



24-0082SP2

TITLE: Conduct a Public Hearing to Consider/Discuss/Act on Design Exceptions to a Site Plan for an Airport Terminal (McKinney National Airport), Located at 1915 FM 546

COUNCIL GOAL: Direction for Strategic and Economic Growth
(1C: Provide a strong city economy by facilitating a balance between industrial, commercial, residential, and open space)

MEETING DATE: January 14, 2024

DEPARTMENT: Development Services - Planning Department

CONTACT: Jake Bennett, Planner II
Caitlyn Strickland, AICP, Planning Manager
Jennifer Arnold, AICP, Director of Planning

APPROVAL PROCESS: The action of the Planning and Zoning Commission for the proposed site plan may be appealed to the City Council.

STAFF RECOMMENDATION: Staff recommends approval of the proposed site plan with the following conditions:

1. The applicant receive approval of the following:
 - a. A Design Exception to Section 206A.5.c. of the Unified Development Code (UDC) to reduce the required tree planting ratio within the street buffer.
 - b. A Design Exception to Section 206A.5.c. of the Unified Development Code (UDC) to reduce the required tree planting ratio within the parking area.
2. The applicant revise the site and landscape plans to:
 - a. Fully shade and stripe all proposed fire lane locations.

- b. Update the emergency vehicle gate callouts to include, “bi-directional opticom vehicle gate with remote manual release.”
- c. Show and label all existing and proposed fencing with height and material included.

Prior to the issuance of a building permit:

1. The applicant satisfy the conditions as shown on the Standard Conditions for Site Plan Approval Checklist, attached.

APPLICATION SUBMITTAL DATE: September 23, 2024 (Original Application)
 October 25, 2024 (Revised Submittal)
 November 20, 2024 (Revised Submittal)

ITEM SUMMARY: The applicant proposes to construct a 48,000 square foot airport terminal (McKinney National Airport) on 38.65 acres at the 1915 FM 546.

PLATTING STATUS: The subject property is currently unplatted. A final plat of the subject property must be approved prior to the commencement of any development activity on the subject property.

EXISTING ZONING AND LAND USES:

Location	Zoning District (Permitted Land Uses)	Existing Land Use
Subject Property	“AP” - Airport District (Aviation-Related Uses)	Undeveloped Land
North	“AP” - Airport District (Aviation-Related Uses) and City of McKinney ETJ	Undeveloped Land
South	“AP” - Airport District and “LI” - Light Industrial District (Aviation and Industrial Uses)	Office and Warehouse
East	City of McKinney ETJ	Undeveloped Land
West	“AP” - Airport District (Aviation-Related Uses)	McKinney National Airport (TKI)

ACCESS/CIRCULATION:

Adjacent Streets: Harry McKillop Boulevard (FM 546), 6-Lane, Major Arterial Spur 399, Major Regional Highway

PARKING: The applicant has satisfied the minimum parking requirements as specified

within Section 206E (Vehicle Parking and Loading) of the Unified Development Code.

LOADING SPACES: The applicant has satisfied the minimum loading space requirements as specified within Section 206E (Vehicle Parking and Loading) of the Unified Development Code.

SOLID WASTE CONTAINERS: The sanitation container screening walls will be brick, stone masonry or other architectural masonry finish, including a metal gate, primed and painted, and the sanitation container screening walls, gate, and pad site will be constructed in accordance with the City of McKinney Design Specifications. The applicant has provided the required notation on the proposed site plan.

LANDSCAPING REQUIREMENTS: The applicant has satisfied the minimum landscaping requirements as specific within Section 206A (Landscaping) of the Unified Development Code; however, has requested Design Exceptions to reduce the required tree planting ratios within the street buffer and the parking area(s).

Pursuant to Section 206C.6.b (Landscaping - Design Exceptions) and Section 203G.1 (Design Exceptions), the Planning and Zoning Commission may approve a Design Exception if you find that:

- There is a compelling reason why the existing standard cannot be satisfied;
- The Design Exception will not have an adverse impact on adjacent existing or future developments;
- The Design Exception will not have an adverse impact on the public health, safety, and general welfare;
- The Design Exception is not proposed to reduce financial costs or serve as a convenience to the applicant; and
- The Design Exception complies with all additional standards outlined in the specific section from which the Design Exception originates.

Typically, a street buffer is required where a proposed development shares its boundary with a public right-of-way and canopy trees are required to be planted within the street buffer. Although the applicant proposes to provide the street buffer along its frontage with FM-546, they have requested a Design Exception to not provide the required canopy trees within the buffer. The applicant also requests to not provide the required canopy trees within the landscape island(s) of the parking lot for the development.

In lieu of street buffer trees, the applicant proposes to provide berms with additional shrubs and other plantings to help screen the parking lot and airport improvements from parts of the adjacent rights-of-way. The applicant has also worked with Staff to preserve a number of trees on and near the subject property that would otherwise be removed with development of the tract.

Per Section 206A.5.c. of the UDC, airfields (commonly known as the "air side" of an airport's perimeter boundary fence or wall) which accommodate fixed-wing aircraft on a concrete runway with a length of at least 5,000 feet and allow for the operation of rotary

-wing aircraft are exempt from the landscape requirements. While the proposed parking area and street buffer are not considered to be on the “air side” of the airport’s perimeter boundary fence, Staff understands the concern of providing trees this close to the airport runway.

Trees serve as attractants to birds and other wildlife as potential habitats, which can be dangerous with the project’s location immediately adjacent to an airport runway.

The subject property is included as part of the McKinney National Airport Master Plan, and the proposed terminal is Phase 1 of the airport’s eastside improvements. Future phases have the potential to develop within the proposed parking area shown with this site plan package, which would ultimately remove the required trees as development occurs.

Given the location of the subject property immediately adjacent to the existing McKinney National Airport runway, future phases included within the Master Plan, additional landscaping features proposed, and the preservation of additional trees, Staff recommends approval of the requested Design Exception.

SCREENING REQUIREMENTS: The applicant has provided the required notation stating that all mechanical, heating, and air conditioning equipment shall be screened from the public right-of-way and from adjacent residential properties. The applicant has properly screened the sanitation container and has satisfied the minimum requirements as specified in Section 206C (Screening of the Unified Development Code).

LIGHTING AND GLARE REGULATIONS: The applicant will be responsible for complying with Chapter 58 (Lighting and Glare Regulations) of the City of McKinney Code of Ordinances. The applicant has provided the required notation stating that the lighting will be in conformance to the requirements of the City of McKinney Code of Ordinances on the site plan.

ARCHITECTURAL STANDARDS: The applicant will be responsible for meeting all applicable requirements of Section 206F (Architectural Standards) of the Unified Development Code. Architectural building elevations are subject to review and approval by the Chief Building Official, prior to issuance of a building permit.

TREE PRESERVATION ORDINANCE: The applicant will be responsible for complying with the Tree Preservation Ordinance. The applicant has submitted a tree survey, subject to review and approval of the City’s Urban Forester.

PUBLIC IMPROVEMENTS:

Sidewalks:	Required along FM 546
Hike and Bike Trails:	Not Applicable

Road Improvements: All road improvements necessary for this development, and as determined by the City Engineer

Utilities: All utilities necessary for this development, and as determined by the City Engineer

Discussion: Under the requirements of the Subdivision Ordinance, the applicant will be required to construct all necessary public improvements prior to filing the accompanying plat, unless otherwise specified in an approved facilities agreement.

DRAINAGE: The applicant will be responsible for all drainage associated with the subject property, and for compliance with the Storm Water Ordinance, which may require on-site detention. Grading and drainage plans are subject to review and approval by the City Engineer, prior to the issuance of a building permit.

FEES:

Roadway Impact Fees: Applicable (Ordinance No. 2020-12-091)
Utility Impact Fees: Applicable (Ordinance No. 2020-12-092)
Median Landscape Fees: Not Applicable
Park Land Dedication Fees: Not Applicable
Pro-Rata: As determined by the City Engineer

OPPOSITION TO OR SUPPORT OF REQUEST: Staff has received no letters of support to this request and no letters of opposition. This does not include emails or letters that may have been sent directly to members of the Council. As part of the Planning and Zoning Commission Public Hearing, Staff has not received any citizen comments through the online citizen portal.

On December 10, 2024, the Planning and Zoning Commission voted 7-0-0 to continue the public hearing and table this item to the January 14, 2024 meeting.

On January 7, 2025, the City Council voted 5-2 to approve a resolution supporting the site plan and requested Design Exceptions.

SUPPORTING MATERIALS:

- [Draft PZ Minutes 12.10.2024](#)
- [Standard Conditions Checklist](#)
- [Location Map and Aerial Exhibit](#)
- [Letter of Intent](#)
- [Proposed Site Plan](#)
- [Proposed Landscape Plan](#)
- [Presentation](#)
- [Applicant Presentation](#)