

Aero Country Property Owners Association
Post Office Box 6329
McKinney, Texas 75071

July 30, 2014

Planning and Zoning Commission
222 North Tennessee Street
McKinney, Texas 75069

RE: Zoning Change - Docket # 14-151Z

Dear Sirs:

On July 22, 2014 at the regular meeting of the Planning and Zoning Commission we spoke in opposition to the above referenced zoning change proposed by the Sage Group. We would like to reiterate and expand on our concerns regarding this proposed change.

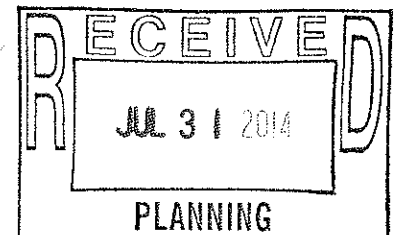
Aero Country Airport has been in existence as an active privately owned public access general aviation airport for over 35 years, long before any development took place in this area. The runway is 4,305 ft in length with 3005 paved and 1300 grass. The north grass portion of the runway adjacent to the proposed development is used on a regular basis. There are currently over 250 aircraft of various types based here, including single engine, multi-engine and turbine, as well as helicopters. There are 15 to 25 takeoff and landings per day, although on some weekends this figure may exceed 60. Operations are conducted 24 hours a day, seven days per week.

As you know the land to the East of our runways and South of the land in question is currently zoned for aircraft hangars and hangar homes. In 1998, prior to this land being zoned for its present use, the City Council had ruled that there should be at least a 500 foot buffer zone between the runway and any residence to create a safety zone and also provide a noise buffer to residences. This buffer zone has been proven to enhance safety and allow the airport to be a good neighbor.

The homes of the proposed development as platted on the Southwest corner of this property would be immediately adjacent to an active runway, posing a safety and noise hazard to prospective residents. There is also an aircraft maintenance facility on the opposite side of the grass runway, directly across from this proposed residential development, which test runs aircraft engines throughout the day.


This proposed development is located under the airport traffic pattern. Some of our members and tenants operate specialized, purpose built aircraft (i.e. aerobatic/airshow, surplus military, antique/classic airplanes) that fly a very tight and close traffic pattern in the interest of safety (i.e. curved power off 180 degree slipping approaches and military 360 degree overhead approaches) that would put aircraft directly over the homes in this development at altitudes of less than 200 feet in most cases.

Any development of this property needs to review and consider the FAA's guidelines for obstacle clearance as it relates to runways. University Business Park on the North of our runway and a number of homes to the South of our runway were required to install obstacle lighting in the form of red lights on their roofs.



Lastly, we believe that any purchaser of lots within this proposed development should be notified in writing that they are under an airport traffic pattern and acknowledge they are in a high noise environment as was required in the Virginia Hills development directly to our east.

Sincerely,


B. J. Boyle
Treasurer, ACPOA

Samantha Pickett

Subject: FW: Proposed Hidden Hills development

From: Craig Taylor
Sent: Tuesday, September 02, 2014 1:31 PM
To: Samantha Pickett
Subject: Proposed Hidden Hills development

Dear Ms. Pickett,

I will be unable to attend the meeting on the proposed rezoning of commercial property to residential property for the purpose of building the Hidden Hills residential development.

Please add my opposition to this rezoning idea. The commercial zoning of this property protects the Aero Country airport from the inevitable complaints from the homeowners who would be buying these homes. This is an ill-conceived conversion of property use to profit the developers. I have a sizable investment in the Aero Country Airport which would be ultimately be destroyed by this development.

Keep in mind that the Aero Country East development was approved in part to separate residential areas from the Aero Country Airport. This policy should be kept in place at the north end of Aero Country Airport. Please retain the Commercial land use provision on this property.

Thank you, Ms. Pickett, for registering my opposition.

Sincerely,

Craig Taylor
10055 TaylorCraft Drive
McKinney TX 75071

Samantha Pickett

Subject: FW: Hidden Lakes - Zoning Case: 14-151Z

From: Mike D. Shell

Sent: Monday, October 27, 2014 12:11 PM

To: Samantha Pickett

Subject: Hidden Lakes - Zoning Case: 14-151Z

Good afternoon Samantha, my name is Mike Shell. My family and I live at 230 Aero Country Rd. McKinney, TX 75071. I regretfully need to withdrawal the letter I sent to you dated Sept 2nd, 2014 in support of the proposed Hidden lakes community in McKinney. That letter was written in support of the concept plan I saw in preparation for the then scheduled Sept 9th P&Z meeting, whereby the applicant was showing the property lines of the proposed homes pushed back to the East, creating a buffer between their property lines and the active grass runway at Aero Country Airport. Clearly that agenda item was postponed and now the concept plan for tomorrow nights meeting once again shows at least 10 back yards immediately adjacent to the runway. Again, I apologize for any inconvenience.

Respectfully,

Mike Shell

Aero Country Airport
Post Office Box 6329
McKinney, Texas 75071
acpoaboard@aerocountry.org
November 2, 2014
Re: Re-zoning item 14-151Z3



Sandy Hart
City of McKinney
222 North Tennessee St.
McKinney, Texas 75069

Dear Ms. Hart:

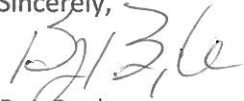
This past Tuesday the 28th of October, the Planning and Zoning Commission approved Item 14-151Z3, a re-zoning of land from agricultural to residential. This property abuts the active runway at Aero Country Airport. The plat submitted by the developer indicates a plan to build residences that will be backed up to the runway at Aero Country. We believe that the construction of homes this close to an active runway constitutes a noise and safety hazard for anyone who should buy this property. In addition, construction this close to a runway requires notification of the FAA under Federal Aviation Regulations Part 77.

The lack of a safety buffer between an active runway and residential property virtually guarantees that at some point in time there may be an accident involving individuals who reside within feet of this runway. Aircraft runways by their very nature are not a safe environment. The Aero Country Property Owners are very aware of this and deeply concerned for the safety of our neighbors. We feel that any residence should be a minimum of 500 feet from the airport boundaries with adequate fencing to prevent individuals from accidentally gaining access to the runway. Furthermore this buffer zone would reduce the effects of noise on our neighbors. The City Council should also be aware that there is an aircraft maintenance facility opposite this tract of land, which tests aircraft engines on a daily basis, generating noise that often approaches 100 decibels. It is also possible that the City Council and Planning and Zoning Commission could be culpable in the light that building permits would be issued knowing that these risks exist.

Federal Aviation Part 77 requires that notification to the FAA be made using Form 7460-1 for any structure within 20,000 feet of a public use airport with exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3200 feet. Aero Country's runway is 4352 feet in length. Further, CFR 14 Part 77.5 would require an aeronautical study by the developer and FAA. Notification must be made prior to the commencement of any construction. . Persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958.

We sincerely hope that the City Council will place the safety and well being of its citizens over the desires of a developer for profit.

Sincerely,

A handwritten signature in black ink, appearing to read "B. J. Boyle". The signature is written in a cursive style with a large, sweeping initial "B".

B. J. Boyle

Aero Country Property Owners Association

CC: Sage Group, LLC

Robert Roeder

380 Holdings, LLC

Chris Shoulders, FAA Obstruction Evaluation Group