

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 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.

C. 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 of aircraft hangars is limited to a maximum of 35 feet in height.

(3) A Zoning Compatibility Analysis addressing potential impacts to surrounding properties and how the PUD application is designed to mitigate any such impacts. The Analysis shall address:

- a. Noise
- b. Type of aircraft and expected aircraft volumes
- c. Expected air traffic patterns
- d. Hours of operation
- e. Lighting levels at the PUD boundary
- f. Provisions for meeting any other special conditions identified by the Zoning Compatibility Analysis

(4) 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. Draft community rules and policies shall be submitted with the PUD application.

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

(1) The purpose of this section is to recognize Fly-In Communities lawfully established or vested before the effective date of this ordinance.

(2) Fly-In Communities lawfully established or vested before 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.