

**STAFF REPORT**  
**Community Development Department**  
**Petition Number: SE-12-014**

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**To:** Charlotte County Board of Zoning Appeals  
**From:** Shaun Cullinan, Zoning Official *SC*  
**Prepared By:** Ken Quillen, AICP, Planner III  
**Report Date:** October 2, 2012 **BZA meeting date: October 10, 2012**

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**Requested Action/General Information:**

Geri Waksler, agent for George Pertuit and Adana Wheeler, is requesting a special exception to allow a private landing field in the Agriculture Estate (AE) zoning district. Subject property consists of 23-acres located at 5640-5650 Acorn Ranch Road, just north of Bermont Road, in East Charlotte County (see attached **Location Map**). The attached **Zoning Map** shows the zoning of this property, which is Agriculture Estate (AE). This property has an Agriculture Future Land Use Map (FLUM) designation.

Subsection 3-9-30(e)(10) of the Charlotte County Zoning Code does allow "Airports, heliports and landing fields" in the Agriculture Estate (AE) zoning district if a special exception is approved by the Board of Zoning Appeals. As such the applicant has submitted this application for a special exception to allow a private landing field.

The applicant has submitted the attached **Boundary Survey** (**Exhibit A**) to show the location of the existing single-family residence and proposed landing field on the property.

Subject property consists of just over 23-acres of land, which does meet the ten-acre minimum lot size requirement for AE zoned property located in the Rural Service Area. As such, this property is conforming with regard to lot size. Staff also believes this property is of an adequate size to support the proposed use.

The applicant has also submitted the attached **Narrative** (**Exhibit B**) explaining how they believe this request meets the criteria for granting a special exception. The Community Development Department's Environmental Specialist has performed a cursory review and their comments are in the attached **Memorandum** (**Exhibit C**) dated September 20, 2012.

**Findings: The six standards for approval for a Special Exception according to Section 3-9-7(f) of the Charlotte County Zoning Code are as follows:**

1. The requested special exception is either explicitly permitted in the zoning district for which it is requested or is permitted by reasonable implication within that district.

Finding: Section 3-9-30(e) of the Zoning Code does allow the Board of Zoning Appeals to grant a special exception to allow a landing field in the AE zoning district.

2. The requested special exception is compatible with existing uses surrounding immediately adjacent and contiguous to the land on which the requested special exception would exist.

Direction	Existing Land Uses	Existing Zoning	FLUM Designation
North	Grazing Lands	Agriculture Estate (AE)	Agriculture
South	Single-family home	Agriculture Estate (AE)	Agriculture
East	Grazing Lands	Agriculture Estate (AE)	Agriculture
West	Single-family home	Agriculture Estate (AE)	Agriculture

Finding: The surrounding land uses consist primarily of grazing lands, native woodlands, and single-family residences. Staff believes that the proposed landing field would be compatible with all of these surrounding land uses.

3. Adequate access shall be provided for ingress and egress to the proposed use in a manner that minimizes hazards and congestion on streets and roads.

Finding: An existing paved access drive is located off of Acorn Ranch Road. No new buildings or structures are proposed at this time; therefore, Site Plan Review is not required.

4. Adequate provision has been made for buffers, landscaping, trees, open space, storm-water or other improvements associated with the proposed use.

Finding: Other code requirements, including setbacks and landscaping, appear to be in compliance with the current zoning code. Additional buffers and landscaping are not recommended by staff for the landing field as proposed.

5. The requested Special Exception is consistent with the **Smart Charlotte 2050 Plan** (Charlotte County Comprehensive Plan) and Land Development Regulations.

Finding: Staff believes that the proposed landing field would be in compliance with the **Smart Charlotte 2050 Plan**, which allows rural recreational uses, and the Land Development Regulations, which requires a special exception for landing fields.

6. The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety or general welfare.

Finding: Staff believes that the proposed landing field would not be detrimental to or endanger the public health, safety or general welfare of the surrounding agricultural properties since the proposed use will be over 600' from any existing single-family home.

## **ANALYSIS AND CONCLUSIONS:**

After review of the site and the application requesting this special exception staff believes that the proposed landing field does meet the six criteria for granting a special exception.

If the Board of Zoning Appeals decides to approve the requested special exception staff recommends the following conditions be adopted, as conditions of approval, to ensure the use is in compliance with the purpose and intent of the Zoning Code. The conditions are as follows:

1. The special exception as approved by the Board of Zoning Appeals is to allow a private landing field.
2. This special exception extends only to the land included in the Site Plan and legal description submitted with this application.
3. The site plan submitted by the applicant as part of the petition is for illustrative purposes only. All permitting procedures and codes are applicable to the construction and operation of the landing field and any future buildings.
4. Any major changes or additions to this special exception shall require a modification of the special exception. Minor changes or additions such as accessory uses or structures may be approved by the Zoning Official.

**Please be advised that the final decision regarding the application rests with the Board of Zoning Appeals, and will be decided upon consideration of all the evidence introduced at the hearing.**

Attachments: Staff Report (3), Location Map, Zoning Map, Aerial Photo, Boundary Survey, Environmental Specialist Memorandum and Narrative (9)



Community Development

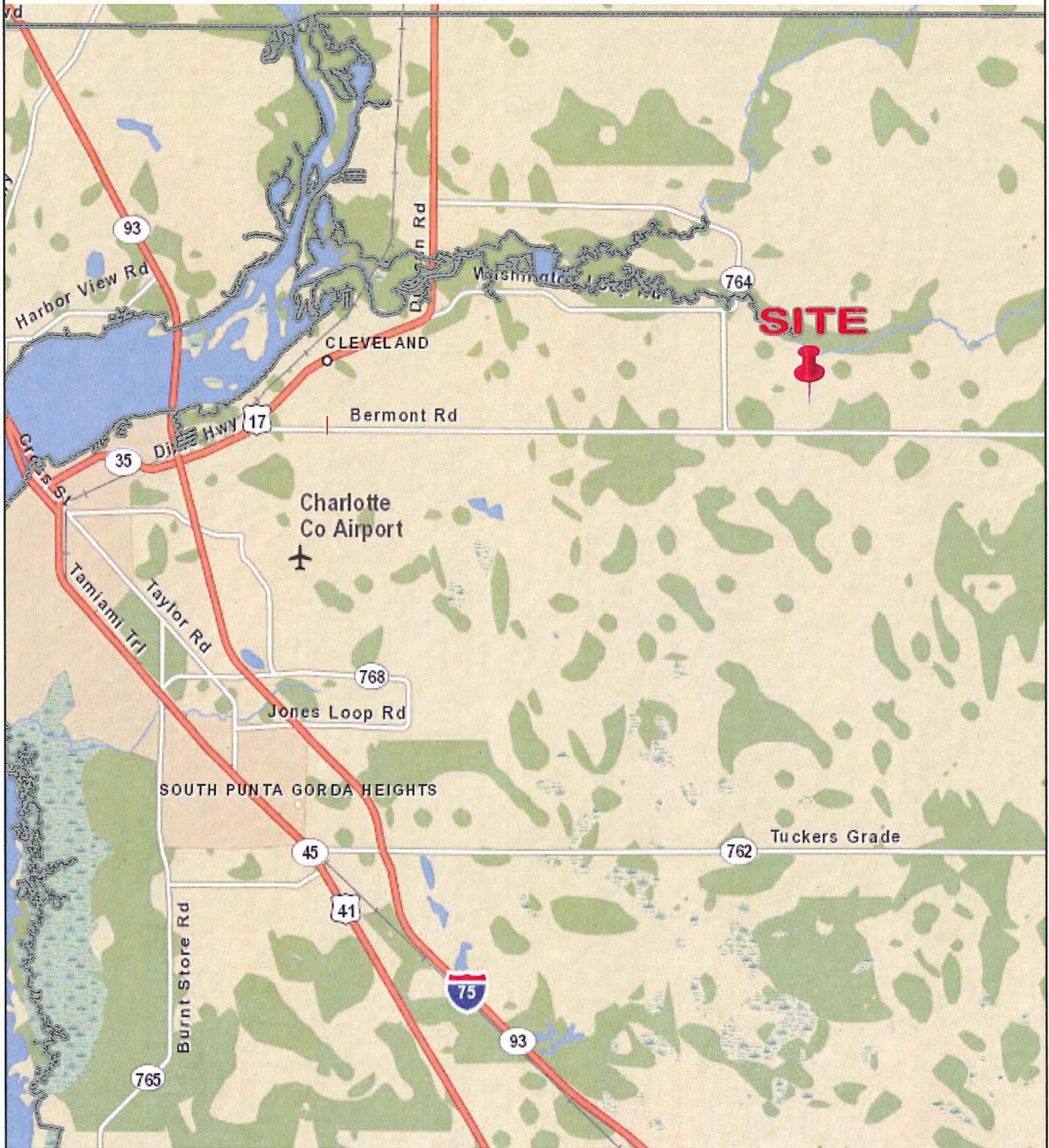
# CHARLOTTE COUNTY

## Location Map for SE-12-014

Charlotte County Government

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### 36/40/24 East County

This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guaranties, implied or otherwise, to the accuracy, or completeness. We therefore do not accept any responsibilities as to its use. This is not a survey or is it to be used for design. Reflected Dimensions are for Informational purposes only and may have been rounded to the nearest tenth. For precise dimensions, please refer to recorded plats and related documents. Created By: Land Information-D. Vance Date Saved: 9/18/2012 1:33:39 PM

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Community Development

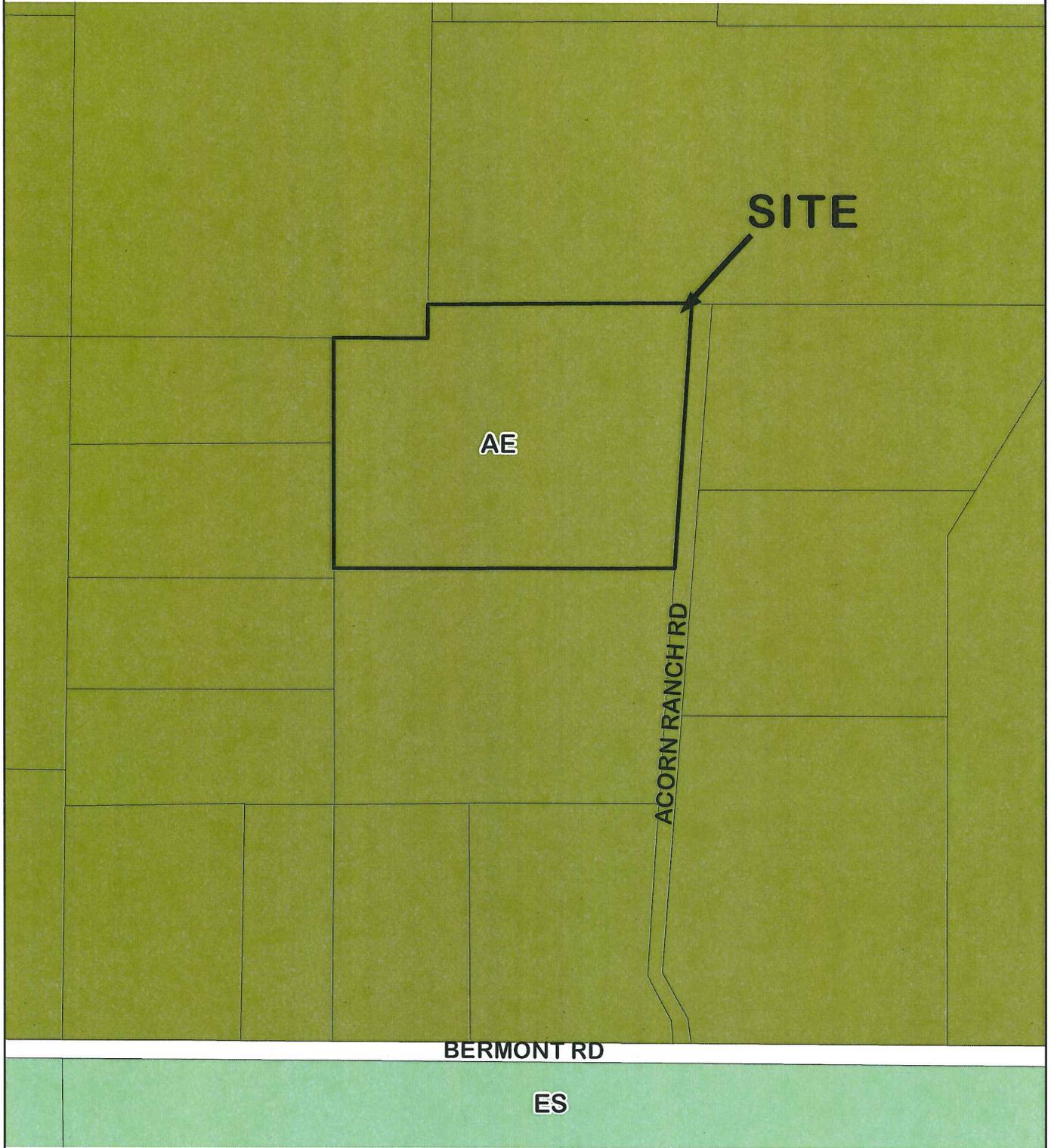
# CHARLOTTE COUNTY

## Zoning Map for SE-12-014

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BERMONT RD

ES

36/40/24 East County

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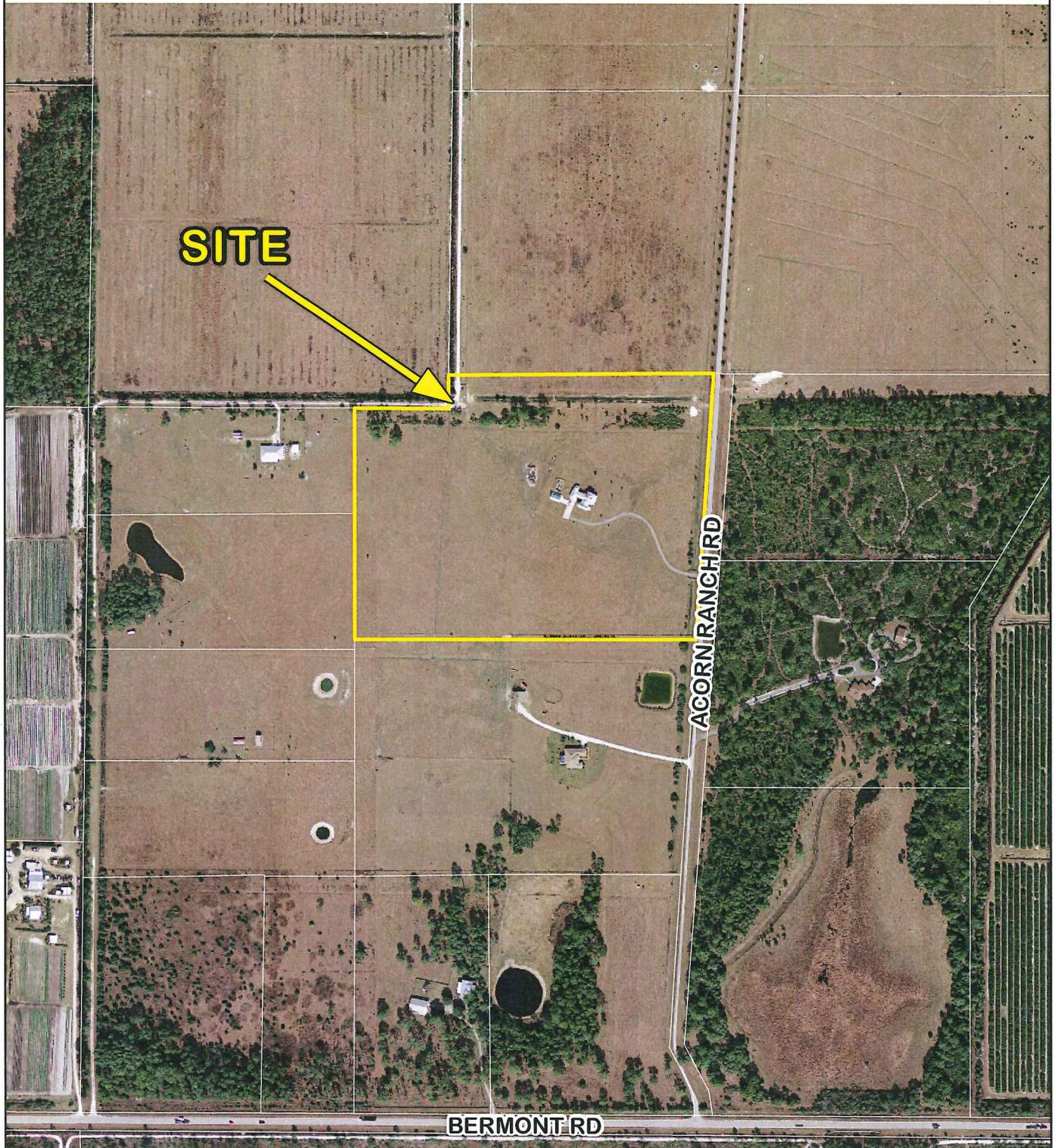
# CHARLOTTE COUNTY

## Aerial View for SE-12-014

Charlotte County Government

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### 36/40/24 East County

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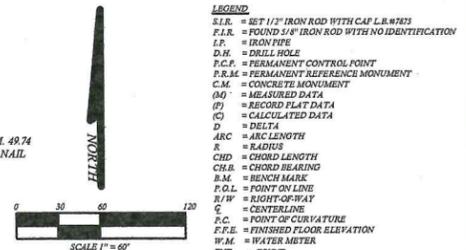
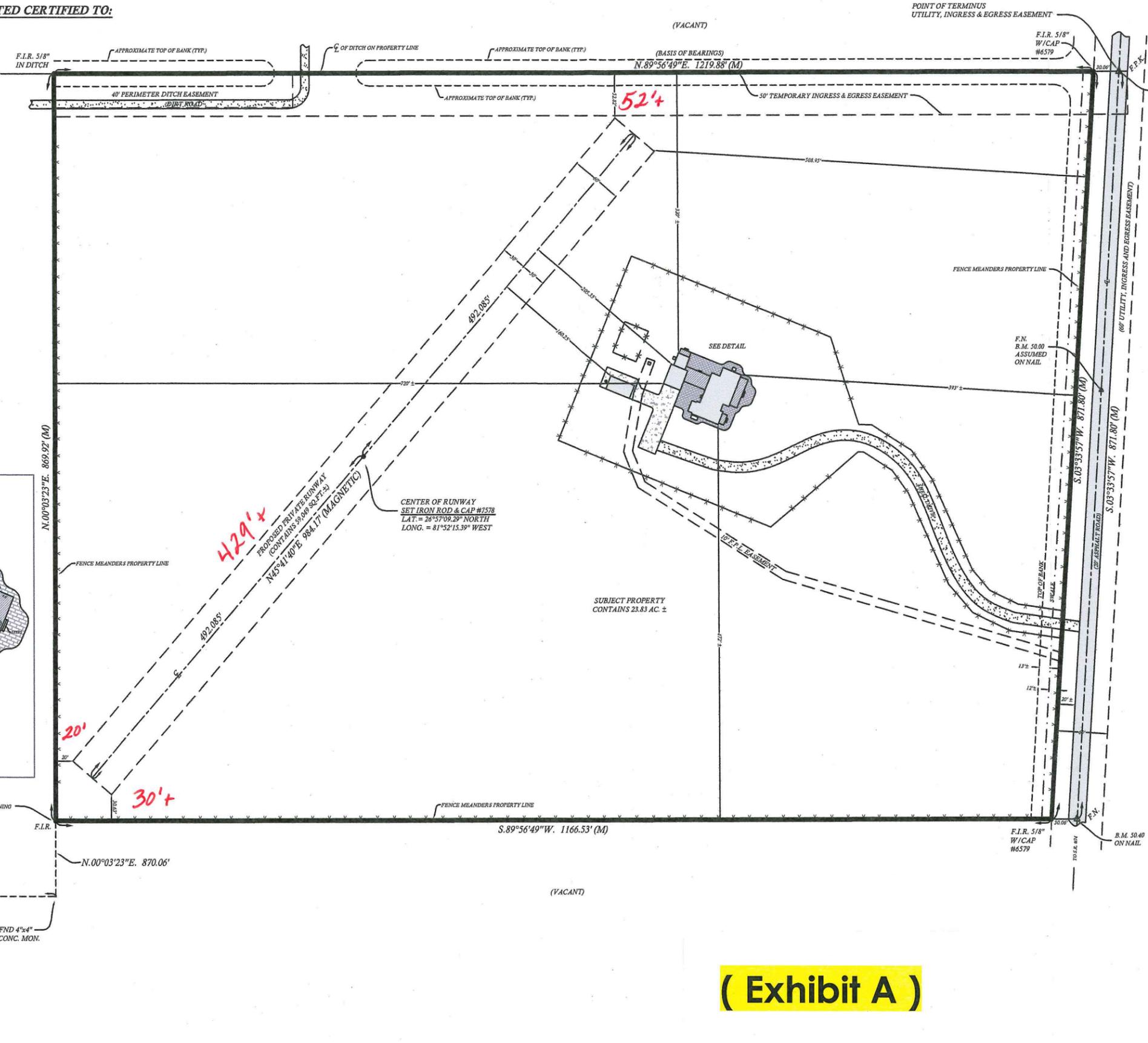
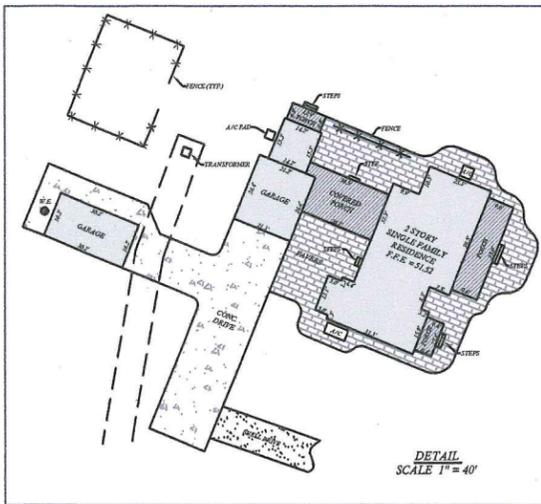
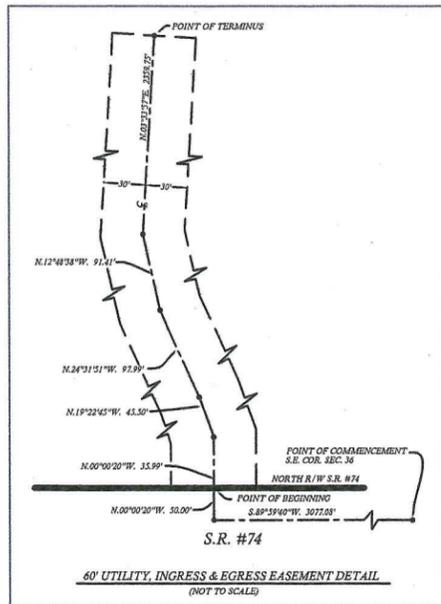
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**BOUNDARY SURVEY WITH IMPROVEMENTS LOCATED CERTIFIED TO:  
GEORGE A. PERTUIT**



**LEGAL DESCRIPTION:**  
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA, BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:  
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 36; THENCE NORTH 0° 30' 51\"/>

CONTAINING 23.83 ACRES MORE, OR LESS.  
SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD.  
ALONG WITH:  
A 60 FOOT UTILITY, INGRESS AND EGRESS EASEMENT LYING 30.00 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

FROM THE SOUTHEAST CORNER OF SECTION 36, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA; RUN SOUTH 89° 59' 40\"/>

PERIMETER DITCH EASEMENT  
A PERMANENT NON EXCLUSIVE EASEMENT FOR THE PURPOSES OF ACCESS FOR INGRESS AND EGRESS FOR THE MAINTENANCE OF A DRAINAGE DITCH AND DRAINAGE STRUCTURES WITH THE RIGHT, BUT NOT THE OBLIGATION, TO REPAIR AND REPLACE SUCH IMPROVEMENTS AND FOR DRAINAGE AND IRRIGATION, OVER, UPON, ABOVE, BELOW, AND FROM ON THE REAL PROPERTY DESCRIBED AS FOLLOWS: A STRIP OF LAND 40 IN WIDTH LYING SOUTHERLY AND ADJACENT TO THE SOUTHERLY LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 40 SOUTH, RANGE 24 EAST AND EXTENDING 40' FURTHER EASTWARD OF THE SOUTHEAST CORNER OF SAID WESTERLY HALF.

TEMPORARY INGRESS & EGRESS EASEMENT  
A 50' EASEMENT 25' EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE. COMMENCING AT THE NORTHWEST CORNER OF SECTION 36, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA, RUN THENCE S 00° 23' 15\"/>

**( Exhibit A )**

NOTE: FENCES ADJACENT TO PROPERTY LINES ARE SHOWN NOT TO SCALE FOR CLARITY.

**ALL SERVICE LAND SURVEYING, INC.**  
17840 TOLEDO BLADE BOULEVARD, SUITE B  
PORT CHARLOTTE, FLORIDA  
PHONE: (941) 629-6801 FAX: (941) 627-5168  
EMAIL: allservicelandsurveying@comcast.net  
L.B. #7873

**BOUNDARY SURVEY WITH LIMITED TOPOGRAPHY**

REVISION:	DATE:	SURVEYOR'S NOTATIONS:
		BEARINGS ARE ASSUMED.
		ELEVATIONS ARE BASED ON ASSUMED DATA.
		FLOOD ZONE "X"
		BASE FLOOD ELEVATION N/A
		COMMUNITY MAP # 12001
		PANEL # 020F 5/05/03
		UNDERGROUND UTILITIES HAVE NOT BEEN LOCATED.
		JURISDICTIONAL WETLANDS, IF ANY, HAVE NOT BEEN LOCATED.
		INTERIOR FENCES HAVE NOT BEEN LOCATED.

NOTE: THE UNDERSIGNED AND ALL SERVICE LAND SURVEYING, INC. MAKE NO WARRANTIES, GUARANTEES OR REPRESENTATIONS REGARDING INFORMATION SHOWN HEREON RELATING TO EASEMENTS, RIGHT OF WAY, EASEMENTS, ACQUISITIONS, RESERVATIONS, AND OTHER SIMILAR MATTERS, EXCEPT PLATTED EASEMENTS WHERE APPLICABLE. DETERMINATION OR RESEARCH FOR THE ABILITY OR INABILITY TO USE THIS PARCEL OF LAND FOR ANY PURPOSE IS NOT INCLUDED IN THIS SURVEY. THE SURVEY SKETCH AS SHOWN WAS MADE WITHOUT BENEFIT OF A TITLE REPORT UNLESS NOTED OTHERWISE. THIS SKETCH IS NOT VALID UNLESS IT BEARS AN ORIGINAL SIGNATURE AND AN EMBOSSED SURVEYOR'S SEAL. ANY ADDITIONS AND/OR DELETIONS TO THIS SKETCH OR DUPLICATION OF THIS SKETCH IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE UNDERSIGNED. THIS SURVEY IS PREPARED SPECIFICALLY FOR THE PARTY OR PARTIES LISTED ABOVE. USE OF THIS SURVEY BY OTHERS FOR LENDING, DESIGN, CONSTRUCTION, OR ANY OTHER REASON WILL BE AT THE SOLE RISK OF THE USER. WHERE APPLICABLE, FLOOD ZONE INFORMATION HAS BEEN DETERMINED FROM THE F.E.A. FLOOD INSURANCE RATE MAPS AND IS A COURTESY TO THE CLIENT. IT IS THE RESPONSIBILITY OF THE CLIENT TO VERIFY THE FLOOD ZONE INFORMATION AND ANY APPLICABLE BASE FLOOD ELEVATION REQUIREMENTS WITH THE LOCAL GOVERNING BODY AND THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR A FINAL DETERMINATION. JURISDICTIONAL WETLANDS, IF ANY HAVE NOT BEEN LOCATED.

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND MEETS THE MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 55-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.02(3) FLORIDA STATUTES.  
*[Signature]*  
DATE: 8-18-12  
R.J. STRICKLAND, JR., P.E., S.M.  
FLORIDA REGISTRATION # 6144

## **Narrative – Special Exception George Pertuit**

George Pertuit and Adana Wheeler (together the “Applicant”) are requesting a Special Exception for a private landing field to be located on 23.83 acres on Acorn Ranch Road in eastern Charlotte County. The proposed landing field will be used exclusively by the property owners.

The Applicant has already received approval of its landing area proposal from the Federal Aviation Administration (“FAA”), a copy of which is included with this application. The FAA approval is conditioned on the following:

- All operations are conducted in VFR weather conditions.<sup>1</sup>
- The landing area is limited to private use.
- Adana Airfield establishes right-hand traffic pattern on Runway 05.

The Applicant intends to purchase a 1940 -1946 Piper J3 Cub airplane. This is a vintage 2-seat propeller plane. The Piper J3 Cub is 22’ 4 ½” long. Its 65 hp engine reaches a top speed of approximately 80 mph. According to the attached noise comparison chart, the noise of a propeller plane at 1000 feet is approximately 80 db or comparable to the noise of a garbage disposal.

The Applicant proposes to limit hours of operation to between 30 minutes after official sunrise and 30 minutes before official sunset. There will be no nighttime flight operations.

### Standards for Approval

**1. The requested special exception is either explicitly permitted by the regulations in the zoning district for which it is requested or permitted by reasonable implication within that district.**

The property is zoned Agriculture Estates (AE). The Applicant, George Pertuit, is requesting a special exception for a private landing field. A landing field is expressly permitted by special exception within the Agriculture Estates (AE) zoning district.

**2. The requested special exception is compatible with existing uses surrounding immediately adjacent and contiguous to the land on which the requested special exception would exist.**

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<sup>1</sup> VFR or Visual Flight Rules require that the pilot must be able to operate the aircraft with visual reference to the ground, and by visually avoiding obstructions and other aircraft.

All the lands immediately adjacent and contiguous to the subject property are zoned Agriculture Estates (AE). The lands to the north are vacant pasture lands. There is a home on the parcel to the west, approximately 750 feet from the proposed landing field. To the south a home is located approximately 800 feet from the proposed landing field and to the east a home is located approximately 1600 feet from the proposed landing field.

In the intent section of the Agriculture zoning regulations, it is specifically noted that agricultural activities are often associated with noise, dust, odors and aerial chemical spraying. Compatibility of the proposed airfield must be primarily examined relative to the overall intent and purpose of the agricultural zoning district and the agriculture future land use goals, objectives and policies, both of which anticipate uses that may generate impacts, such as noise, that would be unacceptable in urban areas but which should be anticipated by those who choose to live in a rural environment.

**3. Adequate access shall be provided for ingress and egress to the proposed use in a manner that minimizes hazards and congestion on streets and roads.**

Access to the landing field will be through the Applicant's adjacent residential property. This property has a paved driveway connection to Acorn Ranch Road.

**4. Adequate provision has been made for buffers, landscaping, trees, open space, storm-water or other improvements associated with the proposed use.**

All requirements of the Charlotte County Land Development Regulations regarding buffers, landscaping, trees, open space and other improvements will be met. The runway will be turf (grass). No new impervious surface will be created on the site. Therefore, it is not anticipated that the project will require any stormwater permitting from either Charlotte County or the Southwest Florida Water Management District.

**5. The requested special exception is consistent with the Charlotte County Comprehensive Plan and Land Development Regulations.**

The subject property is located within the Rural Service Area, as designated in Smart Charlotte 2050. Its future land use designation is Agriculture.

Appendix I of the Future Land Use Element of Smart Charlotte 2050 sets forth the range of uses permitted on lands with an Agriculture land use designation:

**( Exhibit B-2 )**

### **General Range of Uses**

Ranching, crop farming including citriculture, silviculture, aquaculture, and row crops, as well as rural residential, **rural recreational uses**, rural industrial uses and public services and facilities. (Emphasis added.)

The proposed landing field is most akin to a recreational use. Rural recreational uses are expressly set forth as a use consistent on Agriculture lands.

The proposed private airfield is also consistent with the following Smart Charlotte 2050 goals, objectives and policies:

### **FLU Policy 3.2.1 Preserving Rural Character**

The County shall preserve and protect rural character within the Rural Service Area by requiring that all future development activities within this Area preserve, support, and enhance the fundamental elements of rural character. It is not the obligation of residents and businesses (agriculture being considered a business) in a rural area to change and conform to the needs and character of new development but rather the obligation of the new development to seamlessly integrate into the existing character of the rural location.

### **FLU Policy 3.2.2 Elements of Rural Character**

Rural character is denoted by:

1. Open space where the natural landscape and vegetation predominate over the built environment.
2. Visual landscapes that are traditionally found in rural areas, such as row crops, pasture, woodlands, barns, and fences.
3. Uses that are compatible with terrestrial and aquatic wildlife habitat and the continued use of that habitat by the wildlife.
4. Uses that are consistent with the protection of natural surface water flows and ground water and surface water recharge and discharge areas.
5. Intermittent concentrated village and hamlet style developments surrounded by large open spaces.
6. Uses that generally do not require an extension of urban governmental services:
  - a. Large and small scale farming;
  - b. Scattered agricultural industry;

**( Exhibit B-3 )**

- c. Sporadic commercial retail uses that serve the social and economic needs of the residents;
- d. Very low density development.

The proposed private airfield will be integrated with the existing character of the surrounding agricultural lands. With the exception of the existing home, the majority of the almost 24 acres will remain as undeveloped pasture land. The airfield will not require the extension of any urban services.

#### **FLU Policy 3.2.4 Limitation on the Extension of Urban Infrastructure**

Infrastructure such as water and sewer utilities and stormwater facilities within the Rural Service Area shall reflect a rural level of service and shall not be modified to the point that it allows for urban development. The County shall prohibit the provision of water and sewer infrastructure within the Rural Service Area and shall:

1. Continue to rely primarily upon individual on-site wells as the method of providing potable water to the residents and other occupants;
2. Continue to rely primarily upon individual on-site septic systems as the method of disposal of wastewater;
3. Require that new development shall not be designed nor constructed with centralized potable water or sanitary sewer systems with the following exceptions:
  - a. Rural Community Mixed Use community; or
  - b. It is clearly and convincingly demonstrated by the proponents of the system expansion that a health problem exists in a built but un-served area for which there is no other feasible solution.

No extension of utilities is proposed.

#### **FLU Policy 3.2.5 Support Economic Viability of Agricultural Lands**

The County shall preserve the economic viability of agricultural lands and prevent the premature conversion of these lands to other uses to ensure that the County experiences no substantial loss of agricultural productivity.

**( Exhibit B-4 )**

The site of the proposed landing field is currently under an agricultural lease. The tenant utilizes the site as pasture land for cattle. The site would continue to be used as a pasture. Use of the air field will be limited to those times when the cattle are being rotated to other pastures.

Development of the airfield will comply with all land development regulations.

**6. The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety or general welfare.**

The proposed use is consistent with both the County's Comprehensive Plan and its zoning code. It will meet all requirements relative to setbacks, on-site parking, buffering and stormwater management.

Since the proposed airfield will be utilized only by the owner of the property, there are no new traffic impacts.

Operation of the airfield will comply with the conditions imposed by the FAA, which expressly determined "that the proposed private use landing area, will not adversely affect the safe and efficient use of the navigable airspace by aircraft."



U.S. Department  
of Transportation

Federal Aviation  
Administration

May 29, 2012

George Pertuit  
5640 Acorn Ranch Rd.  
Punta Gorda, FL 33982

RE: *(See attached Table 1 for referenced case(s))*  
DETERMINATION OF LANDING AREA PROPOSAL

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2012-ASO-184-NRA		Punta Gorda, FL	26-57-09.29N	81-52-15.39W	0	30

Description: Construct new 60 ft. x 1013 ft. turf runway with bearings 045/225.

We have determined that the proposed private use landing area, will not adversely affect the safe and efficient use of the navigable airspace by aircraft, provided:

- All operations are conducted in VFR weather conditions.
- The landing area is limited to private use.
- Adana Airfield establishes right-hand traffic pattern on Runway 05.

We recommend that:

- A clear 20:1 approach slope be established. If there are obstructions that penetrate the 20:1 approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear 20:1 approach slope surface to each runway end.
- The centerline of an airport runway should have a lateral separation of at least 60 feet from roads and other objects for aircraft with approach speeds less than 50 knots and 120 feet for airplanes with approach speeds of 50 knots or greater.

Please note that roads are defined as obstructions by FAR, Part 77. Private roads are the greater of a 10 foot obstruction or the highest mobile object that normally traverses the road. Public roads are considered a 15 foot obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

It is essential that each airport runway threshold meet the siting standards shown in Figures A2-1, A2-2, and A2-3 of FAA Advisory Circular (AC) 150/5300-13, Airport Design.

Airport sponsor is to notify the ATO/P planner of the established starting date and schedule of construction for each phase of the Project preferably at least 45 days prior to the starting date using a FAA Form entitled AIRPORT SPONSOR STRATEGIC EVENT SUBMISSION FORM. Please contact Richard Owen at , (407) 812-6331, richard.owen@faa.gov for the form. (Direction to ARP: The form is located on the Q:\SEC Forms) The Form can be submitted via email to 9-AJV-SEC-ESA@faa.gov. This form shall also be used to report date changes as well.

Please notify the FAA within 15 days of completing the landing area by calling the FAA Area Flight Service Station (AFSS) serving your landing area to let them know you are activating the landing area while the Airport Master Record Form is being processed. Please tell the Flight Service Station representative that you have received an aeronautical determination from the FAA, and supply them with the name of your landing area and the coordinates.

Please return the enclosed Airport Master Record form to this office. When the processing of the Airport Master Record form is completed, your landing area will have a site number and a permanent location identifier. Indicate whether or not you would like to have your landing area shown on aeronautical charts. Charting also depends on the amount of "clutter" already on the charts near your site.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until November 29, 2013. Should the facility not be operational by this date, an extension of the determination must be obtained by 15 days prior to the expiration date of this letter.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structures and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

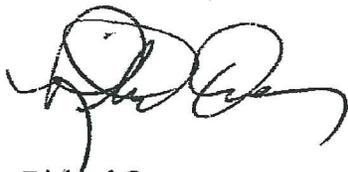
This determination does not preempt or waive any ordinance, law, or regulation of any other governmental body or agency.

A general ordinance of the State of FL provides that certain airport constructions or alterations require a written permit prior to construction. The permit may be obtained from the FL Department of Transportation.

Enclosures:

- Airport Master Record

If you have any questions concerning this determination contact Richard Owen, , (407) 812-6331,  
richard.owen@faa.gov.

A handwritten signature in black ink, appearing to read 'Richard Owen', with a stylized flourish at the end.

Richard Owen  
Specialist

**( Exhibit B-8 )**





## MEMORANDUM

**Date:** September 20, 2012  
**To:** Ken Quillen, Planner III  
**From:** Jamie Scudera, Environmental Specialist  
**Subject:** SE-12-014  
Private landing field  
5640 & 5650 Acorn Ranch Road

The Zoning Environmental Review Section has conducted a cursory review (additional wildlife or environmental reviews may be required by state and/or federal agencies) of the above referenced petition for compliance with Environmental, Tree and Landscaping codes/ordinances and offers the following comments:

- ❖ A GIS aerial review was conducted by staff. The property consists of a developed single family residence on rural acreage. The request is for a private landing field.

If this petition is approved, the following conditions will be reviewed for compliance upon Site Plan Review (if required) and the issuance of any county permit or land improvement activities:

- ❖ If this proposal moves forward, it will be reviewed for compliance with:

Chapter 3-2:

Article IX. *TREE REQUIREMENTS\**

\*\*All heritage trees (per Section 3-2-190) must remain preserved.

Chapter 3-5:

Article IV, *CLEARING, FILLING AND SOIL CONSERVATION\**

If there are any questions pertaining to this review please feel free to contact me at (941) 743-1290.

JS

**( Exhibit C )**