASTER PLAN POLICY 1.4.9 CONTAINED IN THE BRANAN FIELD MASTER PLAN WHICH IS EXHIBIT L TO THE PLAN, PROVIDING FOR SEVERABILITY; PROVIDING DIRECTIONS TO THE CLERK OF THE BOARD; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, on June 26, 2018, the Board of County Commissioners of Clay County, Florida (the “Board”), adopted Ordinance No. 2018-31, which adopted the Clay County 2040 Comprehensive Plan (the “Plan”); and,

WHEREAS, Section 163.3184, Florida Statutes, outlines the process for the adoption of comprehensive plans or amendments thereto; and,

WHEREAS, the Board desires to amend the Plan as provided for below.

Be it ordained by the Board of County Commissioners of Clay County:

Section 1. The Plan is hereby amended as provided in Section 2 hereof.

Section 2. Future Land Use Element Policy 1.3.7 and the Future Land Use Definitions, which are contained in the Future Land Use Element which is Exhibit A to the Plan, are amended, and Policies 1.10.2, 1.10.3, 1.10.5, are deleted as provided for in Attachment A-1 attached hereto and by reference incorporated herein.

Section 3. Transportation Element Objective 1.3, Policies 1.3.6, 1.4.2, 1.8.3, 1.8.4, Objective 4.2, and Policy 4.2.1, which are contained in the Transportation Element which is Exhibit G to the

Plan are amended, and Policy 4.2.2 is added, as provided for in Attachment A-2 attached hereto and by reference incorporated herein.

Section 4. Capital Improvements Element Policies 1.4.1, 1.4.2, 1.5.1, 1.5.2, 1.5.5, and 1.5.6, which are contained in the Capital Improvements Element which is attached as Exhibit F to the Plan are amended, and Policies 1.5.3, 1.5.4, 1.5.7 and 1.5.8 are deleted, as provided for in Attachment A-3.

Section 5. Branan Field Policy 1.4.9, which is contained in the Branan Field Master Plan which is Exhibit L to the Plan is amended, as provided for in Attachment A-4

Section 6. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

Section 7. The Clerk of the Board of County Commissioners is authorized and directed within 10 days of the date of adoption of this ordinance to send certified, complete and accurate copies of this ordinance by certified mail, return receipt requested, to the Florida Department of Economic Opportunity, the Caldwell Building, 107 East Madison Street, Tallahassee, Florida 32399-4120, the Northeast Florida Regional Council, 100 Festival Park Avenue, Jacksonville, Florida 32202, and any other agency or local government that provided timely comments as specified in Section 163.3184(4), Florida Statutes.

Section 8. In accordance with Section 163.3184, Florida Statutes, if the Plan amendment provided by this ordinance is not timely challenged, then the effective date of said Plan shall be the 31st day after the date the Department of Economic Opportunity notifies the County that the plan amendment is complete. If the Plan amendment is timely challenged, however, said effective date shall be the date a final order is entered by the Department of Economic Opportunity or the Administrative Commission determining the amendment to be in compliance. No development orders, development permits or land uses dependent on this Plan amendment may be issued or commence before they have become effective.

Duly adopted by the Board of County Commissioners of Clay County, Florida, this ____ day of ____, 2019.

BOARD OF COUNTY COMMISSIONERS
CLAY COUNTY, FLORIDA

By: _____
Mike Cella, Its Chairman

ATTEST:

Howard Wanamaker, County Manager and
Clerk to the Board of County Commissioners

Attachment A-1
Future Land Use Element

FLU Policy 1.3.7:

To ensure that the adopted levels of service are met, the County shall maintain a concurrency management system as a part of its land development regulations to address those public facilities for which concurrency is required by State law.

~~FLU Policy 1.10.2: —~~

~~The Warner Road Amendment shall be limited to the following maximum levels of development subject to the availability of adequate public facilities and services at the adopted levels of service and the conditions set forth below:~~

~~Development within the Warner Road Industrial property may occur at a maximum Floor Area Ratio (FAR) of 0.50 on any individual development parcel provided however that the average FAR for all lands within the Warner Road Industrial property shall not exceed 0.35. Said standard for average FAR shall to be applied cumulatively to development within the Warner Road Industrial property regardless of ownership at the time of development and shall serve to cap total development at 4,802,490 square feet.~~

~~Industrial development within the Warner Road Industrial property shall be subject to buffers to residential use established by Clay County in an adopted Planned Industrial Development Zoning District applicable to the property.~~

~~Development consisting of no more than 1,200,000 s.f. of industrial uses generating no more than 1,559 PM peak hour trips shall be allowed prior to February 28, 2017.~~

~~Subsequent to February 28, 2017, development on the Warner Road Industrial property is specifically conditioned upon and may not proceed until and unless:~~

~~a) — The developer demonstrates through a traffic study, the methodology for which is in accordance with the requirements of Clay County's concurrency management system, that impacted road segments will operate at an acceptable level of service; or~~

~~b) — The developer and Clay County agree to mitigate the impacts of the proposed development in a manner consistent with the requirements for transportation impact mitigation applicable at the time a development approval is requested.~~

FLU Policy 1.10.3:

(1) ~~The property known as the 301 Corridor Industrial Park property is assigned the future land use designation of Industrial Park as shown on the *Future Land Use Map* as *301 Corridor Industrial Park. The 301 Corridor Industrial Park property shall be limited to the following maximum levels of development subject to the availability of adequate public~~

facilities and services at the adopted levels of service and subject to the special conditions and development standards set forth below:

- a) ~~Maximum development potential through 2025 shall be limited to:~~
 - i) ~~10,000,000 s.f. of industrial warehousing space~~
 - ii) ~~250,000 s.f. of commercial/retail space~~
 - iii) ~~100,000 s.f. of commercial office space~~
- b) ~~A first phase of development consisting of no more than 2,500,000 s.f. of industrial warehousing space, 15,000 s.f. of commercial retail and 20,000 s.f. of commercial office space shall be allowed. This initial level of development (phase 1) will be the maximum amount of development allowed through the Year 2014.~~
- c) ~~The remaining development (Phase 2) on the 301 Corridor Industrial Park property is specifically conditioned upon and may not proceed until and unless:~~
 - i) ~~The developer demonstrates, through a traffic study approved by Clay County and FDOT in accordance with the requirements of Clay County's concurrency management system, that the impacted road segments will operate at an acceptable level of service; or~~
 - ii) ~~The developer and Clay County enter into a proportionate fair share development agreement pursuant to Sec. 163.3180(16), Florida Statutes, under which the development's impacts will be fully mitigated and FDOT concurs with the mitigation for impacts to facilities on the Strategic Intermodal System (SIS) as required by Sec. 163.3180(16)(e), Florida Statutes. Prior to any development in Phase 2, the five year schedule of capital improvements shall be amended to include any roadway improvements identified to be constructed under this subparagraph ii).~~
- d) ~~Development within the 301 Corridor Industrial Park shall be consistent with the Floor Area Ratio (FAR) standard of 0.35 as provided for in revised Future Land Use Element Policy 1.4.3, Non-Residential Land Uses.~~
- e) ~~The maximum development potential through 2025 listed in paragraph a above shall be located on no more than 990 acres within the 301 Corridor Industrial Park.~~
- f) ~~Development within the 301 Corridor Industrial Park is required to connect to central water and sewer.~~

FLU Policy 1.10.5:

The property known as the EAR-05 Frank Yong property is assigned the future land use designations of Rural Residential, Conservation, Agriculture, Commercial and Industrial pursuant to Ordinance 2010-31 as shown on the *Future Land Use Map* as *EAR-05 Frank

~~Yong property. The *EAR-05 Frank Yong property shall be limited to the following maximum levels of development subject to the availability of adequate public facilities and services at the adopted levels of service and subject to the special conditions and development controls set forth below:~~

- ~~1) A first phase of development consisting of no more than 1,018 residential units (or a combination of no more than 1,018 residential dwelling units, no more than 50,000 s.f. commercial uses or no more than 300,000 s.f. industrial uses generating no more than 865 PM peak hour trips) shall be allowed. This initial level of development will be the maximum amount of development allowed through the Year 2015.~~
- ~~2) The buildout of the *EAR-05 Frank Yong property will not exceed the following amount and type of development:~~

Rural Residential	705 acres	705 dwelling units
Commercial	13 acres	130,000 s.f. retail
Industrial	505 acres	3,000,000 s.f.
Agriculture	6,386 acres	327 dwelling units
Conservation	317 acres	0 dwelling units/square feet

- ~~3) The remaining development (Phase 2) on the *EAR-05 Frank Yong property is specifically conditioned upon and may not proceed until and unless:~~
 - ~~a) The developer demonstrates, through a traffic study approved by Clay County and FDOT in accordance with the requirements of Clay County's concurrency management system, that impacted road segments will operate at an acceptable level of service; or~~
 - ~~(b) The developer and Clay County enter into a proportionate fair share agreement pursuant to Sec. 163.3180(16), Florida Statutes, or a Development Agreement pursuant to Sec. 163.3227, Florida Statutes, under which the development's impacts will be fully mitigated and FDOT concurs with the mitigation for impacts to facilities on the Strategic Intermodal System (SIS) as required by Sec. 163.3180(16)(e), Florida Statutes. The SIS designated facilities are those listed in Florida's Strategic Intermodal System Plan as adopted by FDOT. Prior to any development in Phase 2, the five year schedule of capital improvements shall be amended to include any roadway improvements identified to be constructed under subparagraph 3).~~

DEFINITIONS

Concurrency Reservation Certificate means the official document issued by the Department upon finding that an application for the certificate in reference to a specific final development order or final development permit for a particular development will not result in the reduction of the adopted level of service standards for impacted potable water, sanitary sewer, parks and recreation, drainage, and solid waste, ~~transportation (roads) and mass transit facilities and services~~, as set for in the Plan.

Attachment A-2
Transportation Element

TRA OBJ 1.3 The County shall utilize FDOT standards as its planning guidelines for determining the operating conditions of its ~~urban and rural~~ roadways and intersections ~~and address any deficiencies identified in project review through transportation concurrency fair share contributions.~~ in determining those projects to be incorporated into the 5-Year Capital Improvements Plan and the 10-Year Transportation Improvement Plan.

TRA Policy 1.3.6

- 1) The following road segments are designated as constrained:
 - a) State Road 21 (Blanding Boulevard): Clay County line to College Avenue
 - b) Doctor's Lake Road: Orange Park town limits to Greenridge Road
- 2) The County, in collaboration with FDOT, shall develop innovative methods to address and improve constrained facilities. The methods will be addressed in the mobility fee plan to be developed by October 1, 2020 and will include, but not be limited to, funding of complete streets and context sensitive solutions as identified in FDOT's Complete Streets Handbook.

TRA Policy 1.4.2

The County shall utilize ~~eoneurrency management system~~ County Road System inventory data to help determine the need, timing and funding of road system improvements to be included in the 5-Year Capital Improvements Plan and 10-Year Transportation Improvement Plan to correct capacity deficiencies.

TRA Policy 1.8.3

~~A traffic impact analysis~~ P.M. peak hour trip generation estimates based on the latest edition of the ITE Trip Generation Report will be required for all proposed developments ~~not vested for eoneurrency~~ in order to identify any deficiencies and determine the net impact of the development on the County Road System's level of service., ~~and to determine the applicable proportionate share where deficiencies are identified.~~

TRA Policy 1.8.4

~~All development orders will be conditioned on the provision of improvements to the transportation system through proportionate share agreements to mitigate impacts to those roadways that will be operating below the adopted level of service standard.~~ All new projects shall be subject to the requirements of the mobility fee ordinance to be developed by October 1, 2020.

TRA Obj 4.2

The County shall continue to investigate and determine feasibility of innovative and County-specific funding mechanisms (including ~~impact~~ mobility fees, sales tax, bonds, special taxing districts, revenue sharing, private developer funding, etc.) to meet funding requirements for transportation improvements.

TRA Policy 4.2.1

~~The County will implement transportation impact fees, proportionate share mitigation and other county-specific funding mechanisms to fund transportation needs.~~

The County's Impact Fee Ordinance currently in effect, (Clay County Ordinance 2017-30), as amended, is incorporated herein and operates as a functional equivalent of a mobility fee ordinance. All development shall be subject to the requirements of the Impact Fee Ordinance until the mobility fee ordinance is developed and approved by the Board of County Commissioners no later than October 1, 2020.

TRA Policy 4.2.2

By October 1, 2020, the County shall adopt a mobility fee funding system by ordinance which is consistent with the requirements of Section 163. 3180(5)(i), Florida Statutes.

Appendix A-3
Capital Improvements Element

CIE Policy 1.4.1

The County shall maintain a CMS as a part of its land development regulations. The CMS shall incorporate provisions which shall require that the level of service standards for the following public facilities are met prior to the issuance of a final development permit: ~~roads~~, sanitary sewer, potable water, solid waste, drainage, parks and recreation, and public school facilities.

CIE Policy 1.4.2

To ensure that public facilities and services to support development are available concurrent with the impacts of development, the CMS shall require that the following minimum standards be satisfied:

- 1) At the time a Concurrency Reservation Certificate (CRC) is issued, the necessary solid waste, drainage, sanitary sewer and potable water facilities must be:
 - a) in place and available to serve the new development; or
 - b) guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve the new development at the time a certificate of occupancy is issued.
- 2) School facilities necessary to achieve and maintain the established level of service standard must be in place or under construction within three years of the issuance of final subdivision or site plan approval.
- 3) For parks and recreation facilities, one of the following must be met:

At the time the CRC is issued, the necessary facilities and services are:

- a) in place or under actual construction; or
- b) in place and available to serve the new development; or
- c) guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve the new development at the time a certificate of occupancy is issued;
or
- d) a CRC is issued subject to the condition that at the time a certificate of occupancy is issued:
 - i) acreage for the necessary facilities and services is dedicated or acquired by the County or funds in the amount of the developer's fair share are committed; and

- ii) the necessary facilities and services are scheduled to be in place or under actual construction not more than one year after a certificate of occupancy is issued as provided in the County's Five-Year Schedule of Capital Improvements, a binding executed agreement, or an enforceable development agreement, pursuant to Section 163.3220, F.S., or development order issued pursuant to Chapter 380, F.S.

4) ~~For transportation facilities (roads), one of the following must be met:~~

- a) ~~At the time the CRC is issued, the necessary facilities and services are in place or under actual construction; or~~
- b) ~~A CRC is issued subject to the condition that the necessary facilities are scheduled to be in place or under actual construction at the time a certificate of occupancy is issued as provided in the three years of the adopted Florida Department of Transportation's Five-Year Work Program or the County's Five Year Schedule of Capital Improvements, a binding executed agreement, or an enforceable development agreement, pursuant to Section 163.3220, F.S. or development order issued pursuant to Chapter 380, F.S.~~
- c) ~~For the purpose of issuing a CRC, a proposed urban redevelopment project located within a defined and mapped Existing Urban Service Area as established in the County Comprehensive Plan pursuant to Section 163.3164(29), Florida Statutes, shall not be subject to the concurrency requirements of a and b above for up to 110 percent of the transportation impact generated by the previously existing development. For the purposes of this provision, a previously existing development is the actual previous built use which was occupied and active within two years of the date of CRC application submittal.~~
- d) ~~For multiuse Development of Regional Impact, the Board of County Commissioners may allow such projects to satisfy the transportation concurrency requirements of the Comprehensive Plan, the CMS and section 380.06, Florida Statutes if the criteria in section 163.3180(12), Florida Statutes, are met. The County may authorize the use of this subsection through the adoption of a DRI Development Order or by separate resolution.~~

CIE Policy 1.5.1

New developments will be required to ~~contribute a~~ pay their proportionate ~~or fair~~ share of the costs necessary to provide the public facility capacity necessary to serve such developments and maintain the LOS standards stipulated in this plan. ~~New developments will be required to contribute a~~ pay their proportionate ~~or fair~~ share of the costs necessary to provide transportation capacity necessary to serve such new developments and to assist with maintaining the LOS standards stipulated in this plan (except that new development shall not be responsible for correcting existing deficiencies on the County Road System) by paying transportation impact fees until the mobility fee ordinance is developed no later than October 1, 2020.

CIE Policy 1.5.2

The County's adoption of a mobility fee ordinance and incorporation into the 2040 Comprehensive Plan no later than October 1, 2020, provides a funding mechanisms as a means of assessing new development a proportionate share of the costs necessary to provide public transportation facilities and services to accommodate new growth. Such alternative funding shall include, but are not limited to, impact fees and franchise fees.

~~CIE Policy 1.5.3~~

~~The County may allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the development to satisfy transportation concurrency, when all of the following factors are shown to exist:~~

- ~~1) The County has adopted a comprehensive plan that is in compliance;~~
- ~~2) The proposed development would be consistent with the future land use designation for the specific property and with applicable sections of the County's adopted comprehensive plan;~~
- ~~3) The transportation facilities necessary to serve the proposed development are included in the capital improvement schedule and the County has not implemented the necessary transportation improvements as required by the schedule;~~
- ~~4) The County has adopted policies within this element to assess a fair share of the cost of providing the transportation facilities necessary to serve the proposed development;~~
- ~~5) The fair share assessment shall have a reasonable relationship to the transportation impact that is generated by the proposed development; and~~

~~The landowner has made a binding commitment to the County to pay the fair share of the cost of providing the transportation facilities necessary to serve the proposed development.~~

~~CIE Policy 1.5.4~~

~~For the purpose of assessing a landowner's fair share of the cost of providing the transportation facilities necessary to serve a proposed development, the County shall use a quantitative formula where the landowner's fair share contribution shall equal the total peak hour trips generated by the proposed development (a) divided by the total peak hour trip capacity created by the transportation improvement needed (b), times the total cost of the transportation improvement needed includes all associated costs of the improvement (c), to wit:~~

~~**Landowner's Fair Share = (a/b)* c**~~

~~CIE Policy 1.5.5~~

~~Where site specific costs are not available, the County shall use costs published by FDOT that most closely match the facility to be constructed to calculate the value of (c) in the formula found in Policy 1.5.4, cost of any transportation facility to be adopted in the Five-Year Capital Improvements Plan or 10-Year Transportation Plan.~~

~~CIE Policy 1.5.6~~

The County shall use the most recent edition of the publication put forth by the Institute of Transportation Engineers entitled Trip Generation to calculate the value of (a) in the formula found in Policy 1.5.4. estimate project trip generation to update the County Road Inventory capacity calculations.

~~CIE Policy 1.5.7~~

~~Cash fair share payments which are allocated for the construction of roads as specified in the transportation impact fee ordinance's Designated Road List and shall be credited towards the payment of transportation impact fees.~~

~~CIE Policy 1.5.8~~

~~The County shall establish procedures and requirements within the Concurrency Management System to implement the fair share assessment, which shall include the following, as a minimum:~~

- ~~1) By ordinance, the County may approve any transportation improvement associated with a fair share assessment that is not included in the capital improvements schedule.~~
- ~~2) Assessment and improvement districts shall be created for the purpose of collecting and distributing fair share funds.~~
- ~~3) A special revenue fund shall be established for the deposit of payments associated with a fair share assessment. The fund shall be segregated into accounts for each improvement district and the funds collected shall be deposited into the account(s) for the affected benefit district(s).~~
- ~~4) Expenditures from the special revenue fund shall be made when there are sufficient funds within the account equal to the amount necessary to commence engineering, acquisition of rights of way, construction, or any other costs associated with the selected transportation improvement within the improvement district for which the account was created.~~

Exhibit A-4
Branan Field Master Plan

BF FLU Policy 1.4.9

BF Mixed Use (BF MU)

The Branan Field Mixed Use (BF MU) land use category is characterized by a variety of retail facilities (including grocery stores and ‘big box’ uses), offices, light industrial activities and high density residential development. BF MU is intended to be contiguous tracts or parcels consisting of at least five hundred (500) gross acres adjacent to or located near major arterial roads.

This district is intended to encourage development compatible with surrounding or abutting districts, with suitable open space, landscaping and parking areas. Activities that cannot be carried on in a relatively unobtrusive manner shall be required to adequately buffer those activities from adjoining residential development.

BF MU developments are intended to include a mix of uses that provides high intensity urban functions of integrated design and character and grouped so as not to encourage strip development patterns. A maximum of twenty percent of the BF MU may be developed for multi-family residential use at a maximum density of 16 units per gross acre. Development within the BF MU category must conform to the Mixed Use Land Development Regulations.

It is the County’s intent to encourage a mix of uses within the BF MU to provide regional jobs. The mixture of uses indicated in the following table is to be applied to the entire BF MU, not individual parcels.

The quantification of uses within the Branan Field Mixed Use land use designation shall be consistent with the following:

Land Use	Minimum Required	Maximum Permitted
Office/Light Industrial	35%	50%
Commercial/Retail	45%	60%
Residential	0%	20%
Public Parks and Open Space	5%	No Max

The maximum floor area ratio (FAR) for each non-residential development within the BF MU shall not exceed 80% with an average not to exceed 50%.

Trips generated from the development shall not be greater than 4,604 Peak Hour trips by the year 2022.

~~For long term concurrency management purposes,~~ Clay County shall annually update traffic counts, revisit its ~~concurrency~~ County Road System

to monitor the existing level of service, and make every effort to reduce the impacts from the development to S.R. 23. If any improvements ~~over~~ to the ~~Clay County Concurrency~~ County Road System utilizing ~~impact~~ mobility fees, ~~fair share~~, or any other available measures fail to mitigate traffic loads on S.R.23, Clay County shall develop innovative strategies to maintain or manage the required level of service. The strategies may include TCEA, MMTD, and other appropriate planning tools that can address the issues the best.

Because the Branan Field Mixed Use Land Use Category is limited to parcels of 500 acres or greater in size, prior to development of property with this designation, the property owner(s) must submit a conceptual plan for the 500+ acre area which depicts general uses, as well as an internal transportation system for automobiles and alternative forms of transportation, including pedestrian, transit and bicycles. The conceptual plan must also include a description of the funding mechanism which is to be utilized to construct the necessary internal infrastructure.

1) Gateway Overlay

Included on a portion of the Branan Field Mixed Use Land Use Category which abuts Branan Field Road is the Gateway Overlay. As the first link of the First Coast Outer Beltway, the expansion of Branan Field Road will create an opportunity to develop an aesthetically superior and functionally integrated area with a unique identity on the newest high-volume entryway into Clay County from I-10 and I-295. The Gateway shall be implemented through such features as an integrated street layout and access plan which directs traffic from an interior roadway system for direct access to individual lots located on Branan Field Road, building placement with parking to the rear and side, underground utilities, a unified sign format and place finding markers, unified street lighting and landscaping. BF MU uses allowed in the Gateway include the more intense Commercial/Retail uses and high density Residential uses with the exclusion of uses featuring outside storage. Specific Gateway design guidelines will be included in the Branan Field Master Plan Land Development Code.

2) Multi-Field Recreational Complex

Within the Branan Field Mixed Use Land Use Category is a site for a proposed Multi-Field Recreation Complex. This site is identified on the Branan Field FLUM by an asterisk and is 35 acres in size. One plan for the site features multiple baseball and softball diamonds, as well as other sports and recreational facilities and amenities. Because the facility is expected to draw participants from outside the region and outside the State, it could be a catalyst for tourist development

within the BF MU such as hotels, eating places, shopping and other recreation venues.