

<b>Accident Safety Zone Land Use Matrix</b>		
<b>Accident Safety Zone</b>	<b>Land Use Guidelines</b>	<b>Land Use Planning Strategies</b>
		<ol style="list-style-type: none"> <li>8. Prohibit high overhead lighting, and require that it be focused downward.</li> <li>9. Evaluate all possible permitted special land uses to assure compatible land use.</li> <li>10. Prohibit overhead utilities and all noise sensitive land uses.</li> <li>11. Zone for land uses other than schools, play fields, hospitals, nursing homes, day care facilities, and churches.</li> <li>12. Limit storage of large quantities of hazardous or flammable material.</li> <li>13. Ensure that permitted use will not create large area of standing water, or generate smoke, steam, etc.</li> </ol>

**Summary**

The 2005 Airport Layout Plan for Oakland/Southwest Airport identified two concerns that could affect land use: 1) acquisition of land through easements, fee simple acquisition of acquisition of development rights, and 2) the location and guidelines affecting runway protection zones.

The Plan identifies parcels of land that ideally should be acquired to facilitate improvement to the airport. However, based on a note on the Conceptual Airport Layout Plan, the airport does not appear to be inclined to move forward with acquisition at this time.

The runway protection zones overlap areas that are or could be developed in accordance with the underlying land use zoning. Based on the densities specified in the above chart, residential development in zones 1, 2 and 5 could occur in the R-0.5 or the R-1.0 land use zoning classifications. Residential development in zones 3 and 4 could occur in any land use zoning classification.

Notwithstanding the Airport’s current intentions or timetable for acquisition, or the locations or guidelines for runway protection zones, it is Section 203 of the Michigan Zoning Enabling Act (Act 110 of 2006) that is of greatest significance with respect to this Master Plan as well as the Zoning Ordinance. As noted previously, a zoning ordinance adopted before March 28, 2001 (as is the case for Lyon Township), is not required to be consistent with any airport zoning regulations, airport layout plan, or airport approach plan. However, section 203 indicates “a zoning ordinance adopted or variance granted after March 28, 2001 shall not increase any inconsistency that may exist between the zoning ordinance and structures or uses and any airport zoning regulations, airport layout plan, or airport approach plan.” In consideration of this provision, as well as the uncertainties regarding development of the airport, it would be premature to make any changes to the Master Plan or the Future Land Use Map related to the Oakland/Southwest Airport at this time.