



WAYNE & WASHTENAW COUNTIES JOINT AIRPORT ZONING BOARD

AIRPORT ZONING ORDINANCE

INCLUDES WILLOW RUN AND DETROIT METROPOLITAN WAYNE COUNTY AIRPORT
 AUGUST 2016

JOINT AIRPORT ZONING BOARD

APPROVED		2/29/17
APPROVED		2/29/17
APPROVED		2/28/17
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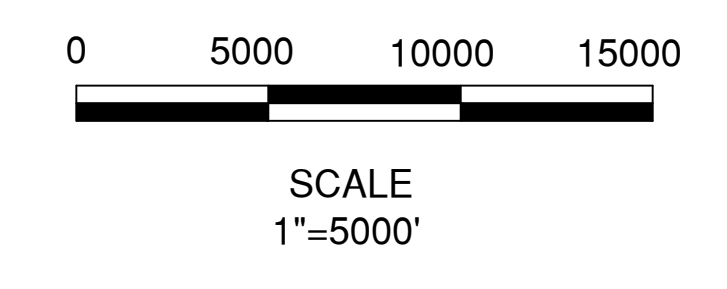
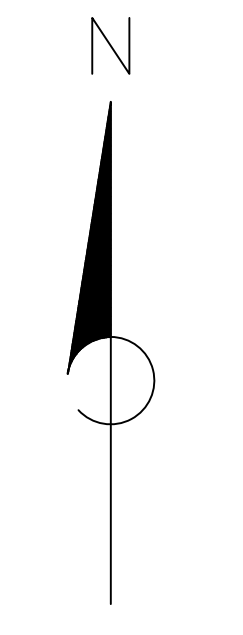
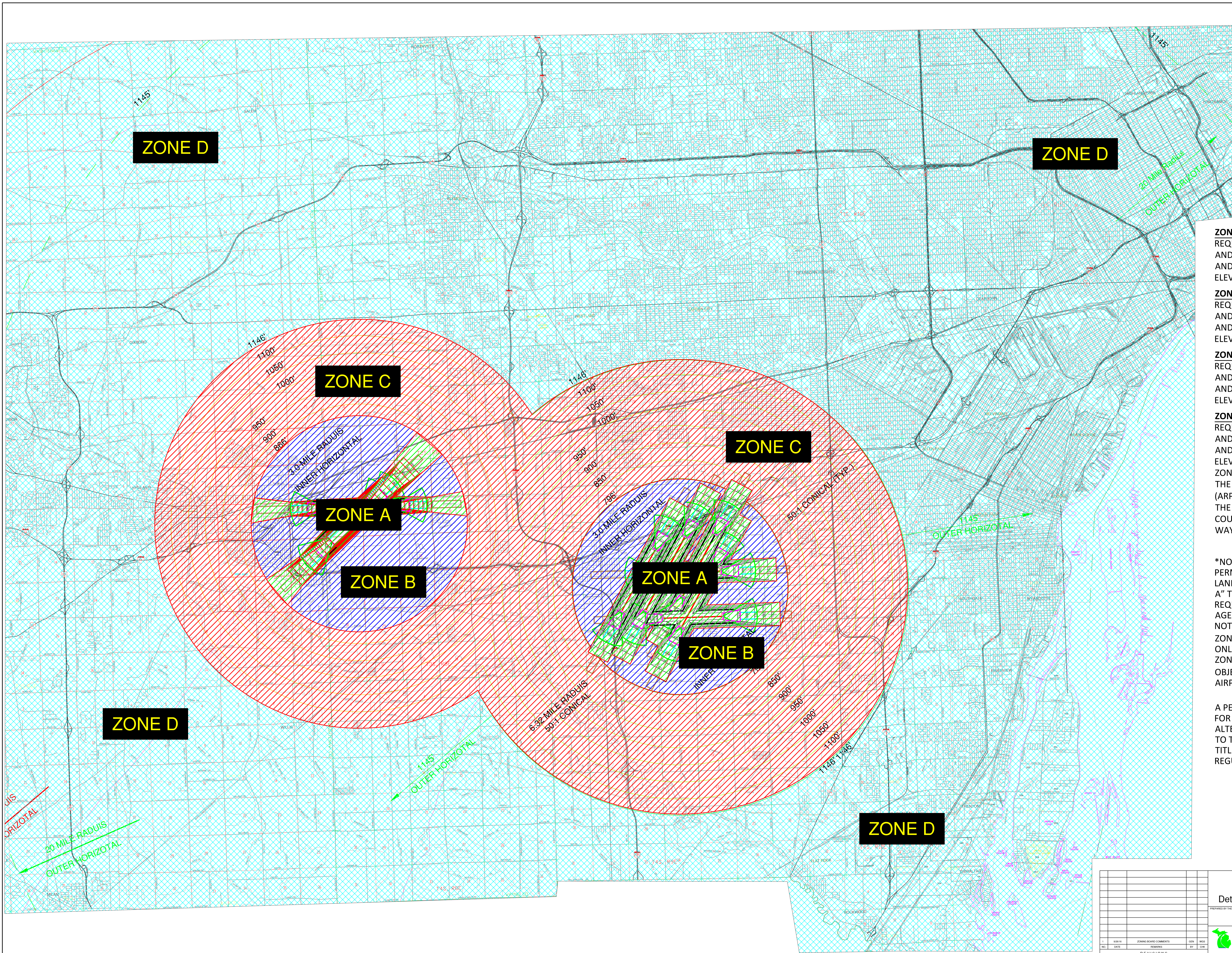


The following plan set is adopted along with the written ordinance under the authority of Section 17 of the Michigan Airport Zoning Act, Act 23 of 1950 as amended. This plan set is to be used to supplement the written ordinance.

1	ZONING BOARD COMMENTS	9/26/16
AIRPORT ZONING ORDINANCE REVISIONS		

AIRPORT / LICENSE CLASS	SITE NO.	FAA IDENTIFIER
DETROIT METRO WAYNE CO / AIR CARRIER	82-17	DTW
WILLOW RUN / AIR CARRIER	82-18	YIP

8	Compatible Land Use Guidelines (All Airports)	6/16
7	Land Use Zoning at Willow Run	6/16
6	Land Use Zoning at Detroit Metropolitan Wayne County	6/16
5	YIP Approach Height Zoning	6/16
4	DTW Approach Height Zoning	6/16
3	Height Zoning Restriction for Detroit Metropolitan Wayne County and Willow Run	6/16
2	Permit Required Map	6/16
1	Title Sheet	6/16
SHEET NUMBER	INDEX TO SHEETS	LATEST REVISION DATE



ZONE A - A PERMIT SHALL BE REQUIRED FOR NEW CONSTRUCTION AND ALTERATIONS TO STRUCTURES AND OBJECTS EXCEEDING AIRPORT ELEVATION BY 25'*

ZONE B - A PERMIT SHALL BE REQUIRED FOR NEW CONSTRUCTION AND ALTERATIONS TO STRUCTURES AND OBJECTS EXCEEDING AIRPORT ELEVATION BY 50'.

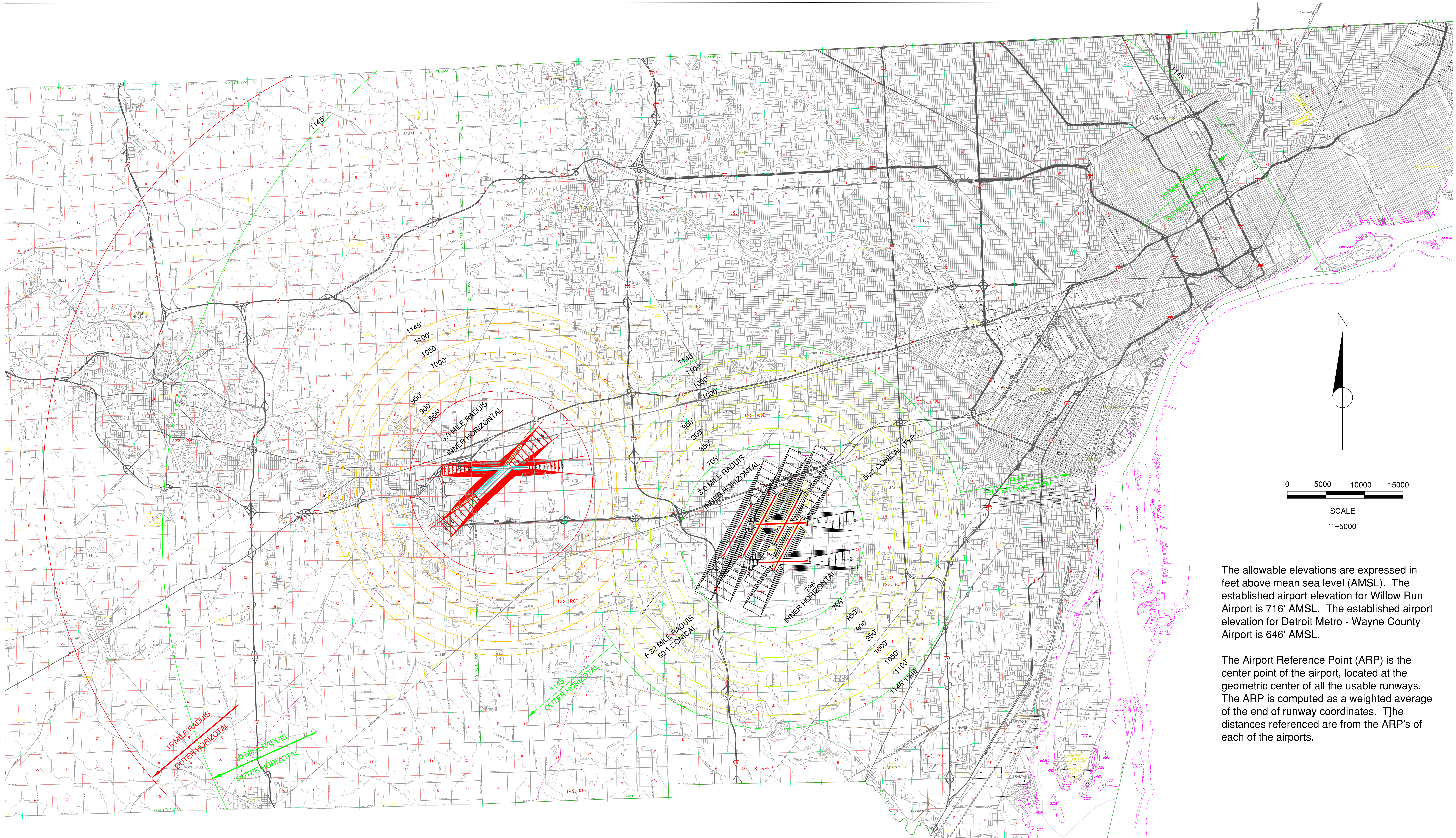
ZONE C - A PERMIT SHALL BE REQUIRED FOR NEW CONSTRUCTION AND ALTERATIONS TO STRUCTURES AND OBJECTS EXCEEDING AIRPORT ELEVATION BY 100'.

ZONE D - A PERMIT SHALL BE REQUIRED FOR NEW CONSTRUCTION AND ALTERATIONS TO STRUCTURES AND OBJECTS EXCEEDING GROUND ELEVATION BY 200' . NOTE THAT ZONE D EXTENDS 20 MILES FROM THE ARP OF DTW AND 15 MILES FROM THE ARP OF YIP WITHIN THE COUNTIES OF WASHTENAW AND WAYNE.

*NOTE - AN AIRPORT ZONING PERMIT SHALL BE REQUIRED FOR LAND USES THAT UNDERLAY "ZONE A" THAT REQUIRE A REZONING REQUEST BY THE LOCAL ZONING AGENCY. IF A ZONING CHANGE IS NOT REQUIRED BY THE LOCAL ZONING AGENCY, A PERMIT SHALL ONLY BE REQUIRED BY THE AIRPORT ZONING ADMINISTRATOR FOR NEW OBJECTS THAT EXCEED 25' ABOVE AIRPORT ELEVATION.

A PERMIT SHALL ALSO BE REQUIRED FOR ANY CONSTRUCTION OR ALTERATION THAT REQUIRES NOTICE TO THE FAA UNDER PURSUANT TO TITLE XIV OF THE CODE OF FEDERAL REGULATIONS, PART 77.

PERMIT REQUIRED MAP			
FOR			
Detroit Metropolitan and Willow Run			
PREPARED BY THE MICHIGAN DEPARTMENT OF TRANSPORTATION			
OFFICE OF AERONAUTICS			
LANSING, MICHIGAN			
DRAWN		NAB	06/16
CHECKED		LPS	06/16
APPROVED		JSD	06/16
ZONING			
SHEET 2 OF 8			



The allowable elevations are expressed in feet above mean sea level (AMSL). The established airport elevation for Willow Run Airport is 716' AMSL. The established airport elevation for Detroit Metro - Wayne County Airport is 646' AMSL.

The Airport Reference Point (ARP) is the center point of the airport, located at the geometric center of all the usable runways. The ARP is computed as a weighted average of the end of runway coordinates. The distances referenced are from the ARP's of each of the airports.

NO.	DATE	REVISIONS	BY	CHK
1	03/16	ZONING BOARD COMMENTS	SEN	WGB
1	03/15	ARP-Changed Runways Removed and Extended	NAB	LS

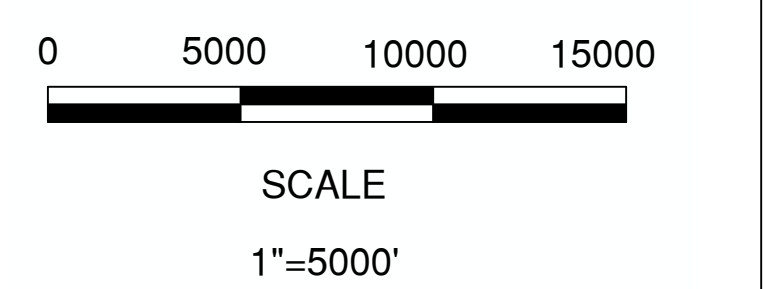
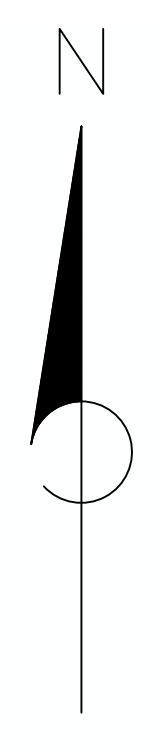
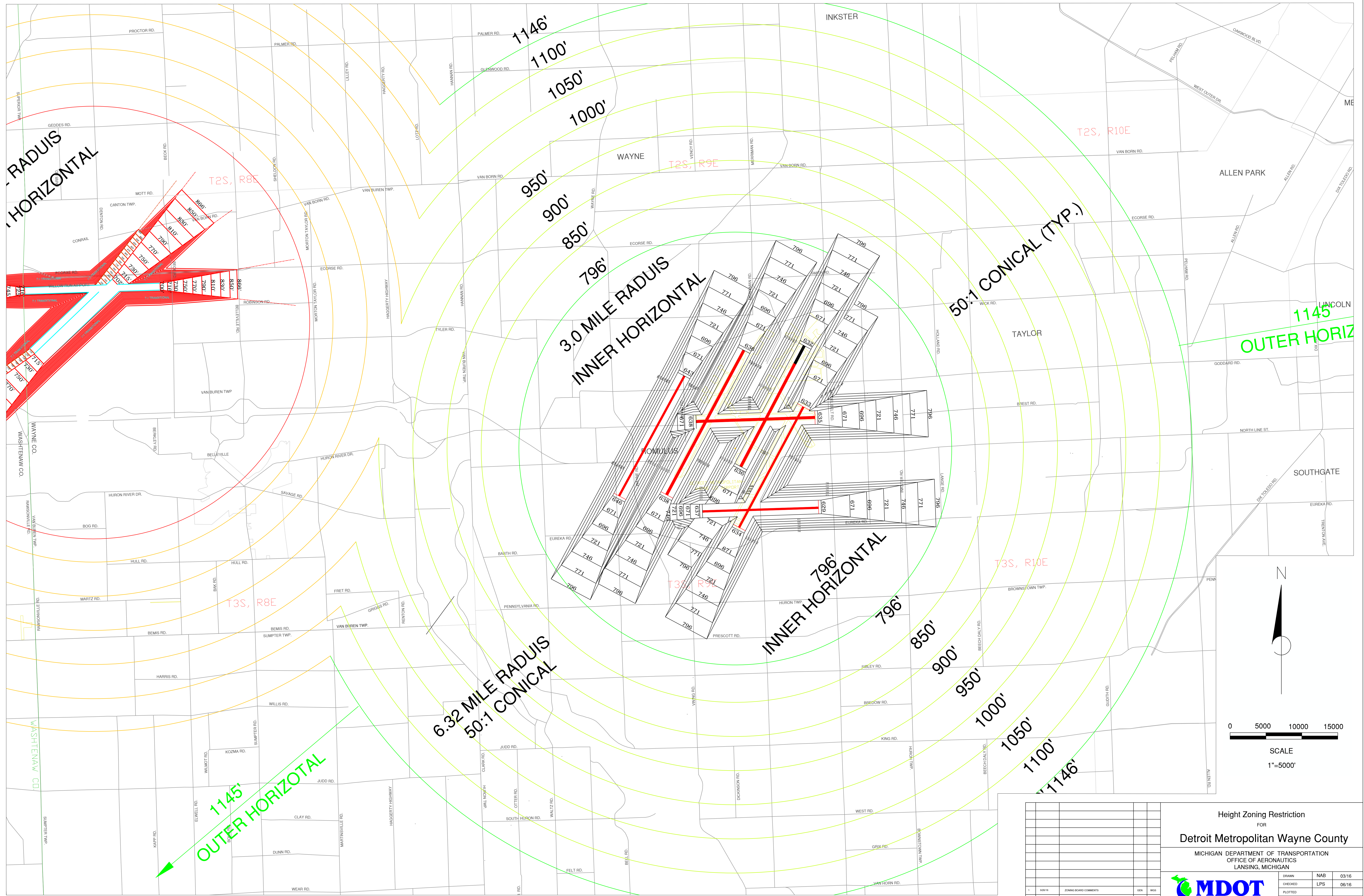
Approach Protection
FOR
Detroit Metropolitan and Willow Run

MICHIGAN DEPARTMENT OF TRANSPORTATION
OFFICE OF AERONAUTICS
LANSING, MICHIGAN

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ZONING



Height Zoning Restriction
FOR
Detroit Metropolitan Wayne County

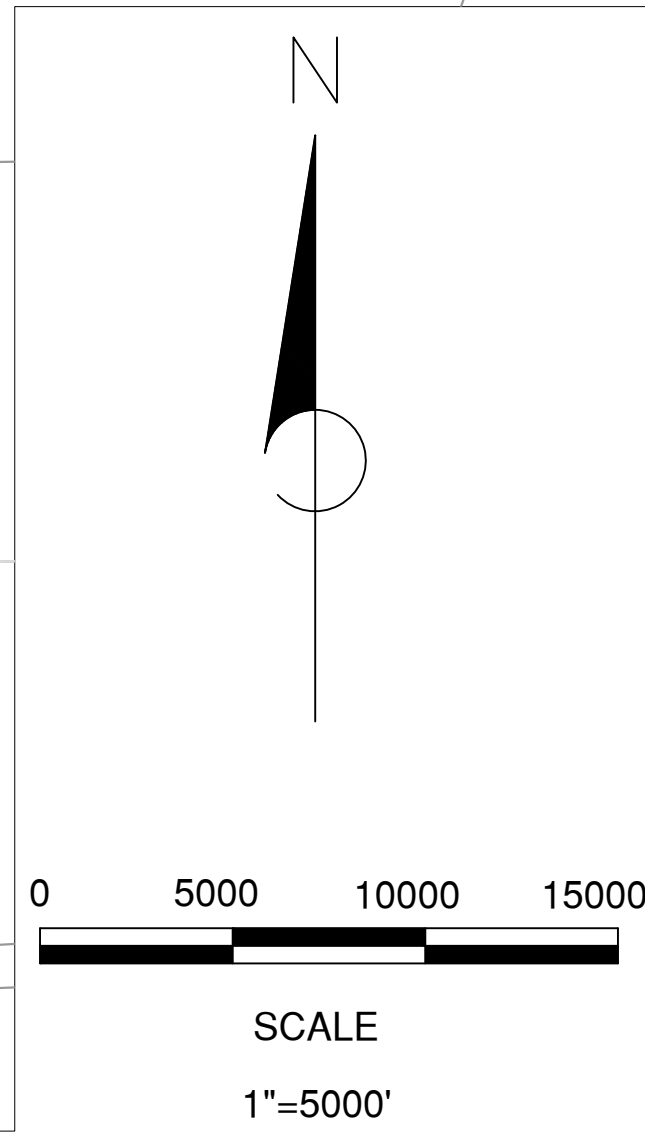
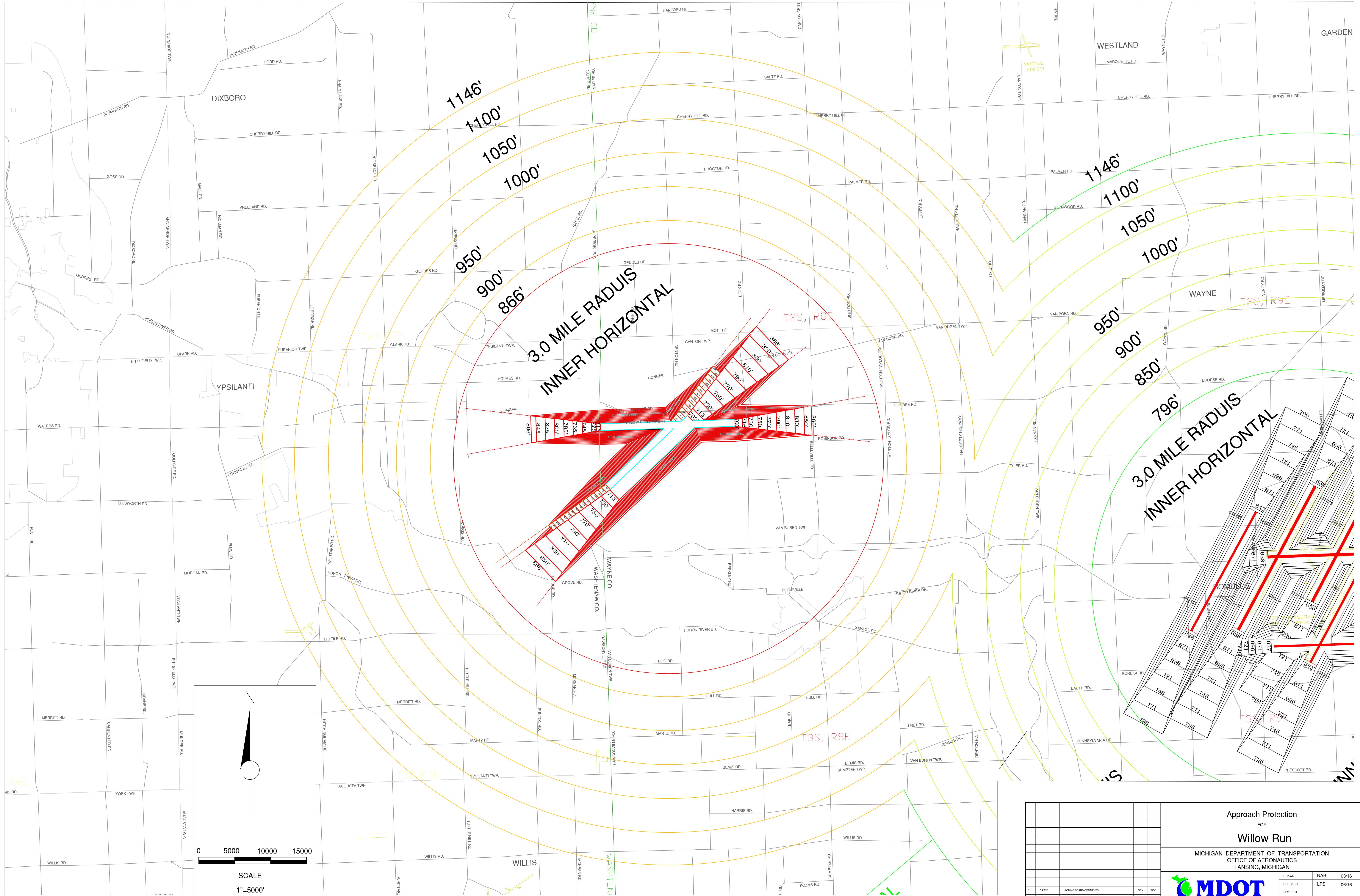
MICHIGAN DEPARTMENT OF TRANSPORTATION
OFFICE OF AERONAUTICS
LANSING, MICHIGAN

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ZONING

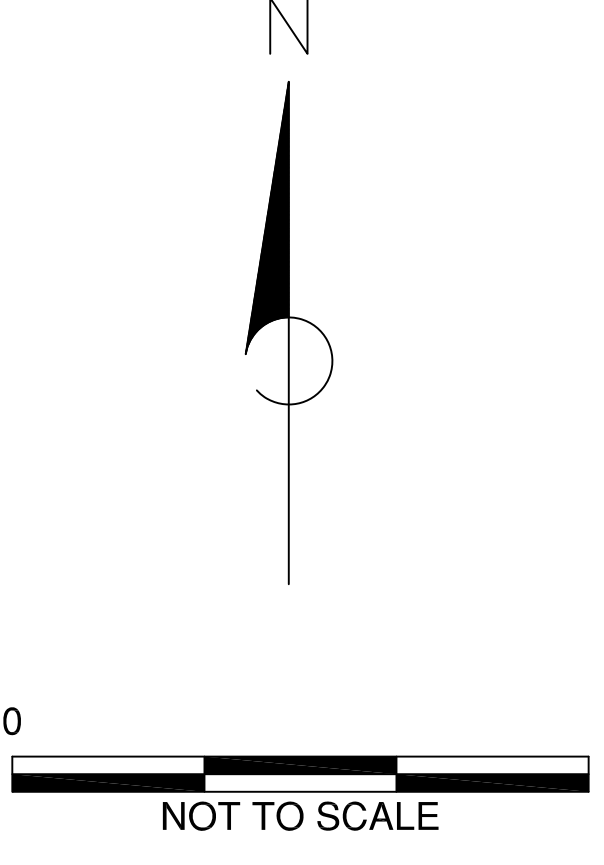
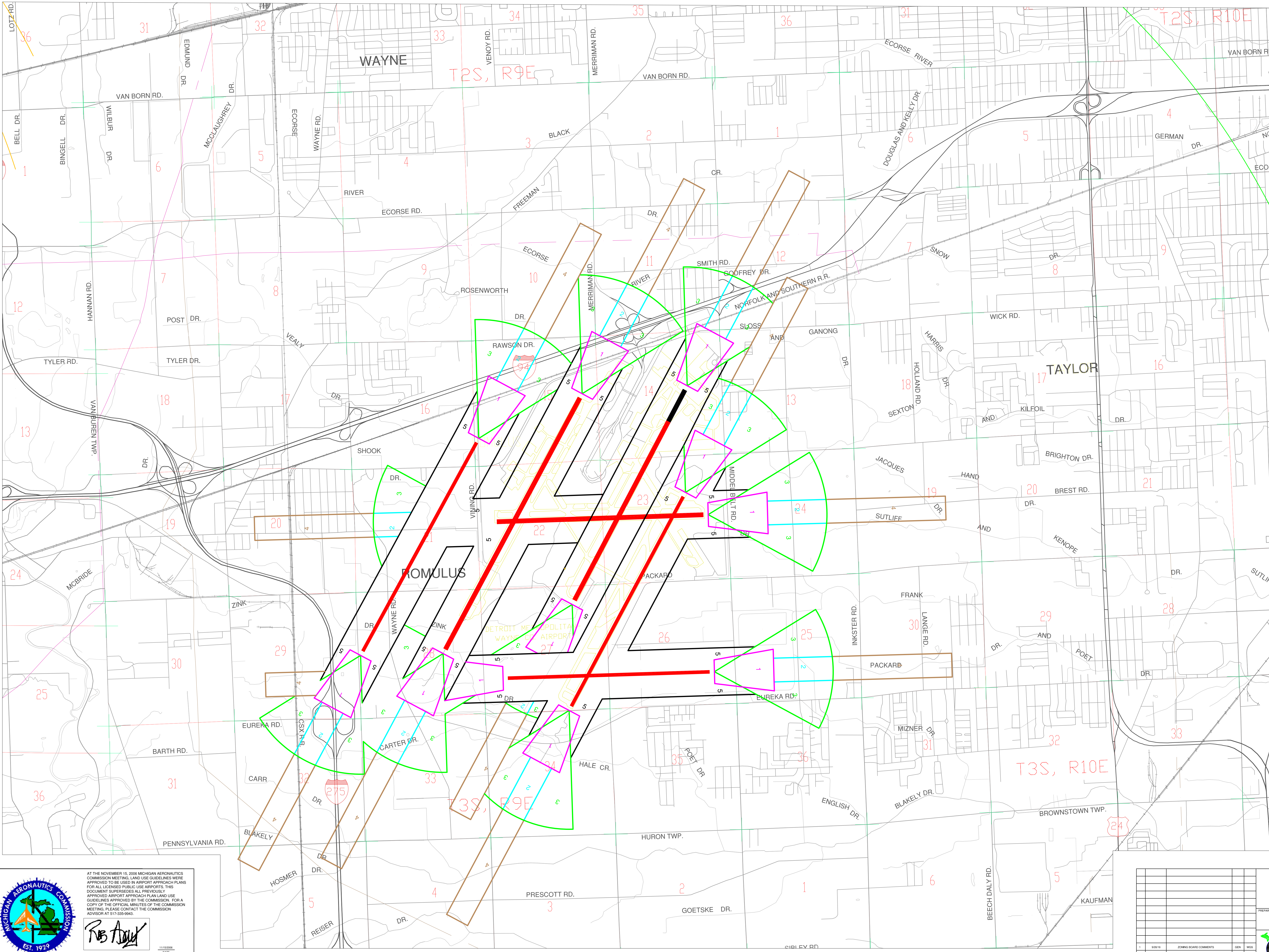
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NO.	DATE	REVISIONS	BY	CHK
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Approach Protection
 FOR
Willow Run
 MICHIGAN DEPARTMENT OF TRANSPORTATION
 OFFICE OF AERONAUTICS
 LANSING, MICHIGAN

	DRAWN: NAB 03/16 CHECKED: LPS 06/16 PLOTTED:
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AT THE NOVEMBER 15, 2006 MICHIGAN AERONAUTICS COMMISSION MEETING, LAND USE GUIDELINES WERE APPROVED TO BE USED IN AIRPORT APPROACH PLANS FOR ALL LICENSED PUBLIC USE AIRPORTS. THIS DOCUMENT SUPERSEDES ALL PREVIOUSLY APPROVED AIRPORT APPROACH PLAN LAND USE GUIDELINES APPROVED BY THE COMMISSION. FOR A COPY OF THE OFFICIAL MINUTES OF THE COMMISSION MEETING, PLEASE CONTACT THE COMMISSION ADVISOR AT 517-335-8943.

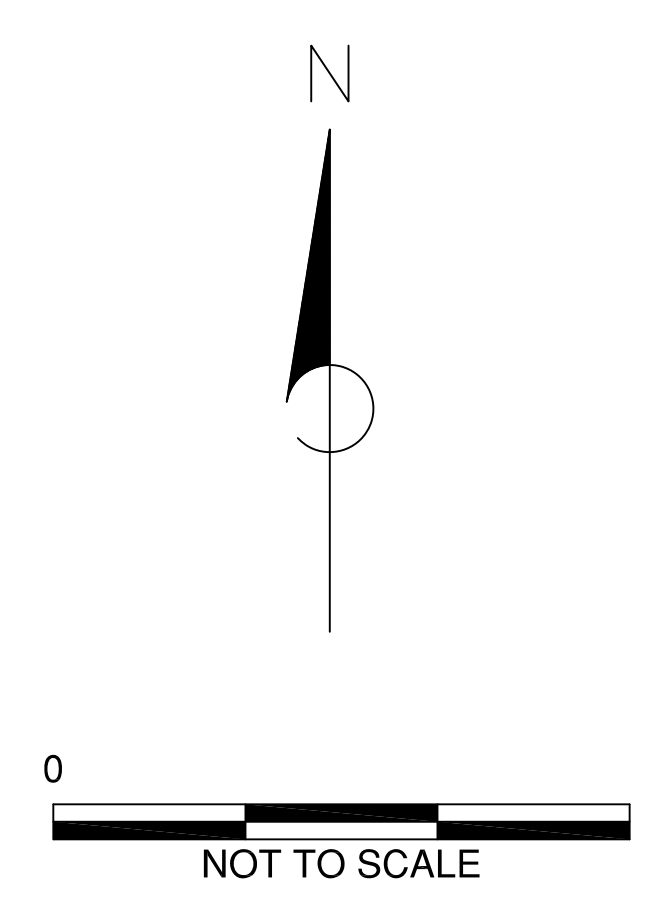
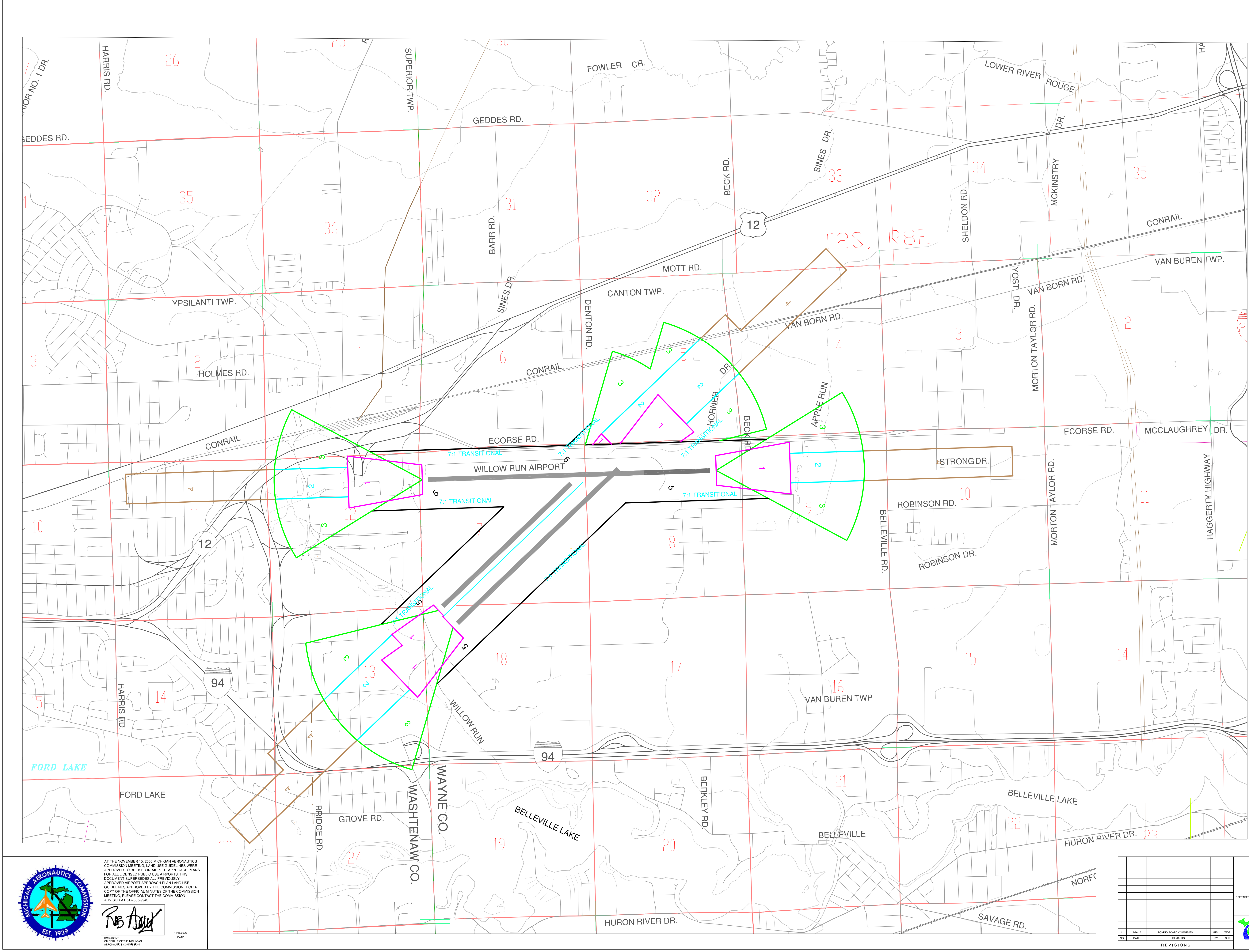
Rob Adair
 ROB ADAIR
 CHIEF OF THE MICHIGAN AERONAUTICS COMMISSION

NO.	DATE	REVISIONS	BY	CHK.

LAND USE ZONING FOR
DETROIT METRO
 PREPARED BY THE MICHIGAN DEPARTMENT OF TRANSPORTATION
 OFFICE OF AERONAUTICS
 LANSING, MICHIGAN

DATE: 03/16
 DRAWN: NAB
 CHECKED: XXX/XXX
 APPROVED: XXX/XXX

MDOT



AT THE NOVEMBER 15, 2006 MICHIGAN AERONAUTICS COMMISSION MEETING, LAND USE GUIDELINES WERE APPROVED TO BE USED IN AIRPORT APPROACH PLANS FOR ALL LICENSED PUBLIC USE AIRPORTS. THIS DOCUMENT SUPERSEDES ALL PREVIOUSLY APPROVED AIRPORT APPROACH PLAN LAND USE GUIDELINES APPROVED BY THE COMMISSION. FOR A COPY OF THE OFFICIAL MINUTES OF THE COMMISSION MEETING, PLEASE CONTACT THE COMMISSION ADVISOR AT 517-335-9543.

Rob Asch

11/15/2006
DATE

NO.	DATE	REVISIONS
1	5/26/16	ZONING BOARD COMMENTS
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LAND USE ZONING FOR WILLOW RUN

PREPARED BY THE MICHIGAN DEPARTMENT OF TRANSPORTATION OFFICE OF AERONAUTICS LANSING, MICHIGAN

MDOT

DATE: 03/16
SCALE: AS SHOWN
DRAWN BY: [blank]
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DATE: [blank]

ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 1 (See Special Note)	Population Density Residential vs. Non-Residential Land Use	Avoid land uses which concentrate people indoors or outdoors. Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. 0-5 people/acre. 2. Airport sponsor should purchase property if possible. 3. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots). 1. Create a height hazard overlay ordinance around the airport. 2. Airport sponsor should purchase property if possible. 3. Airport sponsor should obtain aviation and obstruction easements. 4. During the site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Special Note: Since the dimensions of Zone 1 are similar to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ or otherwise acquire rights to the property for the RPZ.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 2	Population Density Residential vs. Non-Residential Land Use	Avoid land uses which concentrate people indoors or outdoors. Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots). 1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 3	Population Density Residential vs. Non-Residential Land Use	Avoid land uses which concentrate people indoors or outdoors. Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. < 25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots). 1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

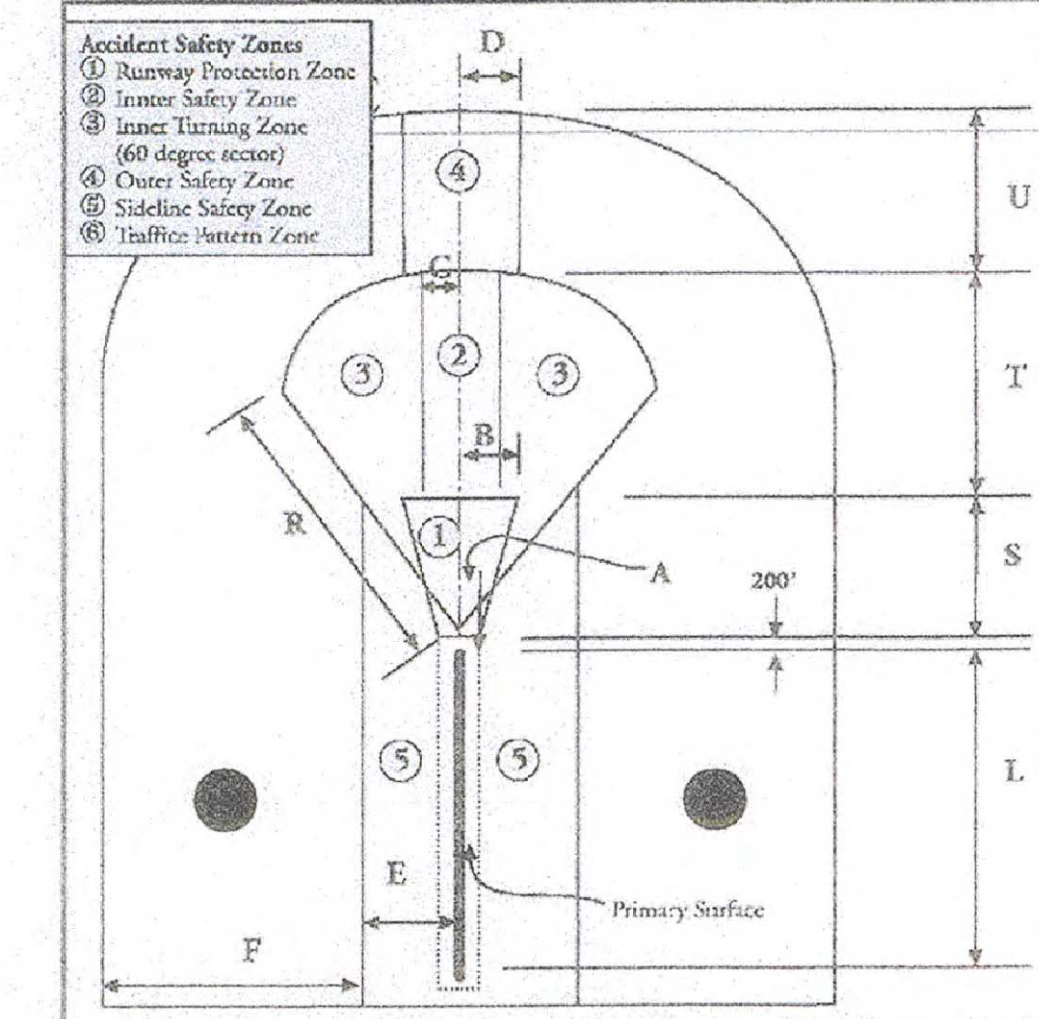
Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 4	Population Density Residential vs. Non-Residential Land Use	Limit population concentrations. Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings. 1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation easements. 3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline. 4. Prohibit mobile home parks. 5. Require downward shading of lighting to reduce glare. 6. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 5	Population Density Residential vs. Non-Residential Land Use	Avoid land uses which concentrate people indoors or outdoors. Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots). 1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain aviation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

APPENDIX A


AIRCRAFT ACCIDENT SAFETY ZONE DIAGRAM



SAFETY ZONE DIMENSION (IN FEET)

Dimension	Runway Length Category (L)		
	Runway less than 4,000	Runway 4,000 to 6,000	Runway 6,000 to 8,000
A	125	250	300
B	225	350	375
C	375	500	500
D	525	520	500
E	500	1,000	1,000
F	6,000	3,000	3,000
S (25° Sector)	2,500	4,000	3,000
S	1,000	1,000	3,000
T	1,500	2,000	2,500
U	2,500	3,000	3,000

Note:
Data Source: NTSB accident investigations (1984-2011), Transportation Source: Hodge and Stone, Institute of Transportation Studies, University of California Berkeley 1993.



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Rob Adair
FOR AGENT
ON BEHALF OF THE MICHIGAN AERONAUTICS COMMISSION

11/15/06 DATE

LAND USE ZONING FOR
Detroit Metropolitan and Willow Run

PREPARED BY THE
MICHIGAN DEPARTMENT OF TRANSPORTATION
OFFICE OF AERONAUTICS
LANSING, MICHIGAN

MDOT

NO. DATE REVISIONS BY CHK

REVISIONS

DATE: NAB 03/16
APPROVED BY: [Signature]
DATE: [Blank]
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ZONING

SHEET 8 OF 8