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1 **Sec. 4.3.28. – Fly-In Communities**

2 A. A Fly-In Community is intended to consist of a residential or mixed-use development that includes or has  
3 legal taxiway access to a Private Airport that is available for use by the residents of the community and their  
4 invited guests for the operation of their aircraft. The purpose of the requirements for a Fly-In Community  
5 is to:

6 (1) Plan the Fly-In Community as a whole to develop a comprehensive plan of development that  
7 results in a well-planned community that integrates the special design elements necessary for  
8 aircraft operations within the community areas. These may include, but are not limited to,  
9 provisions for aircraft circulation, special accessory uses, and other uses that are unique to a Fly-  
10 In Community.

11 (2) Incorporate elements into the design to minimize the impact of the Fly-In Community on adjacent  
12 property owners.

13 (3) Provide flexibility in design to allow a creative approach to the use of the land and related physical  
14 environment, as well as utilizing innovative techniques to enhance the quality of the development.

15 (4) Ensure that the Fly-In Community standards and conditions are enacted and permanently enforced  
16 through a PUD process, approved by the Board of County Commissioners.

17 B. A new or expanded Fly-In Community must be approved by the Board of County Commissioners through  
18 the Planned Unit Development (PUD) process. An expansion shall mean a geographic expansion beyond  
19 the boundaries of a previously approved Fly-In Community or an increase in land use types or densities in  
20 excess of those established in a previously approved Fly-In Community approval. In addition to all other  
21 PUD requirements within the LDC, Fly-In Communities must meet the following requirements:

22 (1) The PUD application must include a Conceptual or Master Plan which shall at a minimum depict  
23 the location and extents of all proposed uses, accessory structure location criteria, accessory  
24 structure heights and setbacks, and provisions for safe aircraft circulation within the Fly-In  
25 Community. The Conceptual or Master Plan shall also depict the details associated with legal  
26 taxiway access to a Private Airport to be accessed by residents to demonstrate safe  
27 interconnection of the Fly-In Community with the Private Airport.

28 (2) All accessory structure locations and proposed maximum heights must be indicated on the PUD  
29 plan. Accessory use aircraft hangars are limited to a maximum of 50 feet in height.

30 A Fly-In Community shall encourage best practices for their residents and invited guests that include rules and  
31 policies for the operation of aircraft within the Fly-In Community.  
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33 **Sec. 4.3.29 – Private Airports**

34 A new or expanded (defined as a geographic expansion beyond the limits of a previously approved Private Airport)  
35 Private Airport listed as a Special Use in a zoning category, or as deemed by the Growth Services Director to be  
36 permissible in a zoning category, must be approved through a Special Use Permit process meeting all requirements  
37 of Article 2, Division 8 except as modified below. Alternatively, a Private Airport may be approved through a Planned  
38 Unit Development process in accordance with Article 4, Division 2, Section 4.2.31 except as modified below.

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- 1 A. A Special Use Permit application must additionally include the following items:
- 2 (1) A formal written application for a SUP on a form provided by the Growth Services Department is submitted
- 3 to the Planning/Zoning Manager indicating that a private airport SUP is sought and stating the grounds on
- 4 which it is requested.
- 5 (2) A fee in the amount established by resolution of the Board shall accompany the application. The fee
- 6 schedule is available at the Growth Services Department.
- 7 (3) A Conceptual Plan prepared in accordance with the provisions of Article 6 and at an appropriate scale
- 8 showing:
- 9 a. The limits of the proposed Private Airport in relation to adjacent properties.
- 10 b. A conceptual site plan for the Private Airport Special Use.
- 11 c. The proposed buffers, setbacks, and structure heights for uses within the Private Airport.
- 12 d. Provisions for ingress and egress
- 13 e. Provisions for screening and buffering of dissimilar uses and of adjacent properties
- 14 f. Provisions for general compatibility with adjacent properties, and other property in the
- 15 surrounding area
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