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

2 A. The purpose of the requirements for a Fly-In Community is to:

- 3 (1) Plan the Fly-In Community as a whole to develop a plan of development that results in a well-
4 planned community that integrates the special design elements necessary for aircraft operations
5 within the community areas. These may include, but are not limited to, provisions for aircraft
6 circulation, special accessory uses, and other uses that are unique to a Fly-In Community.
- 7 (2) Incorporate elements into the design to minimize the impact of the Fly-In Community on adjacent
8 property owners.
- 9 (3) Provide flexibility in design to allow a creative approach to the use of the land and related physical
10 environment, as well as utilizing innovative techniques to enhance the quality of the development.
- 11 (4) Ensure that the Fly-In Community standards and conditions are enacted and permanently enforced
12 through a PUD process, approved by the Board of County Commissioners.

13 B. Fly-in communities are allowed in all future land use categories where residential uses are permitted at a
14 density allowed by the underlying future land use designation.

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

- 20 (1) The PUD application must include a Conceptual or Master Plan which shall at a minimum depict
21 the location and extents of all proposed uses, accessory structure location criteria, accessory
22 structure heights and setbacks, and provisions for safe aircraft circulation within the Fly-In
23 Community. The Conceptual or Master Plan shall also depict the details associated with legal
24 taxiway access to a Private Airport to be accessed by residents to demonstrate safe
25 interconnection of the Fly-In Community with the Private Airport.
- 26 (2) All accessory structure locations and proposed maximum heights must be indicated on the PUD
27 plan. Accessory use aircraft hangars are limited to a maximum of 50 feet in height.

28 A Fly-In Community shall encourage best practices for their residents and invited guests that include rules and
29 policies for the operation of aircraft within the Fly-In Community.
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