
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 Design the Fly-In Community to ensure a cohesive and well-integrated layout in a manner that
7 results in a well-planned community that accommodates the unique requirements of integrates
8 the special design elements necessary for aircraft operations within residential and the community
9 areas. These may This should include, but are not limited to, thoughtful planning provisions for
10 aircraft circulation, special accessory uses, and other uses features that support the distinct
11 functionality and lifestyle of are unique to a Fly-In Community.

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

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

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

19 B. Fly-In Communities are permitted within all Future Land Use categories that allow residential development.
20 Mixed-use Fly-In Communities are also allowed in areas where the Future Land Use designation supports
21 both residential and non-residential uses, provided the development adheres to the density standards
22 established by the underlying Future Land Use category.

23 C. Fly-in communities are allowed in all future land use categories where residential uses are permitted.
24 Mixed-use Fly-In Communities are allowed where future land use categories permit residential and non-
25 residential uses at a density and intensity allowed by the underlying future land use designation.

26 D. A new or expanded Fly-In Community must be approved by the Board of County Commissioners through
27 the Planned Unit Development (PUD) process. An expansion shall mean a geographic expansion beyond
28 the boundaries of a previously approved Fly-In Community or an increase in land use densities or intensities
29 in excess of those established in a previously approved or vested Fly-In Community. In addition to all other
30 PUD requirements within the LDC, Fly-In Communities must meet the following requirements:

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

- (2) All accessory structure locations and proposed maximum heights must be indicated on the PUD plan. Accessory use of aircraft hangars is limited to a maximum of 50 feet in height.
- (3) A Fly-In Community shall encourage best practices for its residents and invited guests that include rules and policies for the operation of aircraft within the Fly-In Community.

E. The County shall not impose conditions which are otherwise preempted by the Federal Aviation Administration or the Florida Department of Transportation, such as, but not limited to, hours of operation, lighting, aircraft operations, or airspace.

F. Expansion of Previously Approved or Vested Fly-In Communities.

- (1) The purpose of this section is to recognize and protect fly-in communities lawfully established or vested prior to the effective date of this ordinance.
- (2) Fly-in communities lawfully established prior to the effective date of this ordinance shall be considered a legal conforming use regardless of zoning district and shall not be required to obtain PUD approval.
- (3) Only the geographic property boundary beyond the limits of a previously approved fly-in community property boundary or the increase in land use types or densities shall be required to obtain PUD approval. In the event that there is a geographic boundary expansion or an increase in land use types or densities of an existing fly-in community that would require a PUD, the County may only review the expanded area and may not condition the previously approved fly-in community.