

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.

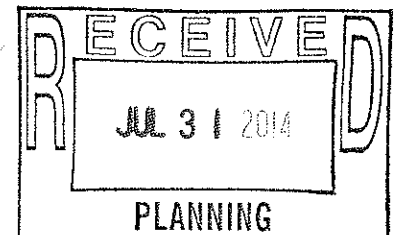
Aero Country Airport has been in existence as an active privately owned public access general aviation airport for over 35 years, long before any development took place in this area. The runway is 4,305 ft in length with 3005 paved and 1300 grass. The north grass portion of the runway adjacent to the 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

A handwritten signature in black ink, appearing to read 'B. J. Boyle', is written over the typed name. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

## Samantha Pickett

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**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