



# Marion County

## Land Development Regulation Commission

### Meeting Agenda

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**Wednesday, December 17, 2025    5:30 PM    Growth Services Training Room**

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#### **ROLL CALL AND PLEDGE OF ALLEGIANCE**

#### **Acknowledgement of Proof of Publication**

#### **1.    ADOPT THE FOLLOWING MINUTES**

1.1.    [December 3, 2025](#)

#### **2.    SCHEDULED ITEMS**

2.1.    [Workshop: Discussion for Proposed Marion County Land Development Code \(LDC\) Amendments to Review and Update Article 1, Division 2 Definitions](#)

2.2.    [Workshop: Discussion for Proposed Marion County Land Development Code \(LDC\) Amendments to Review and Update Article 4 to Add New Section 4.3.28 - Fly In Communities.](#)

2.3.    [Workshop: Discussion for Proposed Marion County Land Development Code \(LDC\) Amendments to Review and Update Article 4 to Add New Section 4.3.29 - Private Airports](#)

#### **3.    NEW BUSINESS**

#### **ADJOURN**



# Marion County

## Land Development Regulation Commission

### Agenda Item

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**File No.:** 2025-21543

**Agenda Date:** 12/17/2025

**Agenda No.:** 1.1.

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**SUBJECT:**  
**December 3, 2025**

**DESCRIPTION/BACKGROUND:**  
Minutes from the previous LDRC Workshop.

The Marion County Land Development Regulation Commission met on December 3, 2025, at 5:30 p.m. in the Growth Services Main Training Room, 2710 E Silver Springs Blvd, Ocala, Florida.

## **CALL TO ORDER**

Chairman David Tillman Called the Meeting to Order at 5:37 p.m.

## **ROLL CALL & PLEDGE OF ALLEGIANCE**

Rebecca Brinkley called roll, and the quorum was confirmed.

Board members present were Chairman David Tillman, Richard Busche, Jonny Heath, Christopher Howson, and Erica Larson.

Staff members present were Chief Assistant County Attorney Dana Olesky, Assistant County Administrator Tracy Straub, Growth Services Director Chuck Varadin, Growth Services Deputy Director Ken Weyrauch, Development Review Coordinator Elizabeth Madeloni, Staff Assistant Kim Lamb, and Staff Assistant Rebecca Brinkley.

Chairman David Tillman led the Pledge of Allegiance.

There were members of the public present.

Following the adoption of the minutes, Chairman David Tillman disclosed a conflict of interest regarding the items on tonight's agenda. He informed those present that he would abstain from voting but would continue to preside over the meeting as the Board Chairman.

## **ACKNOWLEDGEMENT OF PROOF OF PUBLICATION**

Rebecca Brinkley read the Proof of Publication and advised that the meeting was properly advertised.

### **1. ADOPT THE FOLLOWING MINUTES**

LDRC Board Member Erica Larson made a motion to adopt the minutes from the November 19, 2025, meeting. The motion was seconded by Board Member Richard Busche. The motion passed unanimously (5-0).

### **2. SCHEDULED ITEMS**

#### **2.1 Discussion for Proposed Marion County Land Development Code (LDC) Amendments to Review and Update Article 1, Division 2, Definitions**

Ken Weyrauch, Growth Services Deputy Director, opened the discussion regarding this item.

LDRC Board Members voiced their recommendations and comments regarding the current language.

The following members of the public spoke during Public Comment:

1. Dirk Leeward – PO Box 1476, Ocala
  - Presented the portion of the letter he submitted to the LDRC Board outlining recommended revisions to language proposed by Sterns, Weaver, and Miller at the November 5, 2025, meeting pertaining to the Fly-In Community definition.
2. Reggie Bouthillier – 106 E College Avenue #700, Tallahassee
  - Supported adding the phrase “platted subdivision” to the Fly-In Community’s definition.
3. Brian Donnelly – 7337 W Anthony Road, Ocala
  - Asked if there is a cap on the number of “invited guests” in the definitions.
4. Ira Stern – 4935 NW 135<sup>th</sup> Street, Reddick
  - Stated preorders for flying cars and flying delivery vehicles are already being taken and asked how this extra air traffic will be policed. Expressed concern that those making decisions regarding this do not understand the changes coming, and decision makers need to look ahead to where we are going and not where we are.

Public comment was closed by the Chair.

Ken Weyrauch noted items that need to be followed up on. The Board agreed that more discussion on the language was needed. Mr. Weyrauch will make edits to the verbiage and bring the item back to a future workshop.

## **2.2 Discussion for Proposed Marion County Land Development Code (LDC) Amendments to Review and Update Article 4, to Add New Section 4.3.28 – Fly In Communities**

Chairman David Tillman opened the discussion regarding this item.

LDRC Board Members voiced their recommendations and comments regarding the current language.

The following members of the public spoke during Public Comment:

1. Alyson Scotti – 6765 NW 14<sup>th</sup> Avenue, Ocala

- Stated language in Section A(1) needs clarification and asked if we should use the term “residential airpark” as opposed to “fly-in community”. Requested more time for the public to review the proposed language.
2. Reggie Bouthillier – 106 E College Avenue #700, Tallahassee
    - Presented a letter from Sterns, Weaver, and Miller previously discussed at the November 5, 2025, meeting outlining recommended revisions to Section 4.3.28 and suggested revising Section A(1) for clarity.
  3. Brian Donnelly – 7337 W Anthony Road, Ocala
    - Stated there is very little language addressing mandatory operational considerations, monitoring, reporting, safety, etc. and further states there is very little firm language addressing what should be in a plan and what happens if something goes wrong. Asked for clear language to address these shortcomings.
  4. Dirk Leeward – PO Box 1476, Ocala
    - Presented the portion of the letter he submitted to the LDRC Board outlining recommended revisions to language proposed by Sterns, Weaver, and Miller at the November 5, 2025, meeting pertaining to Section 4.3.28. Stated he is opposed to the PUD requirement and pointed out regular developments are generally permitted, constructed, and sold out in a relatively short time, whereas Fly-In Communities take decades to develop, and he feels requiring these communities to plan the whole development at once is overreaching.
  5. Bernard Little – 4899 NW 90<sup>th</sup> Avenue, Ocala
    - Passed out a paper showing proposed revisions to the language for Section A(2) and asked the Board to consider his proposed changes.

Public comment was closed by the Chair.

Ken Weyrauch noted items that need to be followed up on. The Board agreed that more discussion on the language was needed. Mr. Weyrauch will make edits to the verbiage and bring the item back to a future workshop.

### **2.3 Discussion for Proposed Marion County Land Development Code (LDC) Amendments to Review and Update Article 4 to Add New Section 4.3.29 – Private Airports**

Due to time constraints, this item was not addressed and is postponed to a future meeting.

**3. NEW BUSINESS**

No new business.

**ADJOURNMENT**

The workshop adjourned at 7:01 p.m.

Attest:

\_\_\_\_\_  
David Tillman, Chairman

\_\_\_\_\_  
Rebecca Brinkley, Staff Assistant IV



# Marion County

## Land Development Regulation Commission

### Agenda Item

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**File No.:** 2025-21540

**Agenda Date:** 12/17/2025

**Agenda No.:** 2.1.

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**SUBJECT:**

**Workshop: Discussion for Proposed Marion County Land Development Code (LDC)  
Amendments to Review and Update Article 1, Division 2 Definitions**

**DESCRIPTION/BACKGROUND:**

Staff has attached the proposed language to add three definitions to Article 1 Division 2, Definitions for Airport, Private Airport, and Fly-In Community.

1 **PROPOSED DEFINITIONS, ADD TO ARTICLE 1, DIVISION 2:**

2 Airport - an area of land or water used for, or intended to be used for, landing and takeoff of  
3 aircraft, including appurtenant areas, buildings, facilities, or rights-of-way necessary to  
4 facilitate such use or intended use.

5 Fly-In Community – means a residential or mixed-use development of more than ten  
6 residential units which has legal taxiway access to a Private Airport that is utilized by the  
7 residents of the community and their invited guests for operation of their aircraft.

8 Private Airport – means an Airport which is not open or available for use by the public but  
9 may be made available to others by invitation of the owners~~(s)~~ or managers.~~(s)~~.



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2    Airport - an area of land or water used for, or intended to be used for, landing and takeoff of  
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5    Fly-In Community – A residential or mixed-use development of more than ten residential  
6    units which has legal taxiway access to a Private Airport that is utilized by the residents of  
7    the community and their invited guests for operation of their aircraft.

8    Private Airport – An Airport which is not open or available for use by the public but may be  
9    made available to others by invitation of the owners or managers.



# Marion County

## Land Development Regulation Commission

### Agenda Item

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**File No.:** 2025-21541

**Agenda Date:** 12/17/2025

**Agenda No.:** 2.2.

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**SUBJECT:**

**Workshop: Discussion for Proposed Marion County Land Development Code (LDC)  
Amendments to Review and Update Article 4 to Add New Section 4.3.28 - Fly In Communities.**

**DESCRIPTION/BACKGROUND:**

Staff has attached the proposed language to add the new section 4.3.28, Fly In Communities.

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#### 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 is 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 Mixed-  
24    use Fly-In Communities are allowed developments where future land use categories permit residential and  
25    non-residential uses at a density 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 types or densities in  
29    excess of those established in a previously approved Fly-In Community approval. 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.  
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- 1           (2) All accessory structure locations and proposed maximum heights must be indicated on the PUD  
2           plan. Accessory use aircraft hangars are limited to a maximum of 50 feet in height.
- 3           (3) A Fly-In Community shall encourage best practices for their residents and invited guests that  
4           include rules and policies for the operation of aircraft within the Fly-In Community.
- 5       E. The County shall not impose conditions which are otherwise preempted by the Federal Aviation  
6       Administration or the Florida Department of Transportation, such as but not limited to hours of operation,  
7       lighting, aircraft operations, or airspace.
- 8       F. Expansion of Previously Approved or Vested Fly-In Communities.
- 9           (1) The purpose of this section is to recognize and protect fly-in communities lawfully established or  
10          vested prior to the effective date of this ordinance.
- 11          (2) Fly-in communities lawfully established prior to the effective date of this ordinance shall be  
12          considered a legal conforming use regardless of zoning district and shall not be required to obtain  
13          PUD approval.
- 14          (3) Only the geographic property boundary beyond the limits of a previously approved fly in  
15          community property boundary or the increase in land use types or densities shall be required to  
16          obtain PUD approval. In the event that there is a geographic boundary expansion or an increase in  
17          land use types or densities of an existing fly-in community that would require a PUD, the County  
18          may only review the expanded area and may not condition the previously approved fly-in  
19          community.
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21  
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23  
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#### 1    **Sec. 4.3.28. – Fly-In Communities**

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

- 3            (1)    Design the Fly-In Community to ensure a cohesive and well-integrated layout that accommodates  
4                    the unique requirements of aircraft operations within residential and community areas. This  
5                    should include, but is not limited to, thoughtful planning for aircraft circulation, special accessory  
6                    uses, and other features that support the distinct functionality and lifestyle of 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)    Enacts standards and conditions specific to Fly-In Communities enforced through a PUD process,  
12                   approved by the Board of County Commissioners.

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

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

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10 land use types or densities of an existing fly-in community that would require a PUD, the County  
11 may only review the expanded area and may not condition the previously approved fly-in  
12 community.



# Marion County

## Land Development Regulation Commission

### Agenda Item

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**File No.:** 2025-21542

**Agenda Date:** 12/17/2025

**Agenda No.:** 2.3.

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**SUBJECT:**

**Workshop: Discussion for Proposed Marion County Land Development Code (LDC)  
Amendments to Review and Update Article 4 to Add New Section 4.3.29 - Private Airports**

**DESCRIPTION/BACKGROUND:**

Staff has attached the proposed language to add the new section 4.3.29, Private Airports.

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1 **Sec. 4.3.29 – Private Airports**

2 A new or expanded (defined as a geographic expansion beyond the limits of a previously approved Private Airport)  
3 Private Airport listed as a Special Use in a zoning category, or as deemed by the Growth Services Director to be  
4 permissible in a zoning category, must be approved through a Special Use Permit process meeting all requirements  
5 of Article 2, Division 8 except as modified below. Alternatively, a Private Airport may be approved through a Planned  
6 Unit Development process in accordance with Article 4, Division 2, Section 4.2.31 except as modified below.

7 A. A Special Use Permit application must additionally include the following items:

8 (1) A formal written application for a SUP on a form provided by the Growth Services Department is submitted  
9 to the Planning/Zoning Manager indicating that a private airport SUP is sought and stating the grounds on  
10 which it is requested.

11 (2) A fee in the amount established by resolution of the Board shall accompany the application. The fee  
12 schedule is available at the Growth Services Department.

13 (3) A Conceptual Plan prepared in accordance with the provisions of Article 6 and at an appropriate scale  
14 showing:

15 a. The limits of the proposed Private Airport in relation to adjacent properties.

16 b. A conceptual site plan for the Private Airport Special Use.

17 c. The proposed buffers, setbacks, and structure heights for uses within the Private Airport.

18 d. Provisions for ingress and egress

19 e. Provisions for screening and buffering of dissimilar uses and of adjacent properties

20 f. Provisions for general compatibility with adjacent properties, and other property in the  
21 surrounding area



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20 f. Provisions for general compatibility with adjacent properties, and other property in the  
21 surrounding area

22 g.