



DETROIT METRO • WILLOW RUN  
WAYNE COUNTY AIRPORT AUTHORITY

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August 27, 2007

Cameron G. Priebe  
Mayor, City of Taylor  
23555 Goddard Road  
Taylor, MI 48180

Re: Detroit Metropolitan Wayne County Airport – Master Plan

Dear Mayor Priebe:

On behalf of the Wayne County Airport Authority (Airport Authority) and our Master Plan consultants, I would like to thank you for participating on our Master Plan Technical Advisory Committee and providing written comments related to the development options for the airfield, terminal, and landside elements of the Detroit Metropolitan Wayne County Airport (Airport) Master Plan. We appreciate and value your input and involvement in this important process. We all agree that a strong Detroit Metro Airport is integral to the growth and prosperity of not only Southeast Michigan but the entire State. As detailed in the Airport's Economic Impact Study prepared by the University of Michigan - Dearborn in 2006, the Airport generates over \$7.6 billion in demand for goods and services annually, \$2 billion in annual incomes for residents, and 70,000 jobs in the State of Michigan. We also believe that, as stewards of one of the most important assets and a true economic generator for the region and the State, it is incumbent upon the Airport Authority to develop a master plan that ensures the Airport is prepared to safely accommodate the future demand for air service. The Master Plan is anticipated to guide the development of the Airport through the year 2025.

As you know, we have been gathering comments from all of the stakeholders throughout this master planning process. This includes the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Public Information Workshops (PIW) – all of which have provided valuable ideas and input to the planning team. As we have discussed in these committees and workshops, every idea and comment provided has been considered in the Master Plan process. Given that the Master Plan forecast has been officially accepted by the Federal Aviation Administration (FAA) and we have presented and received comments on all of the major elements of the plan, it is appropriate to respond in writing to the written comments you have provided to us.

In your letters of February 9, 2007 and August 1, 2007, you raise concerns about the projected increase in flight activity and potential physical and environmental impacts to the City of Taylor with respect to certain airfield options. The Master Plan team conducted an exhaustive forecast to establish future activity levels. The Forecast of Aviation Activity was reviewed and approved by the FAA on May 11, 2007. This approved data establishes the planning parameters for the Airport through 2025. The forecast calls for aviation activity at the Airport to reach 58.6 M passengers (a 61% increase over current levels) and 810,061 aircraft operations (a 55% increase over current levels). Through the master plan process, the planning team considered all known technology improvements and operational enhancements and efficiencies, and identified and evaluated numerous airfield options in an effort to accommodate the projected activity levels. After careful

examination and consultation with the FAA, it was determined that an independent 5<sup>th</sup> parallel runway is the only way that the Airport will be able to accommodate the projected demand.

FAA guidance is very clear that only those alternatives that meet the planning needs should be carried forward for continued evaluation in the Master Plan process. One of our primary planning needs is to safely and efficiently accommodate regional, national and global demand for air service. Therefore, our initial screening process considered and dismissed all airfield options that did not provide the necessary capacity to safely accommodate the future demand. As you have seen, this process resulted in the identification of four airfield options proposed to be carried forward for further analysis (Options A7, A11, A21 and A23a). In evaluating these alternatives that are able to safely accommodate the future demand for air service, we have considered a range of criteria, including those raised in your letters – environmental impacts and impacts to the surrounding communities – in selecting and refining a preferred development option. As we presented in TAC meeting #3, environmental and social impacts were included in our evaluation criteria, specifically addressing those topics identified in your letters – noise, potential displacement of residents, and potential impacts to roads and infrastructure. Throughout the evaluation and refinement process, we have made adjustments to the airfield element to minimize impacts to the surrounding communities while maintaining the ability to safely accommodate the future demand.

In your letters, you also question whether certain ancillary planning studies were considered in the Master Plan process. We have enclosed a list of all studies referenced by the planning team during this effort with this letter. Each of these studies was reviewed and considered by the Master Plan team, along with the input of the TAC, CAC and public, in identifying, evaluating and refining the various elements of the Master Plan.

You also raise several environmental concerns, including storm water management, wetland mitigation, drain capacity, watershed re-routing, water treatment facilities impacts, air and water quality, and noise issues. The Master Plan team is coordinating closely with the Airport Authority's Environmental staff to identify and address any potential environmental impacts as a result of the proposed Master Plan improvements. In addition, any proposed Master Plan improvements will be subject to a detailed environmental review (i.e., Environmental Assessment/Environmental Impact Statement) in accordance with the National Environmental Policy Act (NEPA) before they are implemented.

In response to your questions about the economic feasibility of expanding the Airport versus relocating the Airport, the purpose the Master Plan is to develop a plan for Detroit Metro Airport to safely accommodate the future demand of this Airport in 2025. An analysis of the financial feasibility of the preferred development option will be performed as part of the Master Plan, however, it is not within the scope of the Detroit Metropolitan Wayne County Airport's Master Plan Study to evaluate the feasibility of constructing a new airport and abandoning the existing Airport.

The planning team continues to integrate community comments into the placement of airport support functions and the refinement of airfield, terminal and landside elements. Several refinements and incorporations are underway, including those raised in your letters. They include:

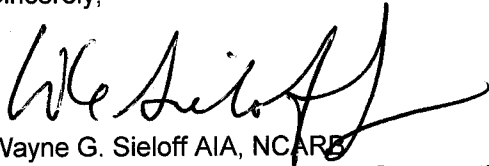
- location of a 5<sup>th</sup> parallel runway to minimize impacts to the communities;
- grade separations of Middlebelt and Eureka roads;
- required infrastructure modifications;
- interaction with adjacent proposed development;
- mass transit/intermodal center; and
- a north/south transit link;

We recognize that expanding beyond the current Airport boundary could have an impact on the citizens of the City of Taylor. It is our expectation that the growth and development of an enhanced

Detroit Metropolitan Wayne County Airport, in concert with the Aerotropolis, will generate new investment and stimulate significant regional development. This will greatly benefit the City of Taylor by strengthening its local economy.

Thank you again for your interest and participation in our Master Plan Study. We look forward to working with you and the other stakeholders as we refine and evaluate the preferred development plan. As always, the planning team is available to meet with you and your staff to discuss any additional thoughts or ideas you may have on this important study. If you have any additional questions or would like to set up a meeting, please feel free to contact me at (734) 247-7371.

Sincerely,



Wayne G. Sieloff AIA, NCARB  
Director – Planning, Design and Construction Division  
Wayne County Airport Authority

Encl.: List of Referenced Planning Studies

- c. Michael Glusac, Chair, Wayne County Airport Authority
- Jennifer Granholm, Governor, State of Michigan
- Carl Levin, U.S. Senator
- Debbie Stabenow, U.S. Senator
- John Dingell, U.S. Congressman
- Raymond Basham, State Senator
- Hoon-Yong Hopgood, State Representative
- Robert Ficano, Wayne County Executive
- Edward Boike, Wayne County Commissioner
- Marion Blakey, Administrator FAA
- Ernest Gubry, FAA, Airport District Office
- Dave Baker, Michigan Department of Transportation
- Marsha S. Bianconi, Conference of Western Wayne
- James S. Perry, Downriver Community Conference
- Richard Blouse, Detroit Regional Chamber of Commerce
- Paul Tait, Executive Director Southeastern Michigan Council of Governments
- Lester Robinson, CEO, Wayne County Airport Authority
- Dan Kerber, Executive Vice President, Wayne County Airport Authority
- Jon Hypnar, Sr. Vice President, Wayne County Airport Authority
- Steve Economy, Sr. Vice President, Wayne County Airport Authority



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## **Regional Planning Documents Referenced by Detroit Metropolitan Wayne County Master Plan**

1. Wayne County Airport Authority Long Term Strategic Framework  
Prepared By: Wayne County Airport Authority  
2007
2. Capacity Needs in the National Airspace System: An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future.  
Prepared By: The MITRE Corporation  
May 2007
3. Detroit Metropolitan Wayne County Airport 2006 Economic Impact Study  
Prepared By: University of Michigan-Dearborn School of Management  
2006
4. Road to Renaissance: A Collaborative Strategy for Regional Economic Growth  
Prepared By: New Economy Strategies  
November 2006
5. Aerotropolis: A New City/Willow Run to Detroit  
Prepared By: University of Michigan, Taubman College of Architecture & Urban Planning  
2006
6. Ring Road Corridor Plan  
Prepared By: McKenna Associates, Inc.  
November 2001
7. Wayne County Airport Authority Storm Water Plan  
Prepared By: Environmental Consulting & Technology, Inc.  
June 2007
8. Eureka Road Corridor  
Prepared By: SmithGroup/JJR  
June, 2002
9. Telegraph Tomorrow  
Prepared By: Wade-Trim  
April 2001
10. I-94 Corridor Development Opportunities  
Prepared By: Wade-Trim

11. Taylor, Michigan Retail Opportunities (Ecorse Corridor, Eureka Corridor, Telegraph Corridor)
12. Wayne County Regional Development (Pinnacle Aeropark)  
PowerPoint Presentation
13. City of Romulus Master Plan  
Prepared By: LSL Planning Inc.  
October 2004
14. City of Westland Master Plan  
Prepared By: McKenna Associates, Inc.  
December 1996
15. City of Dearborn Heights Master Plan  
Prepared By: Hamilton Anderson Associates  
2006
16. Charter Township of Van Buren  
South Side Master Plan  
Prepared By: McKenna Associates, Inc.  
April 2007
17. Improving Transit in Southeast Michigan: A Framework for Action  
Prepared By: Southeast Michigan Council of Governments  
October 2001
18. Detroit Metropolitan Wayne County Airport Master Plan Study  
Prepared By: Landrum & Brown  
1993
19. Detroit City Airport Master Plan Technical Report  
Prepared By: City of Detroit Planning Department, Howard Needles Tammen & Bergandoff, Madison & Madison of Michigan, Inc.  
August 1992