
Sec. 4.3.28. – Fly-In Communities

- A. The purpose of the requirements for a Fly-In Community is to:
 - (1) Design the Fly-In Community to ensure a cohesive and well-integrated layout that accommodates the unique requirements of aircraft operations within residential and community areas. This should include, but is not limited to, thoughtful planning for aircraft circulation, special accessory uses, and other features that support the distinct functionality and lifestyle of a Fly-In Community.
 - (2) Incorporate elements into the design to minimize the impact of the Fly-In Community on adjacent property owners.
 - (3) Provide flexibility in design to allow a creative approach to the use of the land and related physical environment, as well as utilizing innovative techniques to enhance the quality of the development.
 - (4) Enacts standards and conditions specific to Fly-In Communities enforced through a PUD process, approved by the Board of County Commissioners.
- B. Fly-In Communities are permitted within all Future Land Use categories that allow residential development. Mixed-use Fly-In Communities are also allowed in areas where the Future Land Use designation supports both residential and non-residential uses, provided the development adheres to the density standards established by the underlying Future Land Use category.
- C. Fly-in communities are allowed in all future land use categories where residential uses are permitted. Mixed-use Fly-In Communities are allowed where future land use categories permit residential and non-residential uses at a density and intensity allowed by the underlying future land use designation.
- D. A new or expanded Fly-In Community must be approved by the Board of County Commissioners through the Planned Unit Development (PUD) process. An expansion shall mean a geographic expansion beyond the boundaries of a previously approved Fly-In Community or an increase in land use densities or intensities in excess of those established in a previously approved or vested Fly-In Community. In addition to all other PUD requirements within the LDC, Fly-In Communities must meet the following requirements:
 - (1) The PUD application must include a Conceptual or Master Plan which shall at a minimum depict the location and extents of all proposed uses, accessory structure heights and setbacks, and provisions for safe aircraft circulation within the Fly-In Community. The Conceptual or Master Plan shall also depict the details associated with legal taxiway access to a Private Airport to be accessed by residents to demonstrate safe interconnection of the Fly-In Community with the Private Airport.
 - (2) Accessory use aircraft hangars are limited to a maximum of 50 feet in height.
 - (3) A Fly-In Community shall encourage best practices for their 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.
- F. Expansion of Previously Approved or Vested Fly-In Communities.

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- (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 or vested 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 or intensities 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 or intensities 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.