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

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

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

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

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