

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 five
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. A new, or
8 expanded, Fly-In Community must be designated and approved by the County through a
9 Planned Unit Development zoning application process. All uses and densities proposed
10 within a Fly-In Community must be consistent with the Comprehensive Plan, including the
11 future land use designation.

12 Private Airport – means an Airport which is not open or available for use by the public but
13 may be made available to others by invitation of the owner(s) or manager(s). A new, or
14 expanded, Private Airport must be designated and approved by the Board through a Special
15 Use Permit application process or Planned Unit Development process.

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1 **Article 4, Division 3**

2 **New - Sec. 4.3.28 – Fly-In Communities**

3 A. A Fly-In Community is intended to consist of a residential or mixed-use development
4 that includes or has legal taxiway access to a Private Airport that is available for use
5 by the residents of the community and their invited guests for the operation of their
6 aircraft. The purpose of the requirements for a Fly-In Community is to:

7 (1) Plan the Fly-In Community as a whole to develop a comprehensive plan of
8 development that results in a well-planned community that integrates the
9 special design elements necessary for aircraft operations within the
10 community areas. These may include, but are not limited to, provisions for
11 aircraft circulation, special accessory uses, and other uses that are unique to
12 a Fly-In Community.

13 (2) Incorporate elements into the design to minimize the impact of the Fly-In
14 Community on adjacent property owners.

15 (3) Provide flexibility in design to allow a creative approach to the use of the land
16 and related physical environment, as well as utilizing innovative techniques to
17 enhance the quality of the development.

18 (4) Ensure that the Fly-In Community standards and conditions are enacted and
19 permanently enforced through a PUD process, approved by the Board of
20 County Commissioners.

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

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

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

4 **(3)** A Fly-In Community shall encourage best practices for their residents and
5 invited guests that include rules and policies for the operation of aircraft within
6 the Fly-In Community.

Article 4, Division 3

New - Sec. 4.3.29 – Private Airports

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

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

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

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

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

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

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

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

d. Provisions for ingress and egress

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

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