

SETBACKS

COMMUNITY ACTION TO PROMOTE HEALTHY ENVIRONMENTS

SOURCE CATEGORIES

ADVISORY RECOMMENDATIONS

Freeways and High Traffic Roads

- Avoid locating sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Distribution Centers

- Do not site sensitive land uses within 1,000 feet of a distribution center with 100 trucks per day or 40 trucks with operating transport refrigeration units.
- Avoid locating residences and sensitive land uses near entry and exit ports.

Rail Yards

- Avoid siting sensitive land uses within 1,000 feet of a service and maintenance rail yard.
- Within one mile of a rail yard location, consider mitigation strategies, like plating vegetative buffers.

Ports

- Avoid siting sensitive land uses downwind of ports in heavily impacted zones.
- Consult local districts of MDEQ on status of pending analysis of health risks.

Refineries

- Avoid siting sensitive land uses downwind of petroleum refineries.
- Consult local districts and local agencies for appropriate separation.

Chrome Platers

- Avoid siting sensitive land uses within 1,000 feet of a chrome plater.

Dry Cleaners using Perchloroethylene

- Avoid siting sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet.
- Do not site sensitive land uses in a building with dry cleaning operations.

Gasoline Dispensing Facilities

- Avoid siting sensitive land uses within 300 feet of large gas stations (facilities with 3/6 million gallons per year or greater).
- A 50 foot separation is recommended for typical gas dispensing facilities.

CAPHE partners include: the City of Detroit Health Department, Community Action Against Asthma, Detroit Community-Academic Urban Research Center, Detroit Hispanic Development Corporation, Detroiters Working for Environmental Justice, Green Door Initiative, Healthy Environments Partnership, Michigan Department of Environmental Quality, Sierra Club, Southwest Detroit Community Benefits Coalition, Southwest Detroit Environmental Vision, University of Michigan School of Public Health, and Wayne State University Law School.

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