

ZONING ORDINANCE FOR

CARLTON COUNTY AIRPORTS

1. THIS ZONING ORDINANCE
2. SEPARATE MAP SHEET
3. COMBINED ORD. FOR BOTH CLOQUET & MOOSE L.

WITH Amendment of May 28, 1996



COMMISSIONERS OFFICE

County of Carlton

Courthouse - Room 205
P.O. Box 130
Carlton, Minnesota 55718-0130
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FIRST DISTRICT
Dick Brenner, Cloquet
SECOND DISTRICT
Patty Murto, Esko
THIRD DISTRICT
Mel Tan, Cloquet
FOURTH DISTRICT
Gordon Aanerud, Carlton
FIFTH DISTRICT
Ted Pihlman, Moose Lake

* * * R E S O L U T I O N N O . 9 6 - 0 5 0 * * *

BY COMMISSIONER: Brenner

ADOPTED: May 28, 1996

WHEREAS, a zoning ordinance for the Carlton County Airports was adopted by the Carlton County Board of Commissioners on November 26, 1974.

NOW, THEREFORE, BE IT RESOLVED that said ordinance shall be amended to reflect changes in the ultimate development of the Cloquet/Carlton County Airport.

BE IT FURTHER RESOLVED that the specific changes effecting the zoning are:

1. Revising the length of the primary runway (17-35) from 4000 feet to 4400 feet.
2. Revising the alignment of the secondary runway from 8-26 to 7-25.
3. Revising the length of the secondary runway from 2000 feet to 3100 feet.
4. Revising the dimensions of the approach zones.

BE IT FURTHER RESOLVED that said ordinance shall be amended so that the effected sections read as follows:

Section IV.A.1.a. 500 feet for runway 7-25 Cloquet.

Section IV.A.2. Horizontal Zone: All that land which lies directly under an imaginary surface 150 feet above the established airport elevation Cloquet and 100 feet above established airport elevation Moose Lake or a height of 1,428 feet Cloquet and 1,178 feet Moose Lake above mean sea level, the perimeter of which is constructed by swing arcs of specified radii from the center of each end of the primary surface of each runway and connection the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

- a. 6000 feet for runway 7-25 Cloquet
- b. 6000 feet for runway 17-35 Cloquet
- c. 6000 feet for runway 4-22 Moose Lake

Section IV.A.4. Approach Zone: All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of runway 7-25 Cloquet, runway 17-35 Cloquet and runway 4-22 Moose Lake. The inner edge of the approach surface coincides with the primary surface. The approach surface inclines upward and outward at a slope of 40.1, expanding uniformly to a width of 3,500 feet for runways 7-25 and 17-35 Cloquet, and 2,500 feet for runway 4-22 Moose Lake at a horizontal distance of 10,000 feet to the periphery of the Conical Surface.



* * * R E S O L U T I O N 9 6 - 0 5 0 (Continued) * * *

Section V.A. 1.a. 2,067 feet for runway 7-25 Cloquet
 b. 2,933 feet for runway 17-35 Cloquet
 2.a. 1,033 feet for runway 7-25 Cloquet
 b. 1,467 feet for runway 17-35 Cloquet

Section VI. The several zones herein established are shown on the Cloquet/Carlton County Airport Zoning Plan consisting of three sheets, prepared by SEH, Incorporated, and dated October 3, 1995, and on the Moose Lake/Carlton County Airport Zoning Map consisting of three sheets, prepared by RREM, Incorporated, and dated December 12, 1973. Said plan and map are adopted as part of this ordinance as amended.

Section XVIII. This amendment to said ordinance shall take effect on the 9th day of May, 1996. Copies of the amendment shall be filled with the Commissioner of Transportation, Division of Aeronautics, State of Minnesota, and the Register of Deeds, Carlton County, Minnesota.

BE IT FURTHER RESOLVED that the Carlton County Board of Commissioners does hereby support the adoption of this amendment to Carlton County Ordinance No. 4 relating to County Airports.

cc: Mr. Barry Ekstrom

Upon motion by Brenner, seconded by Aanerud, and carried, the above resolution was adopted.

Yea votes: Aanerud, Brenner, Murto, Pihlman, and Tan
Nay votes: None
Absent: None

I, Paul G. Gassert, Auditor of the County of Carlton, do hereby certify that I have compared the foregoing with the original resolution filed in my office on the 28th day of May, 1996, and that the same is a true and correct copy of the whole thereof.

WITNESS MY HAND AND SEAL OF OFFICE in Carlton, Minnesota, this 4th day of June, 1996.

Paul G Gassert

Paul G. Gassert
Carlton County Auditor/Treasurer

FILED FOR RECORD
CARLTON CO. MINN. AT 1:00 PM AUG 18 1975

ZONING ORDINANCE FOR
CARLTON COUNTY AIRPORTS

205936

Office of REGISTER OF DEEDS
STATE OF MINNESOTA } ss.
County of Carlton

I hereby certify that the within in-
strument was filed in this office for
record 8118 1975
at 1:00 PM and was duly recorded
in book..... of..... page.....

Register of deeds

By..... Deputy

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**CARLTON COUNTY AIRPORT
ZONING ORDINANCE**

CREATED BY THE
CARLTON COUNTY BOARD OF COMMISSIONERS
CLOQUET CITY COUNCIL
MOOSE LAKE CITY COUNCIL

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY, IN THE VICINITY OF THE CLOQUET AND MOOSE LAKE/CARLTON COUNTY AIRPORTS BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF: PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES: DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE CLOQUET AND MOOSE LAKE/CARLTON COUNTY AIRPORT ZONING MAPS WHICH ARE INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; ESTABLISHING A BOARD OF ADJUSTMENT; AND IMPOSING PENALTIES.

IT IS HEREBY ORDAINED BY THE CARLTON COUNTY BOARD OF COMMISSIONERS, THE CLOQUET CITY COUNCIL AND THE MOOSE LAKE CITY COUNCIL PURSUANT TO THE AUTHORITY CONFERRED BY MINNESOTA STATUTES 360.061 - 360.074, AS FOLLOWS:

SECTION I: Purpose and Authority

- A. An airport hazard endangers the lives and property of users of the Cloquet and Moose Lake Airports, and property or occupants of land in its vicinity, and also if of the obstructive type, in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Cloquet and Moose Lake/Carlton County Airports and the public investment therein.
- B. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Cloquet and Moose Lake/Carlton County Airports.
- C. For the protection of the public health, safety, order, convenience, prosperity and general welfare, and for the promotion of the most appropriate use of land, it is necessary to prevent the creation or establishment of airport hazards.
- D. The prevention of these airport hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.
- E. The prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds.

SECTION II: Short Title

This ordinance shall be known as the Carlton County Airport Zoning Ordinance.

SECTION III:

SECTION III: Definitions

As used in this Ordinance, unless the context otherwise requires:

"AIRPORT" means the Cloquet and Moose Lake/Carlton County Airports located in Cloquet - Carlton County - Section 28, Township 49, Range 17, Moose Lake - Carlton County - Section 31, Township 46, Range 19, Pine County - Section 6, Township 45, Range 19.

"AIRPORT ELEVATION" means the established elevation of the highest point of the usable landing area which elevation is established to be 1278.0 feet, Cloquet, and 1078 feet, Moose Lake above sea level.

"AIRPORT HAZARD" means any structure or tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport; and any use of land which is hazardous to persons or property because of its proximity to the airport.

"DWELLING" means any building or portion thereof designed or used as a resident or sleeping place of one or more persons.

"HEIGHT" for the purpose of determining the height limits in all zones set forth in the Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

"INSTRUMENT RUNWAY" means a runway equipped or to be equipped with a precision electronic navigation aid or landing aid or other air navigation facilities suitable to permit the landing of aircraft by an instrument approach under restricted visibility conditions.

"LANDING AREA" means the area of the airport used for the landing, taking off or taxiing of aircraft.

"LANDING STRIP" means any grass or turf covered area of the airport specifically designated and used for the landing and/or take-off of aircraft. This term shall have the same meaning throughout this Ordinance as does the term "runway."

"NONCONFORMING USE" means any pre-existing structure, tree, natural growth, or use of land which is inconsistent with the provisions of this Ordinance or an amendment hereto.

"NON-INSTRUMENT RUNWAY" means a runway other than an instrument runway.

"PERSON" means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.

"RUNWAY" means any paved surface of the airport which is specifically designated and used for the landing and/or take-off of aircraft.

"SLOPE" means an incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude.

"STRUCTURE" means an object constructed or installed by man, including, but without limitations, building, towers, smokestacks, and overhead transmission lines.

"TREE" means any object of natural growth

"WATER SURFACES" for the purpose of this Ordinance shall have the same meaning as land for the establishment of protected zones.

SECTION IV: Airspace obstruction Zoning

- A. Airspace Zones: In order to carry out the purposes of this Ordinance, the following airspace zones are hereby established: Primary Zone, Horizontal Zone, Conical Zone, Approach Zone and Transitional Zone and whose locations and dimensions are as follows:
1. PRIMARY ZONE: All that land which lies directly under an imaginary primary surface longitudinally centered on a runway and extending 200 feet beyond each end of a runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:
 - a. 500 feet for runway 8-26 Cloquet
 - b. 500 feet for runway 17-35 Cloquet
 - c. 500 feet for runway 4-22 Moose Lake
 2. HORIZONTAL ZONE: All that land which lies directly under an imaginary horizontal surface 100 feet above the established airport elevation, or a height of 1378 feet Cloquet and 1178 feet Moose Lake above mean sea level, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - a. 6000 feet for runway 8-26 Cloquet
 - b. 6000 feet for runway 17-35 Cloquet
 - c. 6000 feet for runway 4-22 Moose Lake
 3. CONICAL ZONES: All that land which lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
 4. APPROACH ZONE: All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of runway 8-26 Cloquet, runway 17-35 Cloquet and runway 4-22 Moose Lake. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the primary surface. The approach surface inclines upward and outward at a slope of 40 to 1, expanding uniformly to a width of 2,500 feet at a horizontal distance of 10,000 feet, and then continuing at the same rate of divergence to the periphery of the conical surface.

5. **TRANSITIONAL ZONE:** All that land which lies directly under an imaginary transitional surface extending upward and outward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces until they intersect the horizontal surface of the conical surface.

B. **HEIGHT RESTRICTIONS:** Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structure or tree shall be constructed, altered, maintained, or allowed to grow in any airspace zone created in Sub Section IV A so as to project above any of the imaginary airspace surfaces described in said Sub Section IV A hereof. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.

SECTION V: Land Use Safety Zoning

A. **Safety Zone Boundaries:** In order to carry out the purpose of this Ordinance, there are hereby created and established the following safety zone boundaries:

1. **Safety Zone A:** All land in that portion of the approach zones of a runway, as defined in Sub Section IV A hereof, which extends outward from the end of the primary surface a distance equal to two-thirds of the planned length of the runway, which distance shall be:
 - a. 1334 feet for runway 8-26 Cloquet
 - b. 2700 feet for runway 17-35 Cloquet
 - c. 2200 feet for runway 4-22 Moose Lake
2. **Safety Zone B:** All land in that portion of the approach zones of a runway, as defined in Sub Section IV A hereof, which extends outward from Safety Zone A a distance equal to one-third of the planned length of the runway, which distance shall be:
 - a. 666 feet for runway 8-26 Cloquet
 - b. 1300 feet for runway 17-35 Cloquet
 - c. 1000 feet for runway 4-22 Moose Lake
3. **Safety Zone C:** All that land which is enclosed within the perimeter of the horizontal zone, as defined in Sub Section IV A hereof, and which is not included in Zone A or Zone B.

B. **Use Restrictions:**

1. **General:** Subject at all times to the height restrictions set forth in Sub Section IV B, no use shall be made of any land in any of the safety zones defined in Sub Section V A which creates or causes interference with the operations of radio or electronic facilities of the airport or with radio or electronic communications between the airport and aircraft, makes it difficult for pilots to distinguish between airport lights and other lights, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft.

2. Zone A: Subject at all times to the height restrictions set forth in Sub Section IV B and to the general restrictions contained in Sub Section V B 1, areas designated as Zone A shall contain no buildings or temporary structures and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include agriculture, light outdoor recreation (non-spectator), cemeteries and auto parking.
3. Zone B: Subject at all times to the height restrictions set forth in Sub Section IV B, and to the general restrictions contained in Sub Section V B 1, areas designated as Zone B shall be used for the following purposes only:

- a. For agricultural and residential purposes, provided there shall not be more than one single family dwelling per three (3) acre tract of land.
- b. Any commercial or industrial use which meets the following minimum standards:
 - (1) Each single commercial or industrial use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage.
 - (2) Each single commercial or industrial site shall be of a size not less than three (3) acres.
 - (3) Each single commercial or industrial site shall contain no dwellings and shall contain no more than one building per three (3) acre tract of land.
 - (4) The maximum ground area to be covered by a single commercial or industrial building shall not exceed the following minimum ratios with respect to the building site area:

<u>At Least (Acres)</u>	<u>But Less Than (Acres)</u>	<u>Ratio of Site Area to 1st Floor Bldg.Area</u>	<u>1st Floor Bldg.Area (sq.ft.)</u>	<u>Max. Site Population (15 persons/A)</u>
3		12:1	10,900	45
	4	12:1		
4		10:1	17,400	60
	6	10:1		
6		8:1	32,600	90
	10	8:1		
10		6:1	72,500	150
	20	6:1		
20	and up	4:1	218,000	300

- c. The following uses are specifically prohibited in Zone B; churches, hospitals, schools, theatres, stadiums, hotels and motels, trailer courts, camp grounds, and other places of public or semi-public assembly.

4. ZONE C: Zone C is subject only to the height restrictions set forth in Sub Section IV B, and to the general restrictions contained in Sub Section V B 1.

SECTION VI: Airport Zoning Map

The several zones herein established are shown on the Cloquet-Carlton County and Moose Lake-Carlton County Airport Zoning Map consisting of six sheets, prepared by RREM, Inc. and dated December 12, 1973, attached hereto and made a part hereof, which map, together with such amendments thereto as may from time to time be made, and all notations, references, elevations, data, zone boundaries, and other information thereon, shall be and the same is hereby adopted as part of this Ordinance.

SECTION VII: Nonconforming Uses

Regulations not retroactive. The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other changes or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted and completed within two years thereof.

SECTION VIII: Permits

- A. FUTURE USES: Except as specifically provided in Paragraphs 1 and 2 hereunder, no material change shall be made in the use of land and no structure or tree shall be erected altered, planted, or otherwise established in any zone hereby created unless a permit therefore shall have been applied for and granted by the Zoning Administrator, hereinafter provided for. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted.
 1. However, a permit for a tree or structure of less than 75 feet of vertical height above the ground shall not be required in the horizontal and conical zone or in any approach and transitional zones beyond a horizontal distance because of terrain, land contour, or topographic features, would extend above the height limit prescribed for the respective zone.
 2. Nothing contained in this foregoing exception shall be construed as permitting or intending to permit any construction, alteration, or growth of any structure or tree in excess of any of the height limitations established by this Ordinance as set forth in Section IV.
- B. EXISTING USES: Before any existing use or structure may be replaced, substantially altered or repaired, or rebuilt within any zone established herein, a permit must be secured authorizing such replacement, change, or repair. No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or

tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

- C. NONCONFORMING USES ABANDONED OR DESTROYED. Whenever the Zoning Administrator determines that a nonconforming structure or tree has been abandoned or more than 80% torn down, physically deteriorated, or decayed no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. Whether application is made for a permit under this paragraph or not, the Zoning Administrator may order the owner of the abandoned or partially destroyed nonconforming structure, at his own expense, to lower, remove, reconstruct, or equip the same in the manner necessary to conform to the provisions of this ordinance. In the event the owner of the nonconforming structure shall neglect or refuse to comply with such order for ten days after receipt of written notice of such order, the Zoning Administrator may, by appropriate legal action, proceed to have the abandoned or partially destroyed nonconforming structure lowered, removed, reconstructed, or equipped and assess the cost and expense thereof against the land on which the structure is or was located. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner of the land, the sum shall bear interest at the rate of eight per cent per annum from the date the cost and expense is incurred until paid, and shall be collected in the same manner as are general taxes.

SECTION IX: Variances

Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his property, not in accordance with the regulations prescribed in this ordinance, may apply to the Board of Adjustment, hereinafter provided for, for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this ordinance; provided any variance so allowed may be subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this ordinance.

SECTION X: Hazard Marking and Lighting

- A. Nonconforming Uses: The owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Zoning Administrator to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the County of Carlton, Minnesota.
- B. Permits and Variances: Any permit or variance granted by the Zoning Administrator or Board of Adjustment as the case may be, may, if such action is deemed advisable to effectuate the purpose of this ordinance and be reasonable in the circumstances, so condition such permit or

variance as to require the owner of the structure or tree in question at his own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

SECTION XI: Airport Zoning Administrator

It shall be the duty of the Carlton County, City of Cloquet and the City of Moose Lake Zoning Officers to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the appropriate Zoning Officer upon a form furnished by him. Permit applications shall be promptly considered and granted or denied by him. Variance applications shall be forthwith transmitted by the Zoning Officer for action by the Board of Adjustment hereinafter provided for.

SECTION XII: Board of Adjustment

- A. Establishment: The existing Boards of Adjustment for the County of Carlton, the City of Cloquet and the City of Moose Lake shall serve as the Board of Adjustment for the Carlton County Airport Zoning Ordinance as created by the Carlton County Board of Commissioners, the Cloquet City Council and the Moose Lake City Council.
- B. Powers: The Board of Adjustment shall have and exercise the following powers:
1. To hear and decide appeals for any order, requirement, decision, or determination made by the Zoning Administrator in the enforcement of this Ordinance.
 2. To hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass.
 3. To hear and decide specific variances.
- C. Procedures:
1. The Board of Adjustment shall adopt rules for its governance and procedure in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairman and at such other times as the Board of Adjustment may determine. The Chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the Zoning Administrator and shall be a public record..
 2. The Board of Adjustment shall make written findings of fact and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying

any order, requirement, decision or determination which comes before it under the provisions of this Ordinance.

3. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision or determination of the Zoning Administrator or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect any variation in this Ordinance.

SECTION XIII: Appeals

- A. Any person aggrieved, or any taxpayer affected by any decision of the Zoning Administrator made in his administration of this Ordinance may appeal to the Board of Adjustment. Such appeals may also be made by any governing body of a municipality, county, or airport zoning board, which is of the opinion that a decision of the Zoning Administrator is an improper application of this ordinance as it concerns such governing body or board.
- B. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the Zoning Administrator a notice of appeal specifying the grounds thereof. The Zoning Administrator shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.
- C. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Zoning Administrator certifies to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in his opinion, cause imminent peril to life or property. In such case, proceeding shall not be stayed except by order of the Board of Adjustment on notice to the Zoning Administrator and on due cause shown.
- D. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing any party may appear in person or by agent or by attorney.
- E. The Board of Adjustment may, in conformity with the provisions of this ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision, or determination, as may be appropriate under the circumstances, and to that end shall have all the powers of the Zoning Administrator.

SECTION XIV: Judicial Review

Any person aggrieved, or any taxpayer affected by any decision of the Board of Adjustment, or any governing body of a municipality, county, or airport zoning board, which is of the opinion that a decision of the Board of Adjustment is illegal may present to the District Court of Carlton County a verified petition setting forth that the decision or action is illegal, in whole or in part, and specifying the grounds of the illegality. Such petition shall be presented to the court within 30 days after the decision is filed in the office of the Board of Adjustment. The petitioner must exhaust the remedies

provided in this Ordinance before availing himself of the right to petition a court as provided by this section.

SECTION XV: Penalties

Every person who shall construct, establish, substantially change, alter or repair any existing structure or use, or permit the growth of any tree without having complied with the provision of this ordinance or who, having been granted a permit or variance under the provisions of this Ordinance, shall construct, establish, substantially change or substantially alter or repair any existing growth or structure or permit the growth of any tree, except as permitted by such permit or variance, shall be guilty of a misdemeanor and shall be punished by a fine of not more than \$300.00 or imprisonment for not more than 90 days or by both. Each day a violation continues to exist shall constitute a separate offense.

SECTION XVI: Conflicts

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or regulation shall govern and prevail.

SECTION XVII: Severability

In any case in which the provisions of this Ordinance, although generally reasonable, are held by a court to interfere with the use or enjoyment of a particular structure or parcel of land to such an extent, or to be so onerous in their application to such a structure or parcel of land, as to constitute a taking or deprivation of that property in violation of the constitution of this state or the constitution of the United States, such holding shall not affect the application of this Ordinance as to other structures and parcels of land, and to this end the provisions of this Ordinance are declared to be severable.

SECTION XVIII: Effective Date

This Ordinance shall take effect on the 25th day of Nov, 1974. Copies thereof shall be filed with the Commissioner of Aeronautics, State of Minnesota, and Register of Deeds, Carlton County, Minnesota.

Passed and adopted after public hearing by the Carlton County Board of Commissioners this 26th day of November, 1974; the Cloquet City Council this 1st day of April, 1975; the Moose Lake Council this 11th day of March, 1975.

Kenneth M. Brown /s
Chairman, Carlton County Board of
Commissioners

Floyd A. Jaros /s
President, Cloquet City Council

C. L. Foly /s
Chairman, Moose Lake City Council

(SEAL)

ATTEST:


Allan W. Naslund /s
County Auditor