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ST. CLOUD MUNICIPAL AIRPORT

ZONING ORDINANCE

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ZONING ORDINANCE FOR ST. CLOUD MUNICIPAL AIRPORT

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ST. CLOUD MUNICIPAL AIRPORT

ZONING ORDINANCE

CREATED BY THE

CITY OF ST. CLOUD AND BENTON, SHERBURNE AND
STEARNS COUNTIES JOINT AIRPORT ZONING BOARD

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 ST.
CLOUD MUNICIPAL AIRPORT 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 ST.
CLOUD MUNICIPAL AIRPORT ZONING MAP WHICH IS INCORPORATED
IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR EN-
FORCEMENT; ESTABLISHING A BOARD OF ADJUSTMENT; AND IM-
POSING PENALTIES.

IT IS HEREBY ORDAINED BY THE CITY OF ST. CLOUD AND BENTON,
SHERBURNE AND STEARNS COUNTIES JOINT AIRPORT ZONING BOARD
PURSUANT TO THE AUTHORITY CONFERRED BY MINNESOTA STATUTES
360.061 - 360.074, AS FOLLOWS:

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SECTION I: PURPOSE AND AUTHORITY

The City of St. Cloud and Benton, Sherburne and Stearns Counties Joint Airport Zoning Board, created and established by joint action of the Common Council of the City of St. Cloud and the Boards of County Commissioners of Benton, Sherburne and Stearns Counties pursuant to the provisions and authority of Minnesota Statutes 360.063, hereby finds and declares that:

- A. An airport hazard endangers the lives and property of users of the St. Cloud Municipal Airport, 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 St. Cloud Municipal Airport 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 St. Cloud Municipal Airport.
- 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

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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 "St. Cloud Municipal Airport Zoning Ordinance". Those sections of land affected by this Ordinance are indicated in "Exhibit A" which is attached to this Ordinance.

SECTION III: DEFINITIONS

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

"AGRICULTURE" means raising livestock, cultivating the soil and producing crops including the use of irrigation provided no part of any irrigation system in its operation or the resulting water spray shall project above or penetrate the height restrictions of any of the imaginary airspace surfaces described herein.

"AIRPORT" means the St. Cloud Municipal Airport located in all or part of Sections 3, 4, 9, 10 and 11 of Haven Township of Sherburne County, Minnesota.

"AIRPORT ELEVATION" means the established elevation of the highest point on the usable landing area which elevation is established to be 1029 feet above mean 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.

"AIRPORT ZONING BOARD" means the joint airport zoning board created by resolution of the Counties of Benton, Sherburne and Stearns and the City of St. Cloud pursuant to Minnesota Statutes 360.063, Subdivision 3.

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

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

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

"PRECISIONS INSTRUMENT RUNWAY" means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), Micro Wave Landing System (MLS), or a Precision Approach Radar (PAR). Also, a runway for which a precision instrument approach system is planned and is so indicated on an approved planning document.

"NONPRECISION INSTRUMENT RUNWAY" means a runway having an existing or planned straight-in instrument approach procedure utilizing air navigation facilities with only horizontal guidance, and for which no precision approach facilities are planned or indicated on an approved planning document.

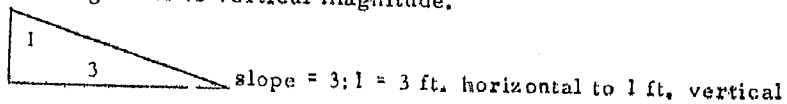
"NONCONFORMING USE" means any pre-existing structure, tree, natural growth, or use of land which is inconsistent with the provisions of this Ordinance or an amendment hereto.

"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 existing or planned paved surface or turf covered area of the airport which is specifically designated and used or planned to be used for the landing and/or taking off of aircraft.

"PLANNED" as used in this Ordinance refers only to those proposed future airport developments that are so indicated on a planning document having the approval of the Federal Aviation Administration, the Department of Aeronautics, and the City of St. Cloud.

"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, buildings, 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 purpose of this Ordinance, as set forth above, the following airspace zones are hereby established: Primary Zone, Horizontal Zone, Conical Zone, Approach Zone, Precision Instrument 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 Runways 13-31 and 05-23. 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. 1000 feet for Runway 13-31.
 - b. 500 feet for Runway 05-23.

2. HORIZONTAL ZONE: All that land which lies directly under an imaginary horizontal surface 150 feet above the established airport elevation, or a height of 1179 feet 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

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runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is 10,000 feet for Runways 13-31 and 05-23.

3. CONICAL ZONE: 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 as measured radially outward from the periphery of the horizontal surface.
4. APPROACH ZONE: All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of a runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The approach surface inclines upward and outward at a slope of: 40:1 for Runway 05-23.

The approach surface expands uniformly to a width of: 3,500 feet for Runway 05-23 at a distance of 10,000 feet, then continues at the same rate of divergence to the periphery of the conical surface.
5. PRECISION INSTRUMENT APPROACH ZONE: All that land which lies directly under an imaginary precision instrument approach surface longitudinally centered on the extended

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centerline at each end of Runway 13-31, a precision instrument runway. The inner edge of the precision instrument approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The precision instrument approach surface inclines upward and outward at a slope of 50 to 1 for a horizontal distance of 10,000 feet extending uniformly to a width of 4,000 feet, then continues upward and outward for an additional horizontal distance of 40,000 feet at a slope of 40:1 expanding uniformly to an ultimate width of 16,000 feet.

6. TRANSITIONAL ZONE: All that land which lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and centerline extended at a slope of 7 to 1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface. Transitional surfaces for those portions of the precision instrument approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the precision instrument approach surface and at right angles to the extended precision instrument runway centerline.

- B. HEIGHT RESTRICTIONS: Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structure

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or tree shall be constructed, altered, maintained, or allowed to grow in any airspace zone created in Subsection IV A so as to project above any of the imaginary airspace surfaces described in said Subsection 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, as set forth above and also, in order to restrict those uses which may be hazardous to the operational safety of aircraft operating to and from the St. Cloud Municipal Airport, and furthermore to limit population and building density in the runway approach areas, thereby creating sufficient open space so as to protect life and property in case of an accident, there are hereby created and established the following land use safety zones.

1. SAFETY ZONE A: All land in that portion of the approach zones of a runway, as defined in Subsection IV A hereof, which extends outward from the end of primary surface a distance equal to two-thirds of the planned length of the runway, which distance shall be:
 - a. 4667 feet for runway 13-31.
 - b. 3667 feet for runway 05-23.
2. SAFETY ZONE B: All land in that portion of the approach zones

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of a runway, as defined in Subsection 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. 2333 feet for runway 13-31.
 - b. 1833 feet for runway 05-23.
3. SAFETY ZONE C: All that land which is enclosed within the perimeter of the horizontal zone, as defined in Subsection 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 Subsection IV B, no use shall be made of any land in any of the safety zones defined in Subsection V A which creates or causes interference with the operations of radio or electronic facilities on 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 Subsection IV B and to the general restrictions contained in Subsection V B-1, areas designated as Zone A shall contain no

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overhead transmission lines, 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, outdoor recreation (nonspectator), cemetery and auto parking.

3. ZONE B: Subject at all times to the height restrictions set forth in Subsection IV B, and to the general restrictions contained in Subsection V B-1, areas designated as Zone B shall be restricted in use as follows:

- a. Each use shall be on a site whose area shall not be less than three acres.
- b. Each use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage.
- c. Each site shall have no more than one building plot upon which any number of structures may be erected.
- d. A building plot shall be a single, uniform and non-contrived area, whose shape is uncomplicated and whose area shall not exceed the following minimum ratios with respect to the total site area:

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Site Area at Least (Acres)	But Less Than (Acres)	Ratio of Site Area of Bldg. Plot Area	Building Plot Area (sq. ft.)	Max. Site Population (15 persons/A)
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, theaters, stadiums, hotels and
motels, trailer courts, camp grounds, and other places of
public or semipublic assembly.

4. ZONE C: Zone C is subject only to height restrictions set forth in
Subsection 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 St. Cloud Municipal Air-
port Zoning Map consisting of four sheets, prepared by Toltz, King, Duvall,
Anderson & Associates, Inc., Engineers and Architects, St. Paul, Minnesota,
and dated December 16, 1976, attached hereto and made a part hereof,
each map, together with such amendments thereto as may from time to time
be made and all notations, references, elevations, data, zone boundaries, and

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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 shall be erected, altered, or otherwise established in any zone hereby created unless a permit therefor 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,

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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 zones or in any approach and transitional zones beyond a horizontal distance of 4,200 feet from each end of the runway except when such trees or structure, because of terrain, land contour, or topographic features, would extend 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

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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.

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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 City of St. Cloud.

B. PERMITS AND VARIANCES: Any permit or variance granted by the Zoning Administrator or Board of Adjustment as the case may be, may,

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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 City of St. Cloud Planning Director to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the City of St. Cloud Planning Director 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 City of St. Cloud Planning Director for action by the Board of Adjustment hereinafter provided for.

SECTION XII: BOARD OF ADJUSTMENT

- A. ESTABLISHMENT: The City of St. Cloud and Benton, Sherburne and Stearns Counties Joint Airport Zoning Board shall serve as the Board of Adjustment for the St. Cloud Municipal Airport Zoning Ordinance.
- B. POWERS: The Board of Adjustment shall have and exercise the following powers:

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1. To hear and decide appeals from 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

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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 commenced within 30 days of the Zoning Administrator's decision, 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, proceedings 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

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illegal may present to the District Court of Sherburne 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 or imprisonment for not more than 90 days or by both. Each day a violation continues to exist shall constitute a separate offense. The Airport Zoning Administrator may enforce all provisions of this Ordinance through such proceedings for injunctive relief and other relief as may be proper under the laws of Minnesota Statute 360.073 and other applicable law.

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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

- A. 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.
- B. Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole or any part thereof other than the parts so declared to be unconstitutional or invalid.

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SECTION XVIII: EFFECTIVE DATE

This Ordinance shall be published in the official newspapers in Benton, Sherburne and Stearns Counties, Minnesota, and shall take effect on the 1st day of February , 1977 . Copies thereof shall be filed with the Commissioner of Aeronautics, State of Minnesota, and the Registers of Deeds, in Benton, Sherburne and Stearns Counties, Minnesota.

Passed and adopted after public hearing by the City of St. Cloud and Benton, Sherburne and Stearns Counties Joint Airport Zoning Board this 16th day of December , 1976 .

Louis H. Stemann
Chairman

Hillis D. Myers
Member

Member

Milton F. ...
Member

Jack D. ...
Member

Robert A. ...
Member

Ray ...
Member

Keith ...
Member

Jack D. ...
Member

EXHIBIT A

ST. CLOUD MUNICIPAL AIRPORT
ZONING ORDINANCE

This Ordinance affects all or a portion of the following sections of land:

TYPE OF AIRPORT ZONING		
NAME AND NUMBER OF TOWNSHIP	AIRSPACE OBSTRUCTION ZONING Section IV of Ordinance Pages 1 and 2 of Zoning Map.	LAND USE SAFETY ZONING Section V of Ordinance Page 4 of Zoning Map.
Stearns County <u>Le Sauk</u> Township T N 125 R W 28	Sections: 9, 10, 16, 17, 20, 21, 27, and 28	Sections:
Benton County <u>Sauk Rapids</u> Township T N R W	Sections: 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 22, 23, 24, 25, 26, and 36	Sections:
Benton County <u>Watab</u> Township T N 37 R W 31	Sections: 25, 26, 27, 34, 35, and 36	Sections:
Benton County <u>Minden</u> Township T N 36 R W 30	Sections: 6, 7, 8, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, and 36	Sections: 26, 27, 28, 29, 32, 33, 34, 35, and 36
Benton County <u>St. George</u> Township T N 36 R W 29	Sections: 31	Sections:

EXHIBIT A (continued)

ST. CLOUD MUNICIPAL AIRPORT

ZONING ORDINANCE

This Ordinance affects all or a portion of the following sections of land:

TYPE OF AIRPORT ZONING		
NAME AND NUMBER OF TOWNSHIP	AIRSPACE OBSTRUCTION ZONING Section IV of Ordinance Pages 1 and 2 of Zoning Map.	LAND USE SAFETY ZONING Section V of Ordinance Page 4 of Zoning Map.
Sherburne County <u>Haven</u> Township T N 35 R W 30	Sections: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 36	Sections: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23
Sherburne County <u>Clear Lake</u> Township T N 34 R W 30	Sections: 1	Sections:
Sherburne County <u>Clear Lake</u> Township T N 34 R W 29	Sections: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 20, 21, and 22	Sections:
Sherburne County <u>Palmer</u> Township T N 35 R W 29	Sections: 6, 7, 17, 18, 19, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, and 36	Sections:

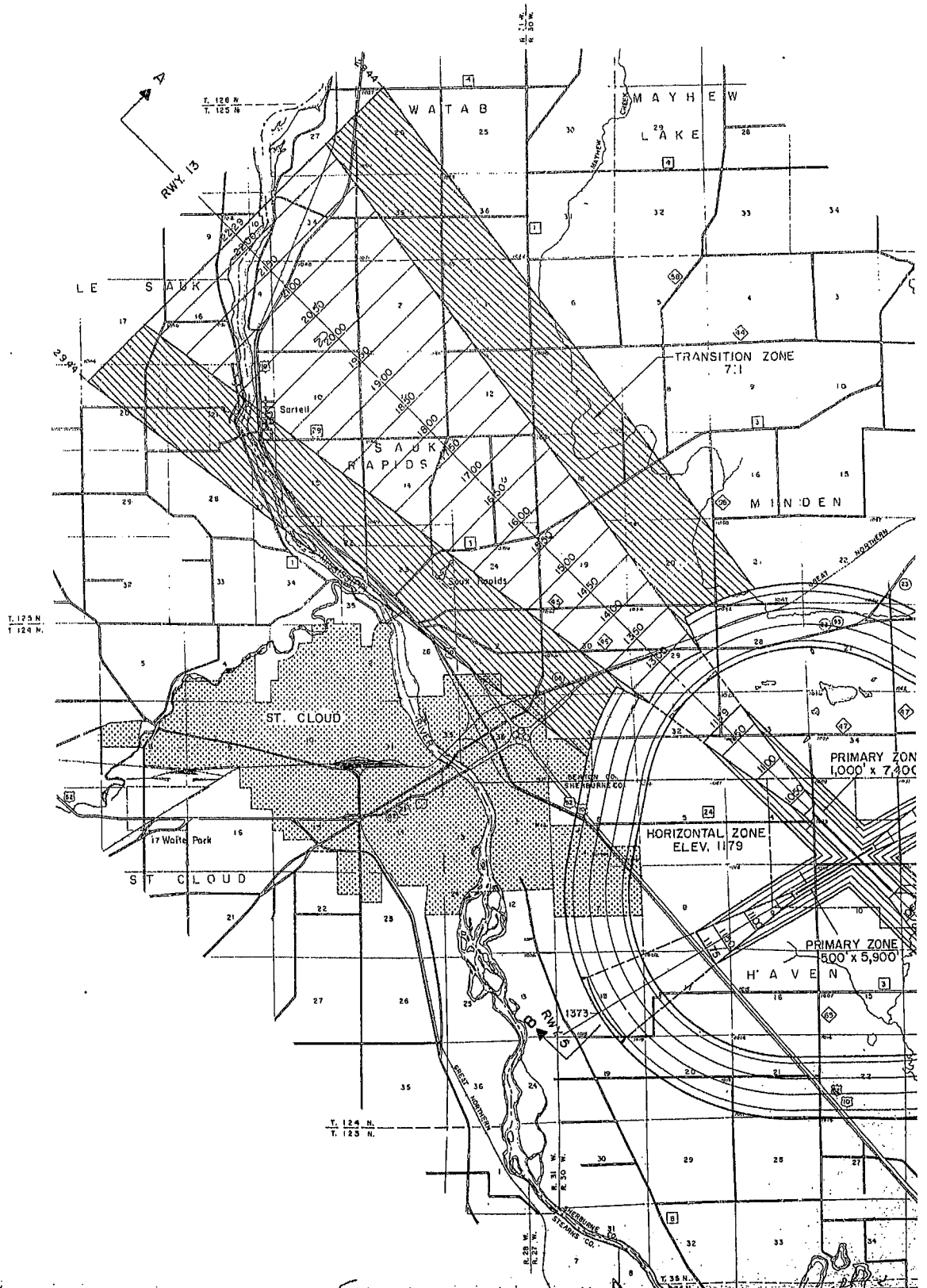
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OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA
COUNTY OF SHERBURNE

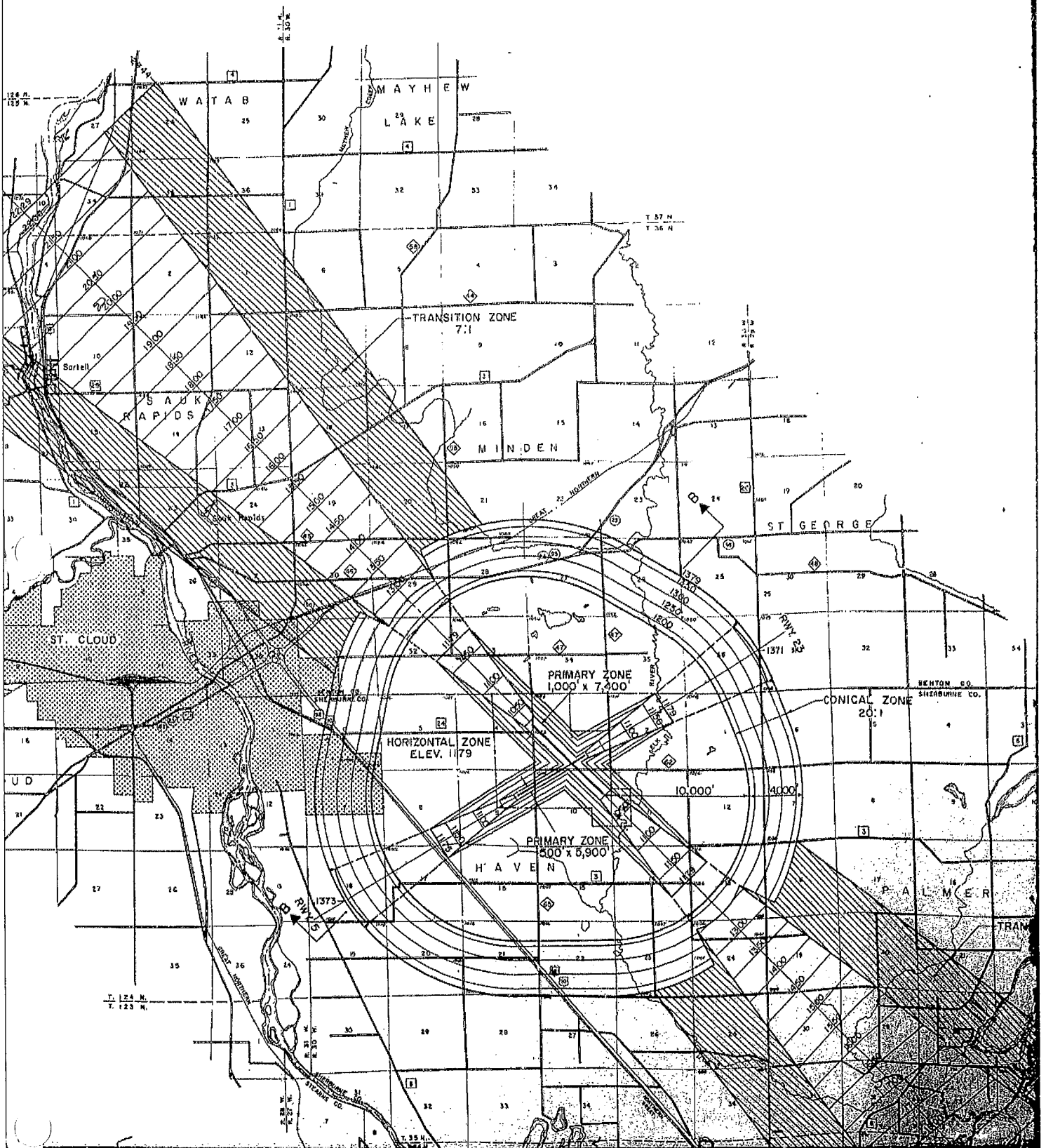
I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD
ON Jan 12, 1977 at 2:PM
AND WAS RECORDED IN SAID OFFICE AS
INSTRUMENT NO. 139241
DAN BAILEY, COUNTY RECORDER
Louise Thompson DEPUTY.

REC. BK	IND.			139241
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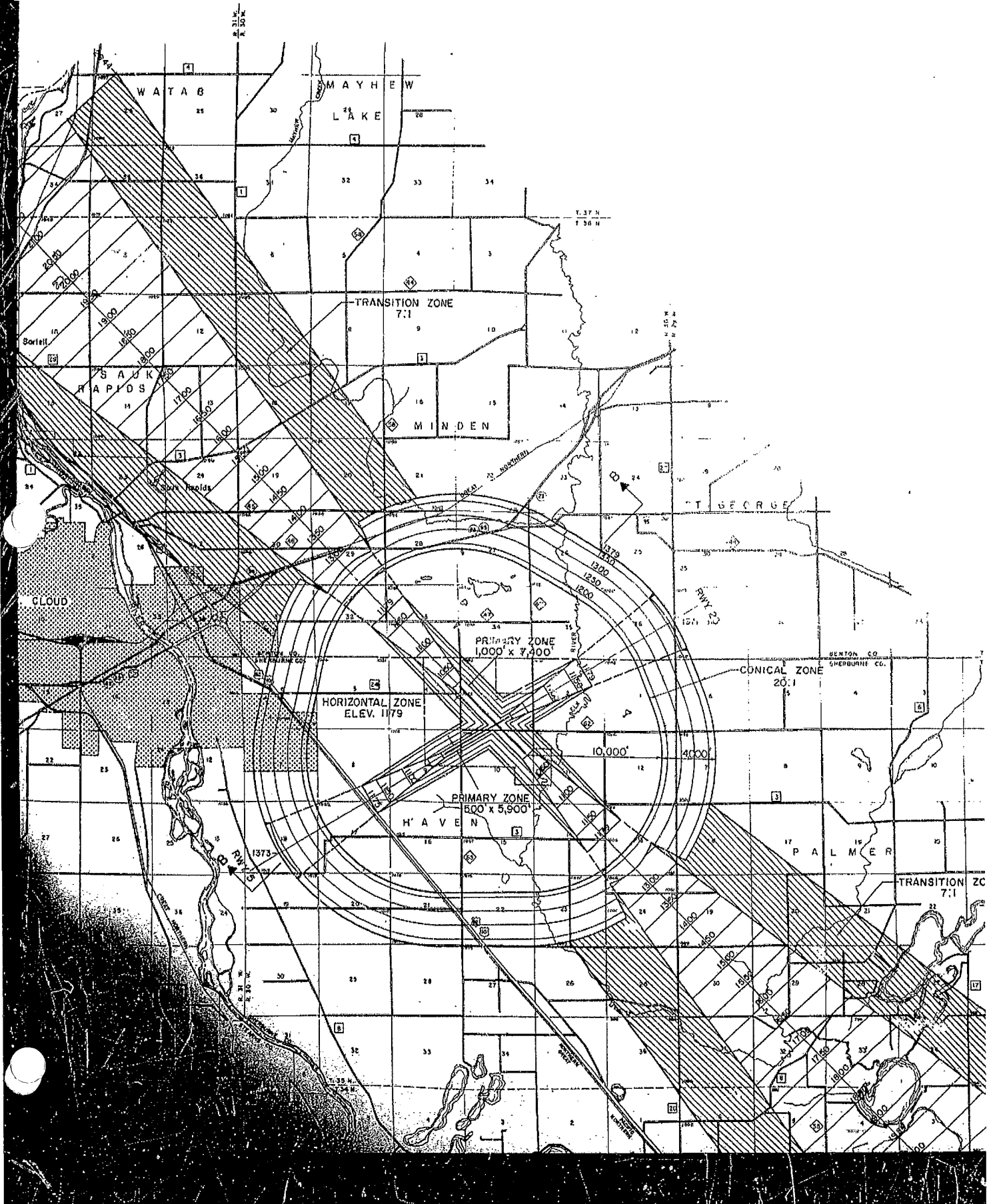
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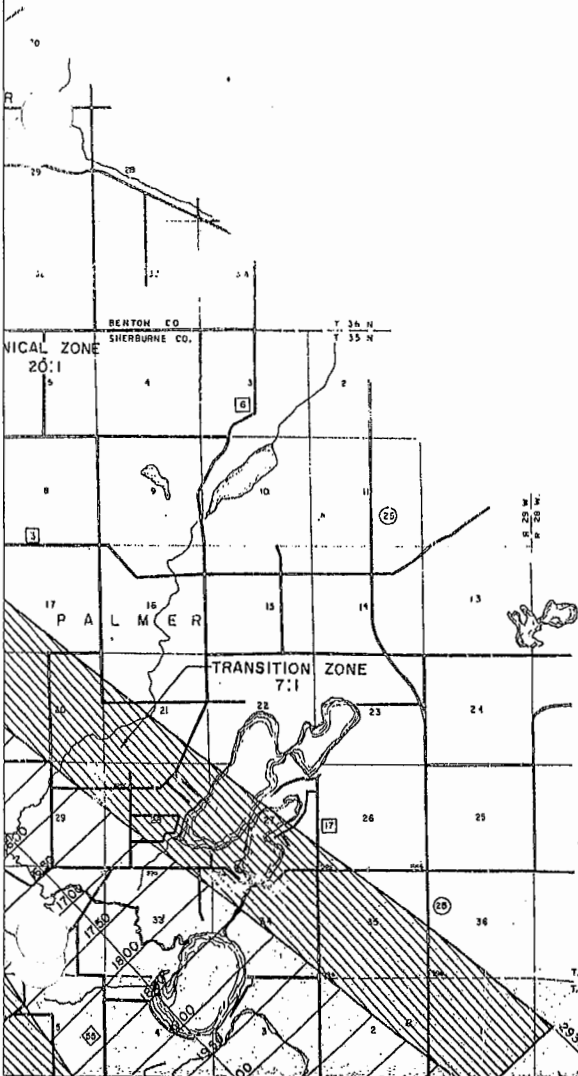
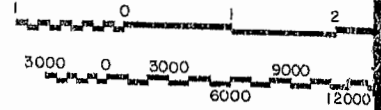
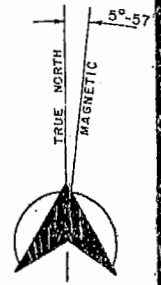
139241



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NOTES:

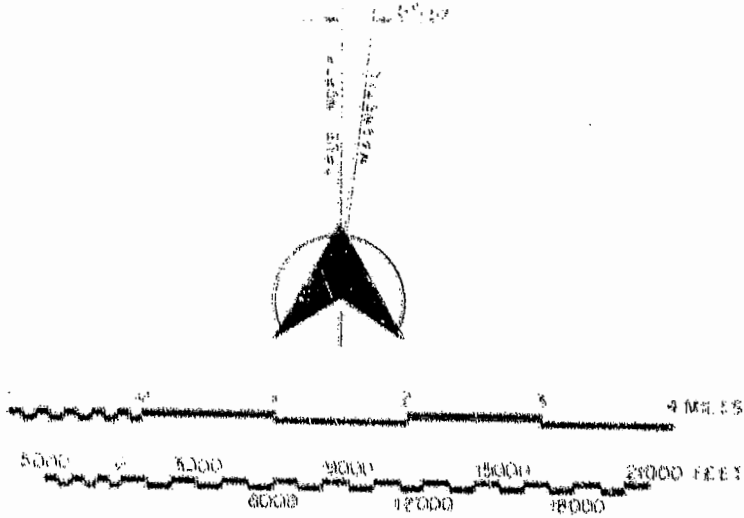
1. ESTABLISHED AIRPORT ELEVATION 10
2. ALL ELEVATIONS ARE IN FEET ABOVE
3. THE AERIAL CONTOURS ILLUSTRATE THE LIMITATIONS WITHIN EACH ZONE.
4. ZONING APPLIES TO THE AREAS UNDER IMAGINARY SURFACE BOUNDARIES.
5. A SLOPE SUCH AS 40:1 EXPRESSES THE DISTANCE OF 40 FEET TO THE VERTICAL OF 1 FOOT.
6. SEE SHEET 2 FOR DIMENSIONS & SLOPES

LEGEND

- ULTIMATE RUNWAY ————
- ZONE BOUNDARY ————
- AERIAL CONTOURS ————

139241

NO Charge
Not legible

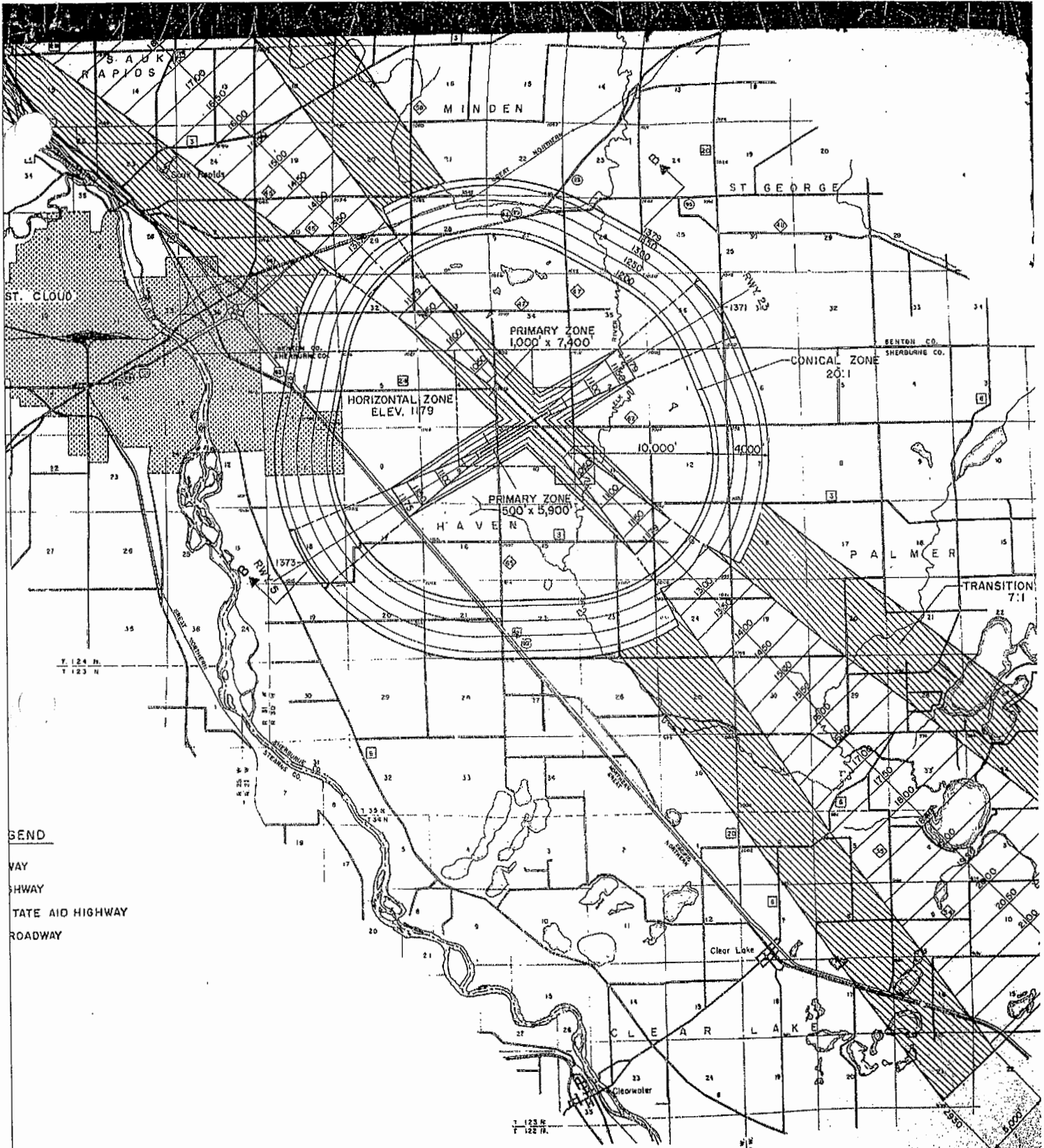


NOTES

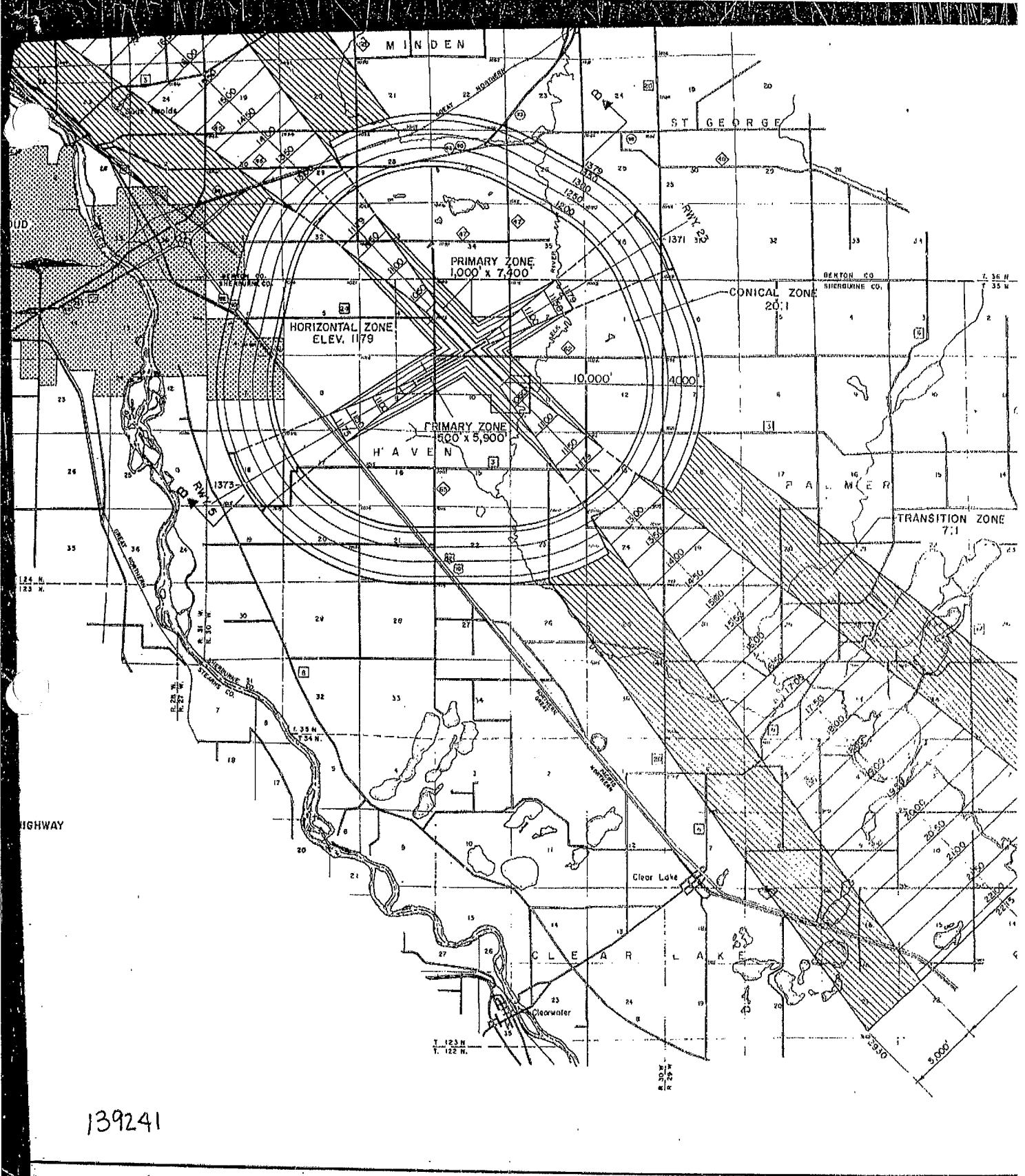
- 1. ESTABLISHED AIRPORT ELEVATION 1029 M S L.
 - 2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - 3. THE AERIAL CONTOURS ILLUSTRATE THE HEIGHT LIMITATIONS WITHIN EACH ZONE.
 - 4. LIMIT APPLIES TO THE AREAS UNDERLYING THE MARGINAL SURFACE BOUNDARIES.
 - 5. SLOPE SUCH AS 1:1 EXPRESSES THE HORIZONTAL DISTANCE OF 40 FEET TO THE VERTICAL DISTANCE OF 1 FOOT.
- SEE SHEET 1 FOR DIMENSIONS OF APPROACH ZONES

LEGEND

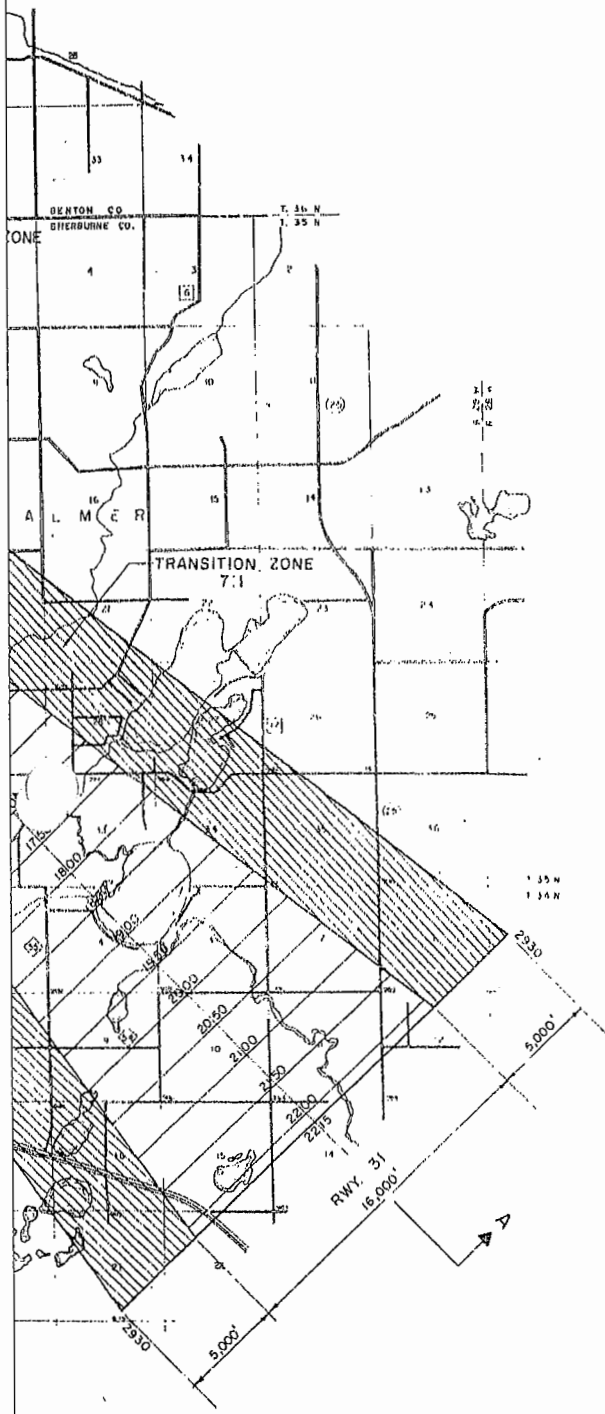
- ESTABLISHED RUNWAY —————
- ZONE BOUNDARY —————
- AERIAL CONTOURS - - - - -



139241



139241



NOTES:

1. ESTABLISHED AIRPORT ELEVATION 1029 M.
2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN
3. THE AERIAL CONTOURS ILLUSTRATE THE HEIGHT LIMITATIONS WITHIN EACH ZONE.
4. ZONING APPLIES TO THE AREAS UNDERLYING THE IMAGINARY SURFACE BOUNDARIES.
5. A SLOPE SUCH AS 40:1 EXPRESSES THE HORIZONTAL DISTANCE OF 40 FEET TO THE VERTICAL DISTANCE OF 1 FOOT.
6. SEE SHEET 2 FOR DIMENSIONS & SLOPES OF AIRWAY

LEGEND

- ULTIMATE RUNWAY —————
- ZONE BOUNDARY —————
- AERIAL CONTOURS —————

CITY OF SAINT CLOUD SAINT CLOUD
AIRPORT AIRSPACE
TOLTZ, KING, DUVAL ENGINEERS AND ARCHITECTS
I HEREBY CERTIFY THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DATE <u>12/16/76</u>

OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA,
COUNTY OF SHERBURNE

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON Jan 12 1977 at 2:10 PM AND WAS RECORDED IN SAID OFFICE AS INSTRUMENT NO. 139241

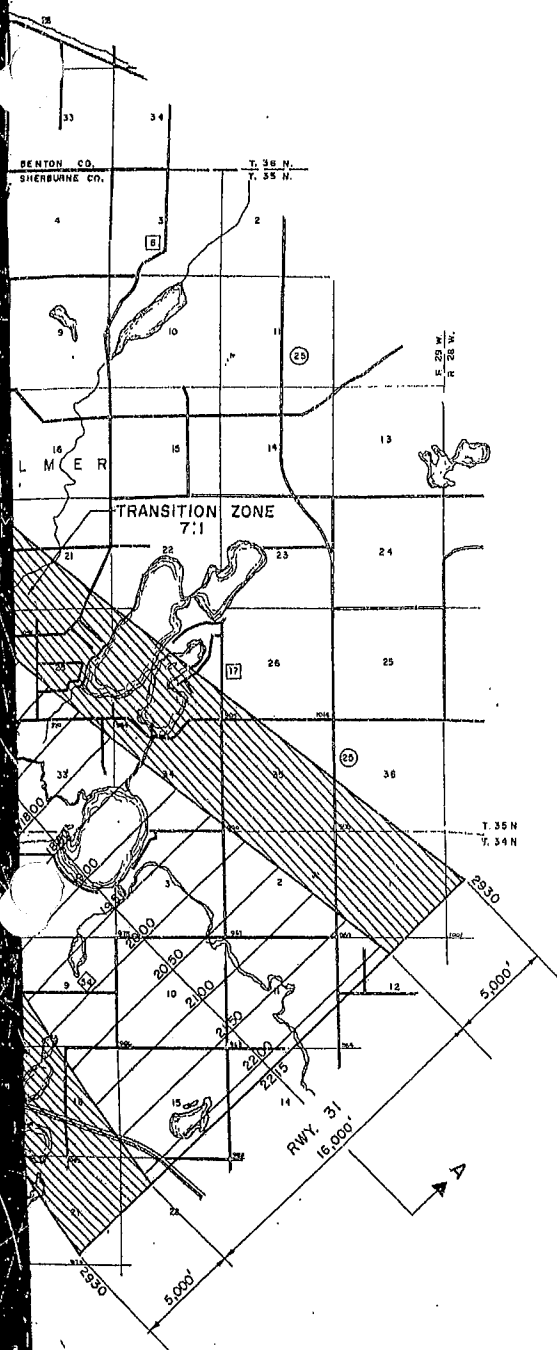
DAN BAILEY, COUNTY RECORDER

Jessie Thompson DEPUTY.

REC. BK	IND.	2329	
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NOTES:

1. ESTABLISHED AIRPORT ELEVATION 1029 M.S.
2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
3. THE AERIAL CONTOURS ILLUSTRATE THE HEIGHT LIMITATIONS WITHIN EACH ZONE.
4. ZONING APPLIES TO THE AREAS UNDERLYING THE IMAGINARY SURFACE BOUNDARIES.
5. A SLOPE SUCH AS 40:1 EXPRESSES THE HORIZONTAL DISTANCE OF 40 FEET TO THE VERTICAL DISTANCE OF 1 FOOT.
6. SEE SHEET 2 FOR DIMENSIONS & SLOPES OF APPROACHES.



LEGEND

- ULTIMATE RUNWAY
- ZONE BOUNDARY
- AERIAL CONTOURS

CITY OF SAINT CLOUD
SAINT CLOUD

AIRPORT
AIRSPACE

TOLTZ, KING, DUVALL,
ENGINEERS AND ARCHITECTS

I HEREBY CERTIFY THAT THE
UNDER MY DIRECT SUPERVISION
DULY REGISTERED PROFESSIONAL
THE LAWS OF THE STATE OF MINNESOTA

OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA,
COUNTY OF SHERBURNE

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD

ON Jan 12 1977 at 2:10 PM

AND WAS RECORDED IN SAID OFFICE AS

INSTRUMENT NO. 139241

DAN BAILEY, COUNTY RECORDER
Lucienne Thompson DEPUTY.

REC. BK	IND.	23291
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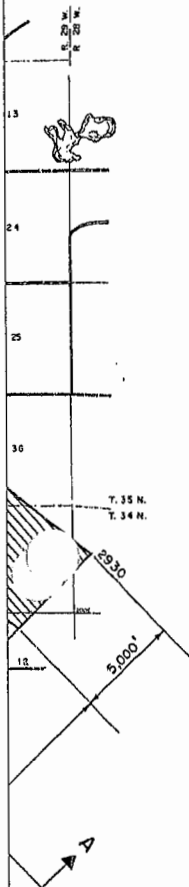
DATE 12/16/76

NOTES:

1. ESTABLISHED AIRPORT ELEVATION 1029 M.S.L.
2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
3. THE AERIAL CONTOURS ILLUSTRATE THE HEIGHT LIMITATIONS WITHIN EACH ZONE.
4. ZONING APPLIES TO THE AREAS UNDERLYING THE IMAGINARY SURFACE BOUNDARIES.
5. A SLOPE SUCH AS 40'1 EXPRESSES THE HORIZONTAL DISTANCE OF 40 FEET TO THE VERTICAL DISTANCE OF 1 FOOT.
6. SEE SHEET 2 FOR DIMENSIONS & SLOPES OF APPROACH ZONES.

LEGEND

- ULTIMATE RUNWAY _____
- ZONE BOUNDARY _____
- AERIAL CONTOURS _____



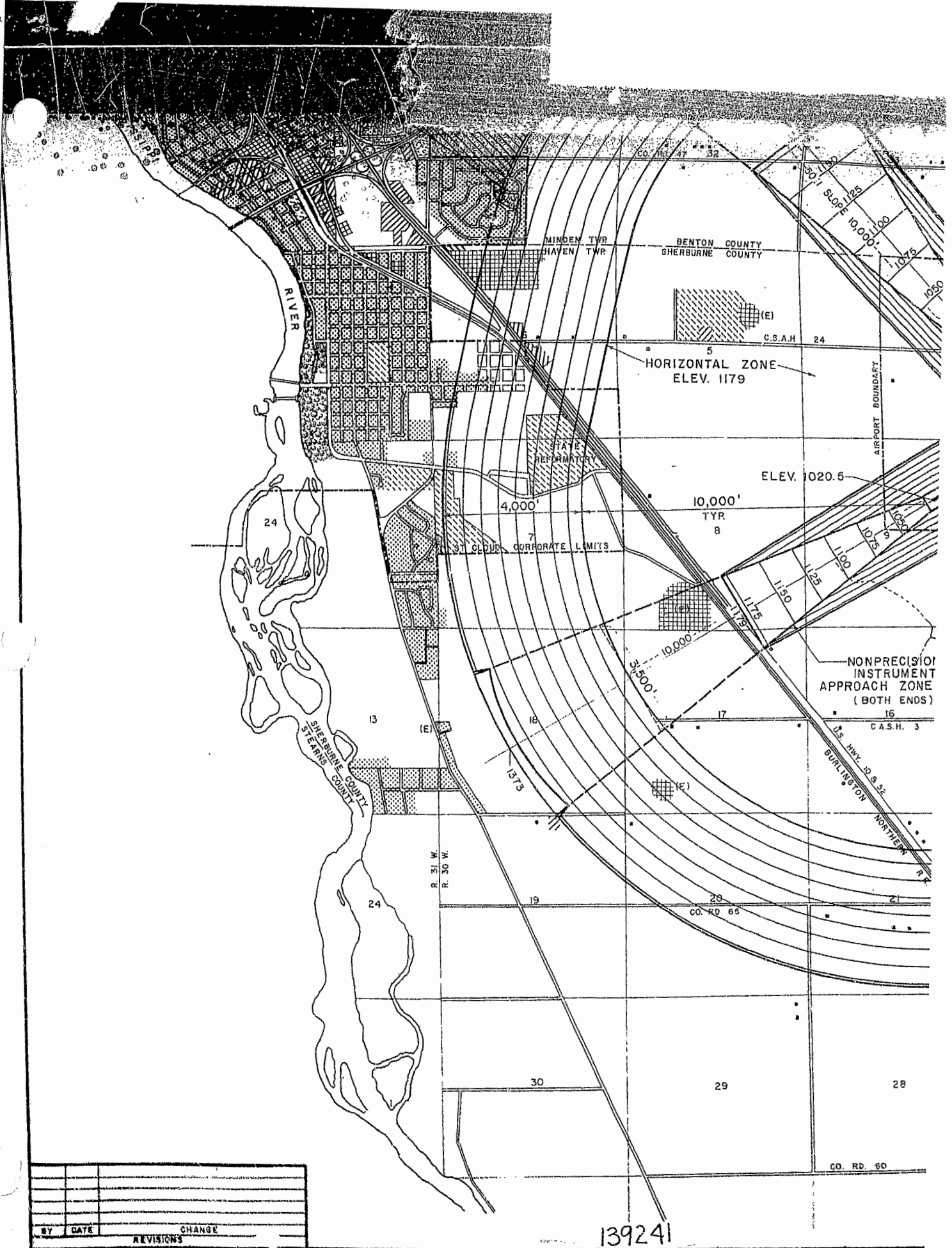
CITY OF SAINT CLOUD, MINNESOTA SAINT CLOUD MUNICIPAL AIRPORT	
AIRPORT ZONING PLAN AIRSPACE ZONING MAP	
TOLTZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC. ENGINEERS AND ARCHITECTS, SAINT PAUL, MINN.	
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DRAWN <u>J.E.A.</u> CHECKED <u>J.E.V.</u> DATE <u>12/16/76</u>
<u>William E. Coyne</u> DATE <u>12/16/76</u>	SHEET 1 of 4 SHEETS

OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA,
COUNTY OF SHERBURNE

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON Jan 13, 1977 at 2:00 AND WAS RECORDED IN SAID OFFICE AS INSTRUMENT NO. 139241

DAN BAILEY, COUNTY RECORDER
Passine Thompson DEPUTY

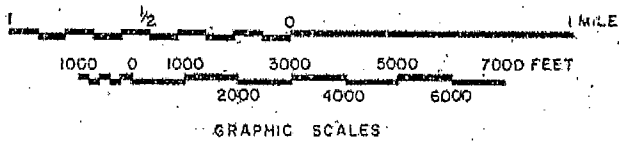
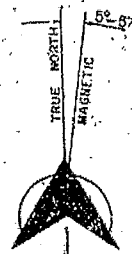
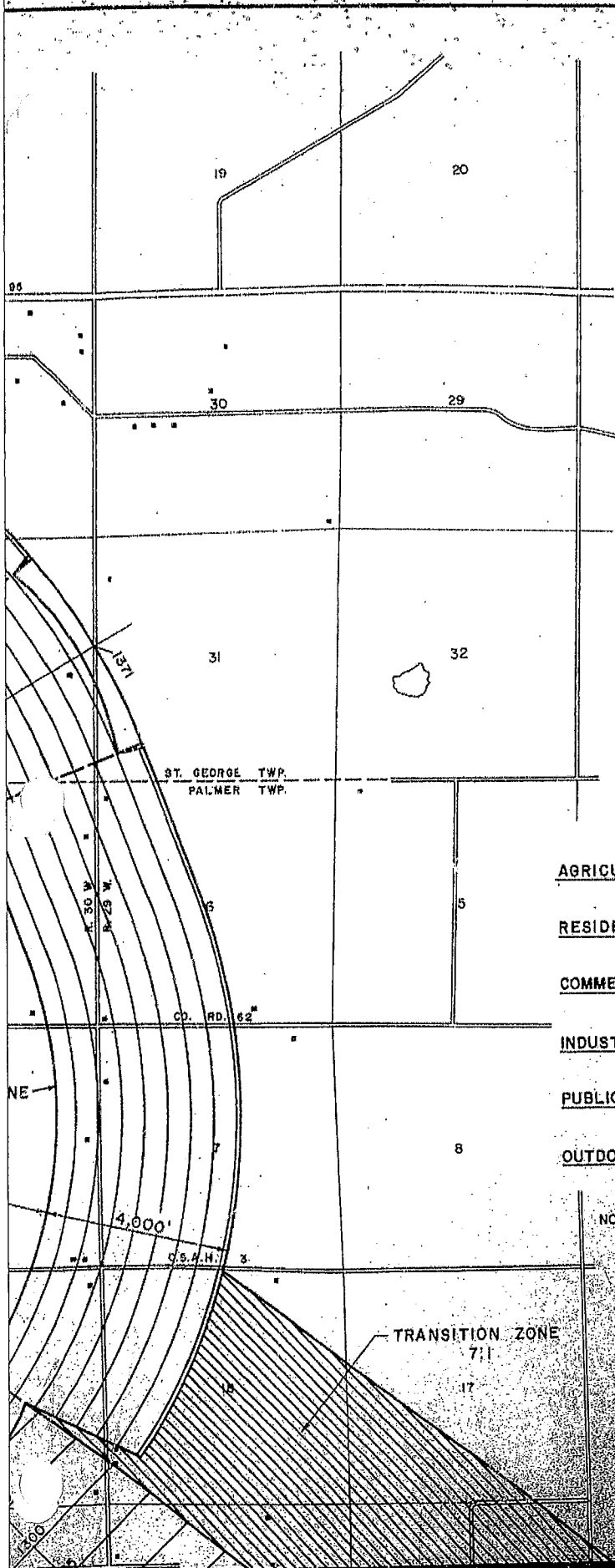
REC. BK	IND.	2327
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BY	DATE	CHANGE

REVISIONS

139241



NOTES:

1. ESTABLISHED AIRPORT ELEVATION 1029 M.S.L.
2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
3. THE AERIAL CONTOURS ILLUSTRATE THE HEIGHT LIMITATIONS WITHIN EACH ZONE.
4. ZONING APPLIES TO THE AREAS UNDERLYING THE IMAGINARY SURFACE BOUNDARIES.
5. A SLOPE SUCH AS 40:1 EXPRESSES THE HORIZONTAL DISTANCE OF 40 FEET TO THE VERTICAL DISTANCE OF 1 FOOT.

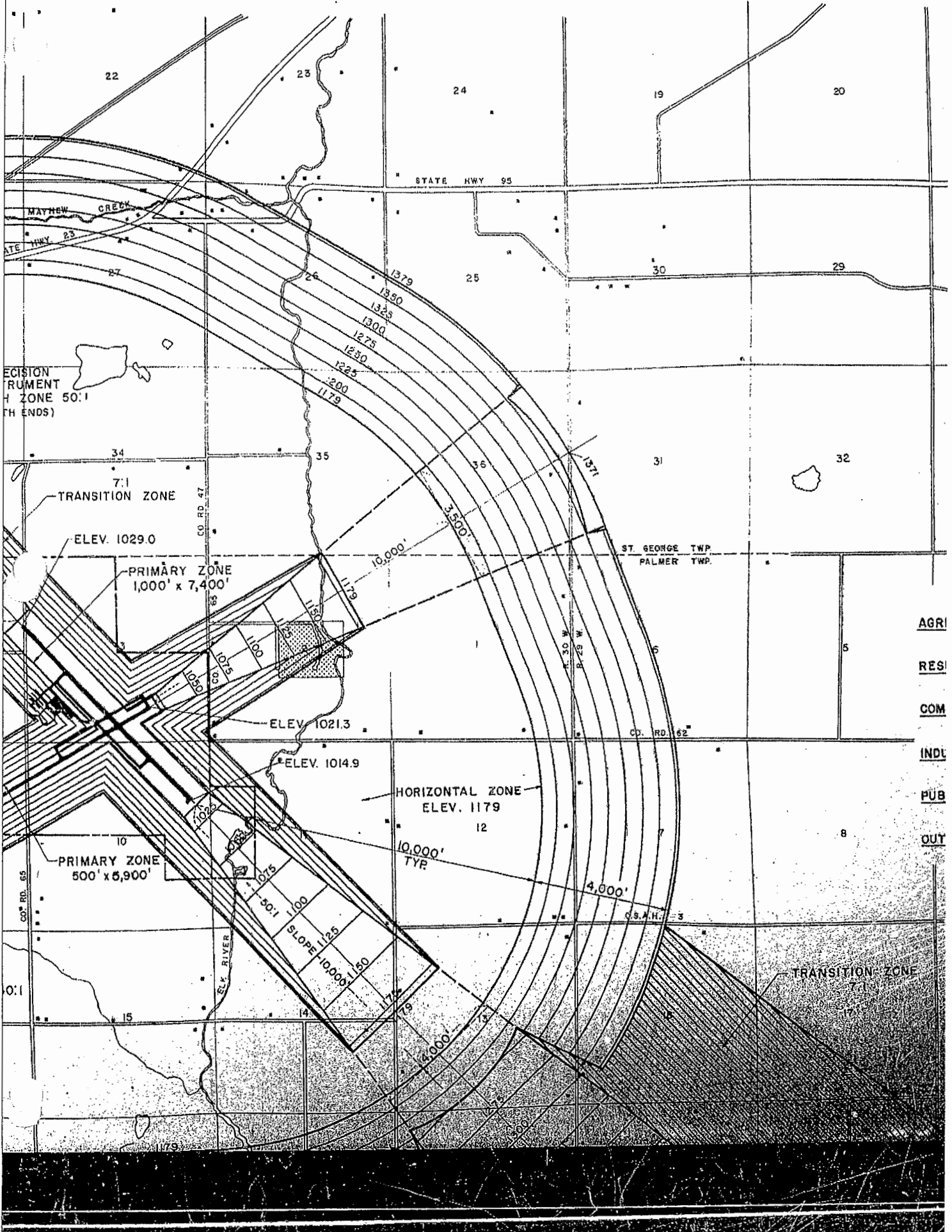
OFF-AIRPORT LAND USE CODING

AGRICULTURAL - Includes farming, farmsteads, scattered non-farm residential, undeveloped land and water.	
RESIDENTIAL - Includes concentrated areas of single family, multifamily, mobile homes and related uses.	
COMMERCIAL - Includes retail and wholesale trade, personal and business services, hotels-motels and related uses.	
INDUSTRIAL - Includes manufacturing, transportation, communication, utilities, extraction (E) and related uses.	
PUBLIC & QUASI-PUBLIC - Includes governmental (G), educational (S), medical, religious, cemeteries and related uses.	
OUTDOOR RECREATION - Includes parks, playgrounds, golf courses, and related uses.	

NOTE: BASE MAP DEPICTS EXISTING LAND USE

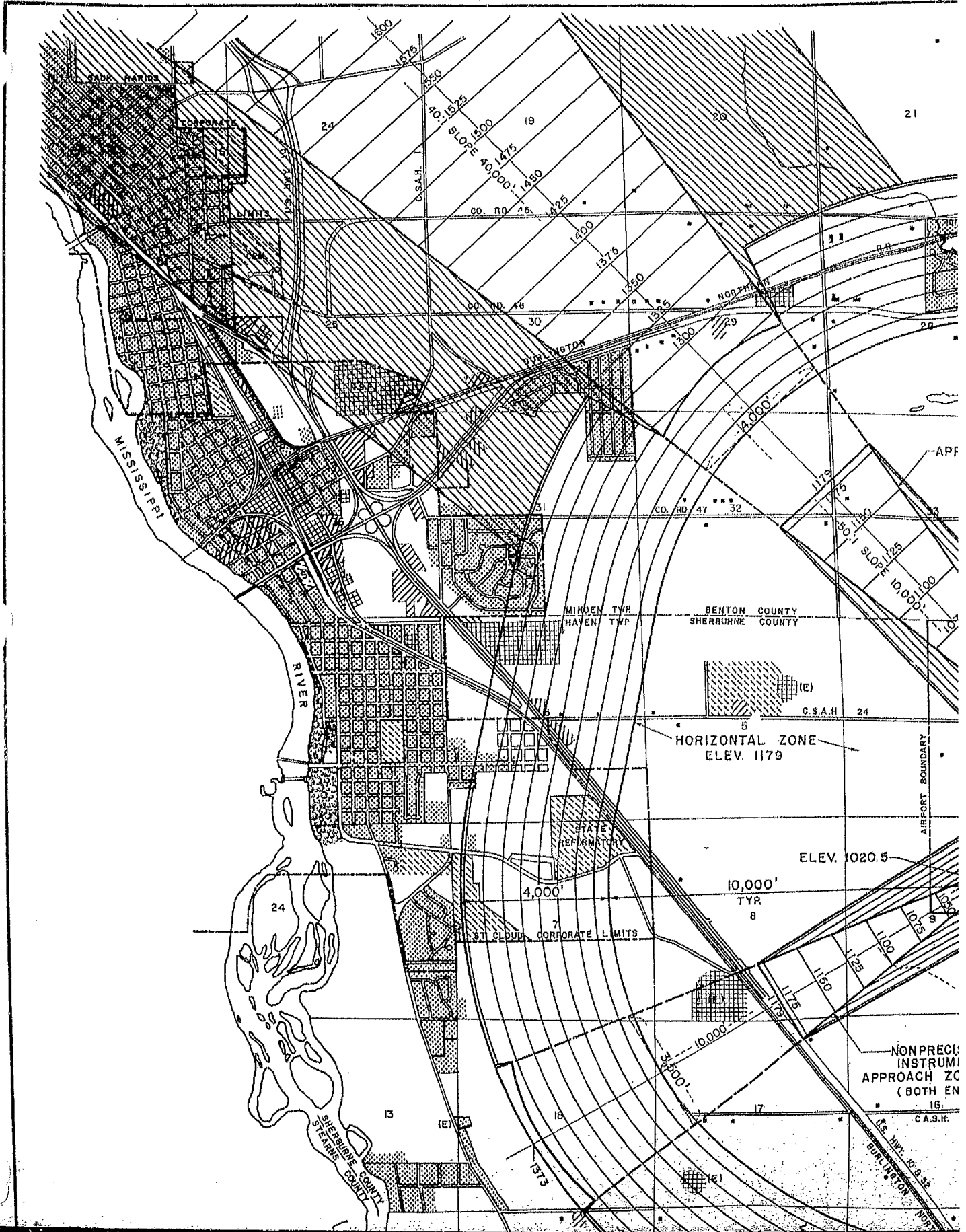
LEGEND

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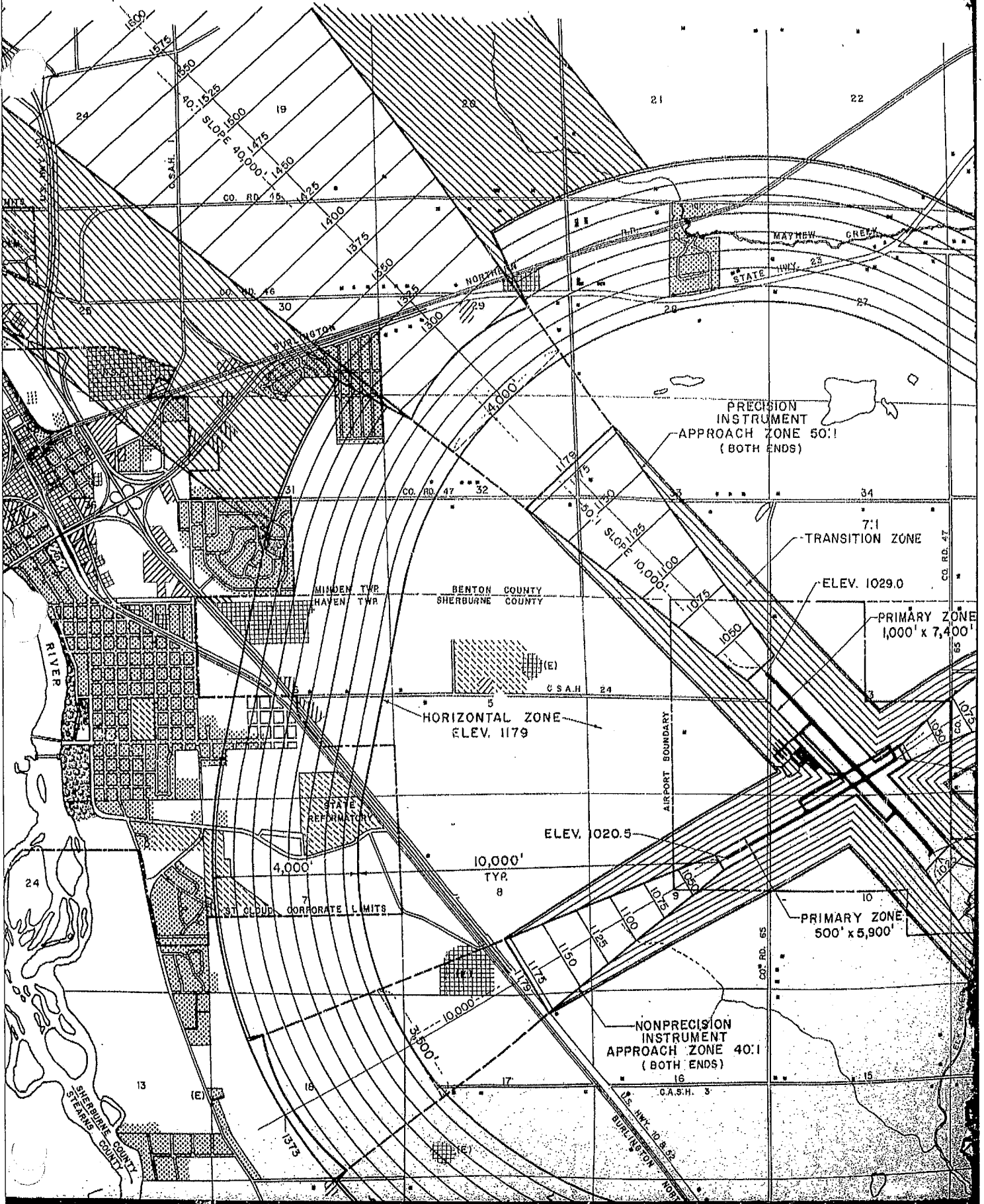
NON PRECISE INSTRUMENT APPROACH ZONE (BOTH ENDS)

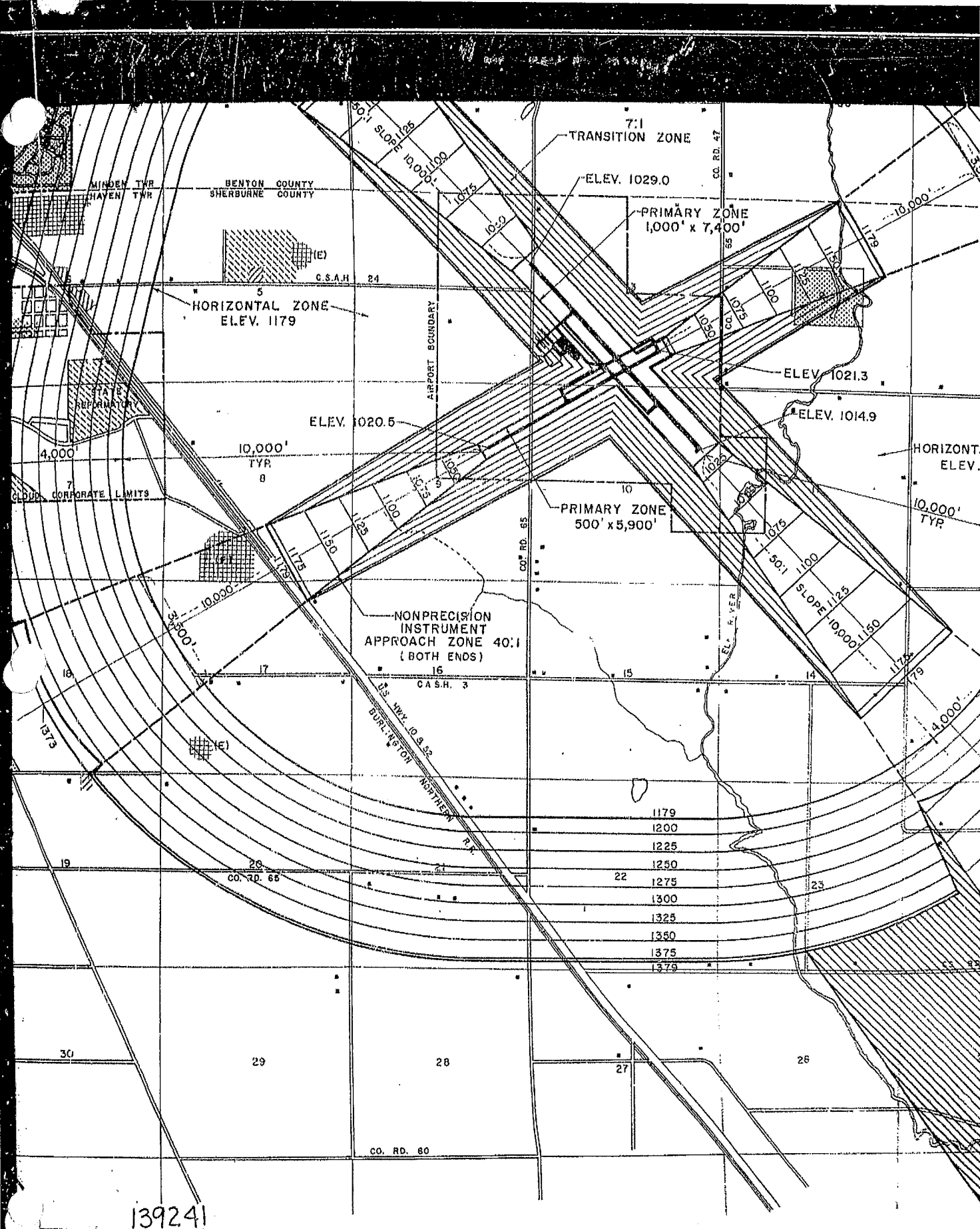
C.S.A.H. 16

US. PAT. 30-8-32

BENTON COUNTY

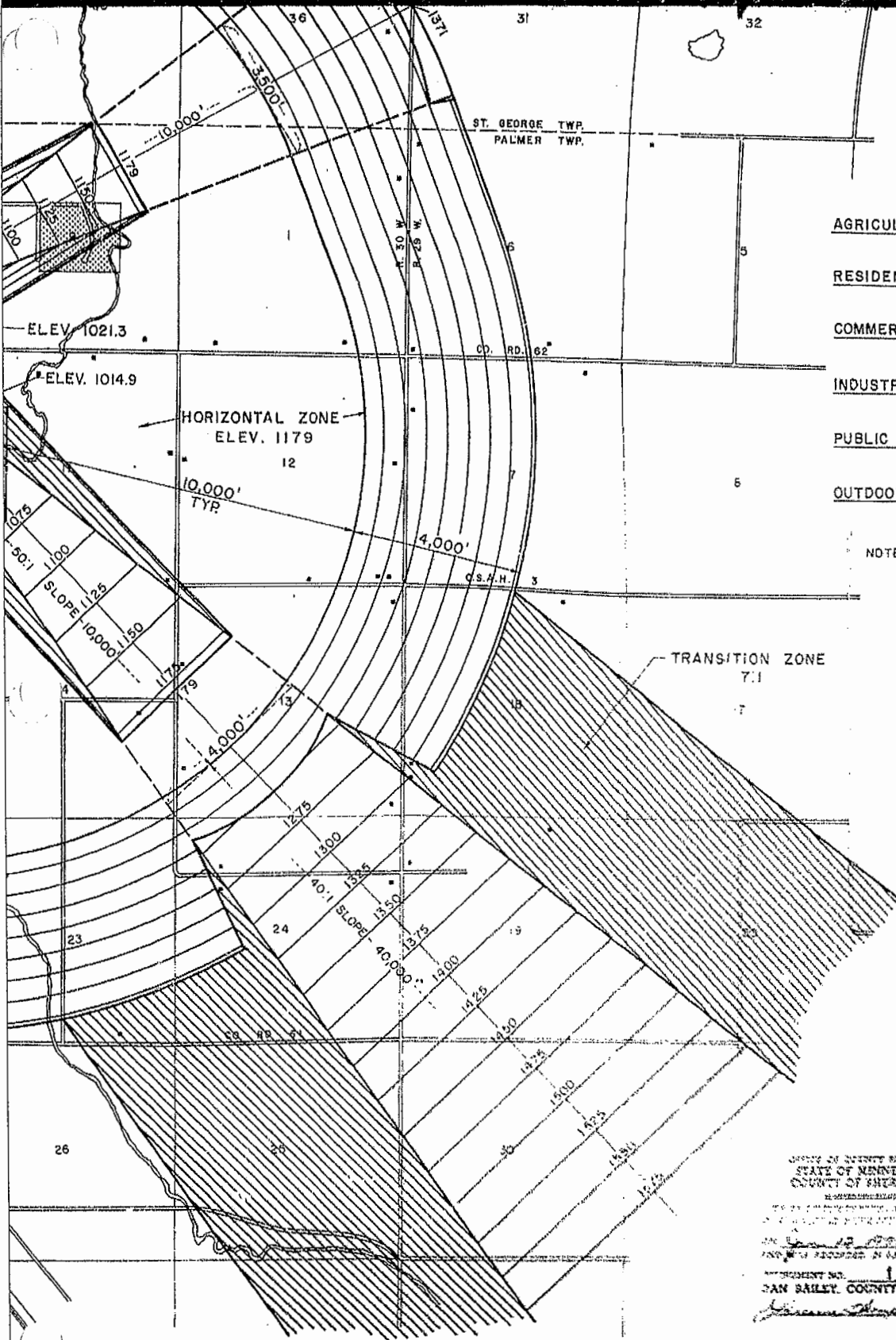
139241





139241

SCALE OF 1" = 40 FEET
 DISTANCE OF 40 FEET TO
 OF 1 FOOT.



OFF - AIRPORT LAND USE

- AGRICULTURAL** - Includes farming, farmsteads non-farm residential, undeveloped land
- RESIDENTIAL** - Includes concentrated areas of multifamily, mobile homes and related
- COMMERCIAL** - Includes retail and wholesale and business services, hotels-motels
- INDUSTRIAL** - Includes manufacturing, transportation, utilities, extraction (E)
- PUBLIC & QUASI-PUBLIC** - Includes government medical, religious, cemeteries and related
- OUTDOOR RECREATION** - Includes parks, playgrounds, golf courses, and related uses.

NOTE: BASE MAP DEPICTS EXISTING LAND

LEGEND

- ULTIMATE RUNWAY - [Symbol]
- ZONE BOUNDARY - [Symbol]
- AERIAL CONTOURS - [Symbol]
- NOTE: EXISTING RUNWAY - FARM DW - IMMEDIATE AIR

CITY OF SAINT CLOUD
 SAINT CLOUD

AIRPORT AIRSPACE

TOLTZ, KING, DUVAL
 ENGINEERS AND ARCHITECTS

WE HEREBY CERTIFY THAT THE
 UNDER MY DIRECT SUPERVISION
 DULY REGISTERED PROFESSIONAL
 THE STATE OF MINNESOTA

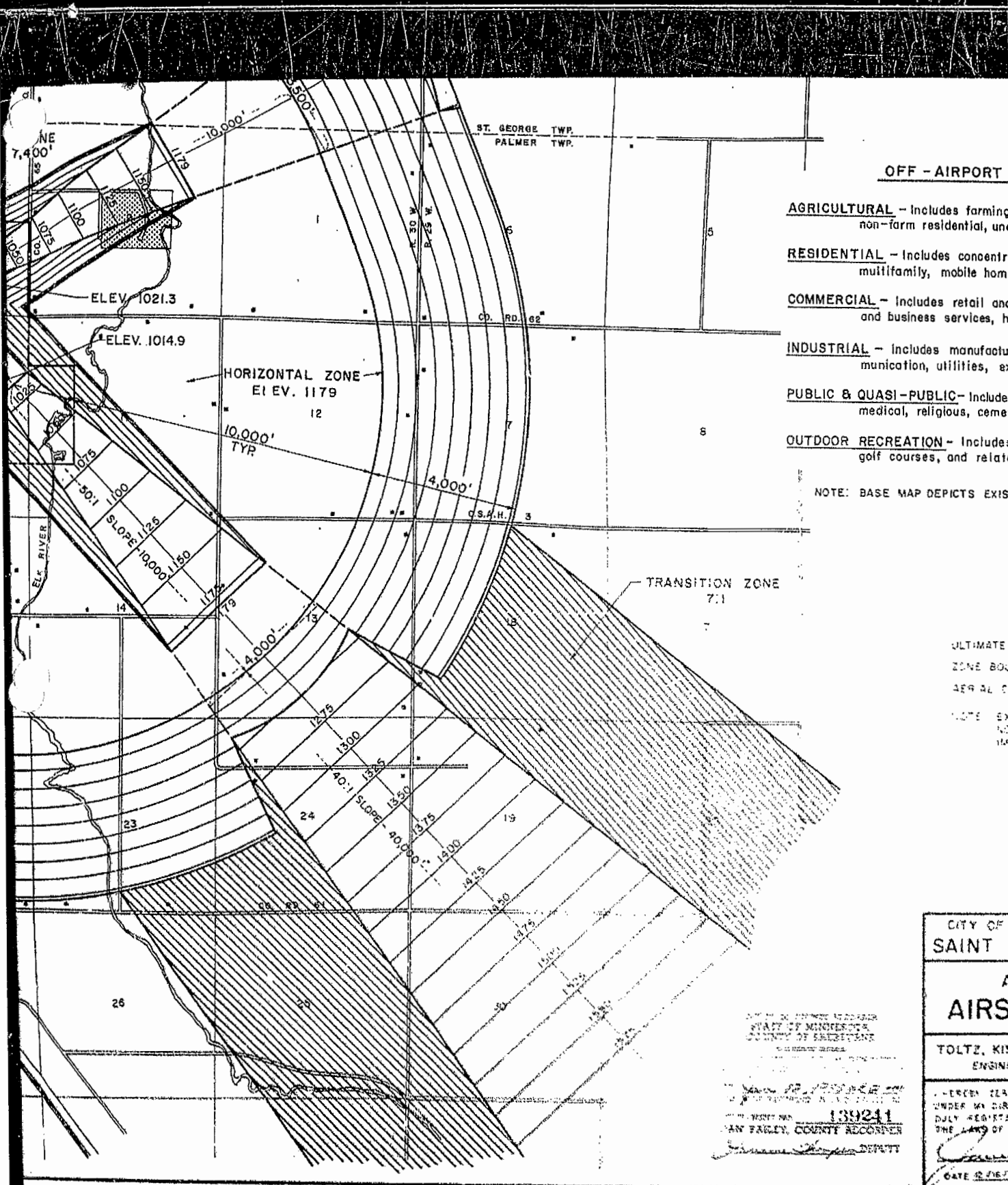
DATE 12/18/76

OFFICE OF COUNTY RECORDS
 STATE OF MINNESOTA
 COUNTY OF SHERBURN

RECORDED IN BOOK 139241
 PAGE 12

139241
 DAN SAILER, COUNTY RECORDER

REV BY	DATE	DESCRIPTION
		2527



OFF - AIRPORT

AGRICULTURAL - Includes farming
non-farm residential, unc

RESIDENTIAL - Includes concentr
multifamily, mobile hom

COMMERCIAL - Includes retail and
and business services, h

INDUSTRIAL - Includes manufactu
munication, utilities, ex

PUBLIC & QUASI-PUBLIC - Includes
medical, religious, cemet

OUTDOOR RECREATION - Includes
golf courses, and relate

NOTE: BASE MAP DEPICTS EXIS'

ULTIMATE
ZONE BOU
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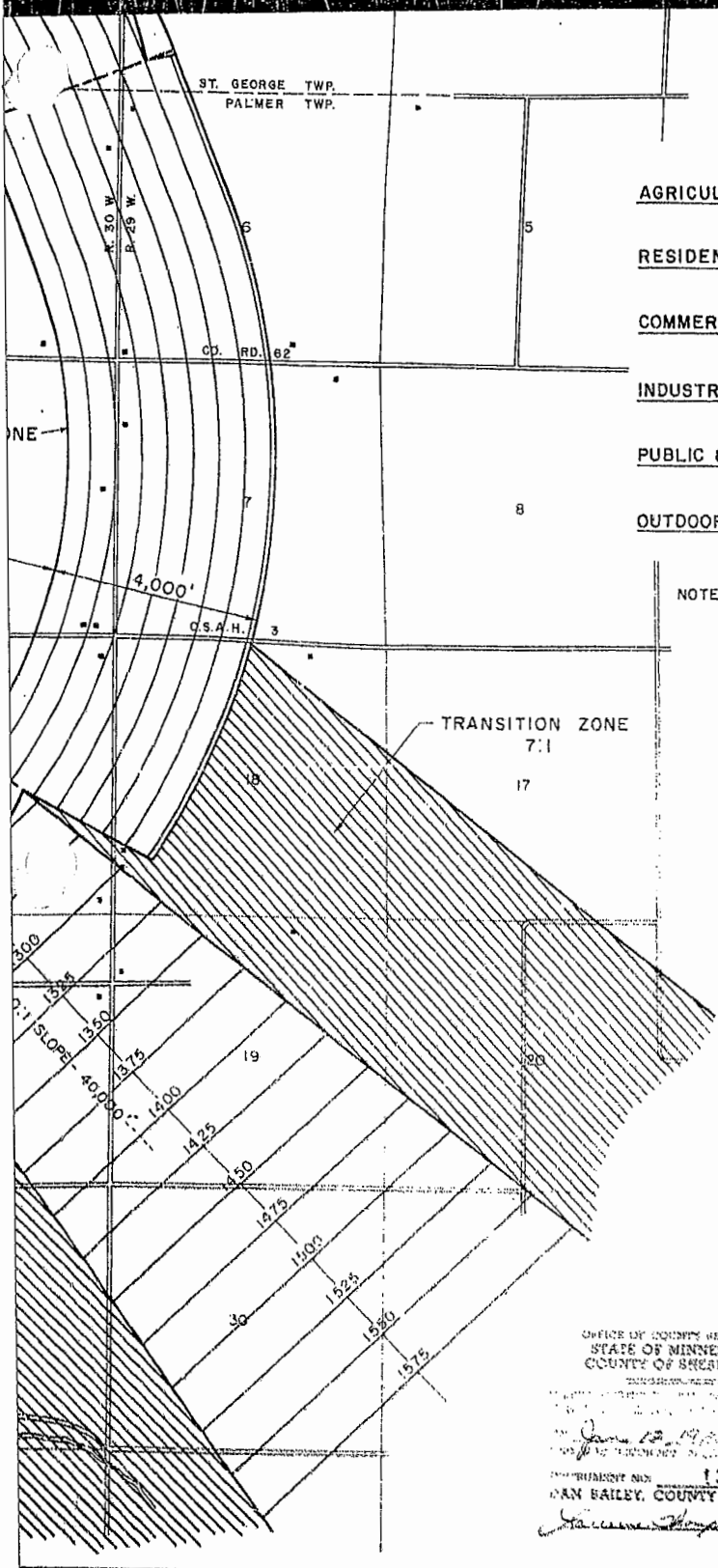
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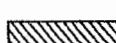
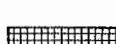
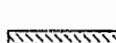
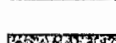
DATE 12/17/77

STATE OF MINNESOTA
COUNTY OF SAHIBIAN
REGISTERED
139241
SAN FAYLEY, COUNTY RECORDER
DEPUTY

REG. EX 100 2577






OFF - AIRPORT LAND USE CODING

- AGRICULTURAL** - Includes farming, farmsteads, scattered non-farm residential, undeveloped land and water. 
- RESIDENTIAL** - Includes concentrated areas of single family, multifamily, mobile homes and related uses. 
- COMMERCIAL** - Includes retail and wholesale trade, personal and business services, hotels - motels and related uses. 
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NOTE: BASE MAP DEPICTS EXISTING LAND USE

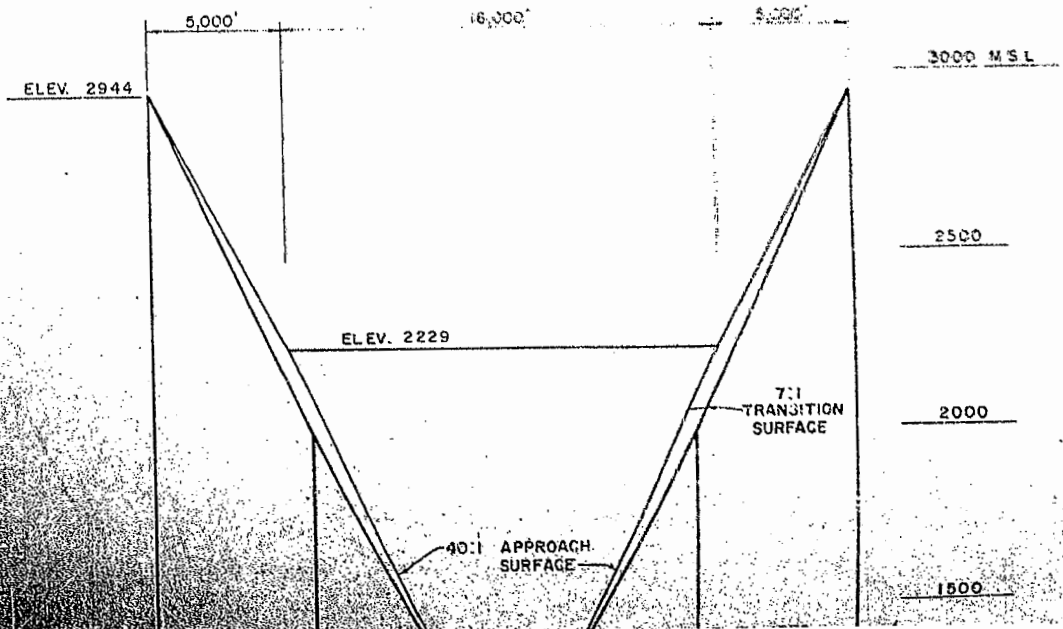
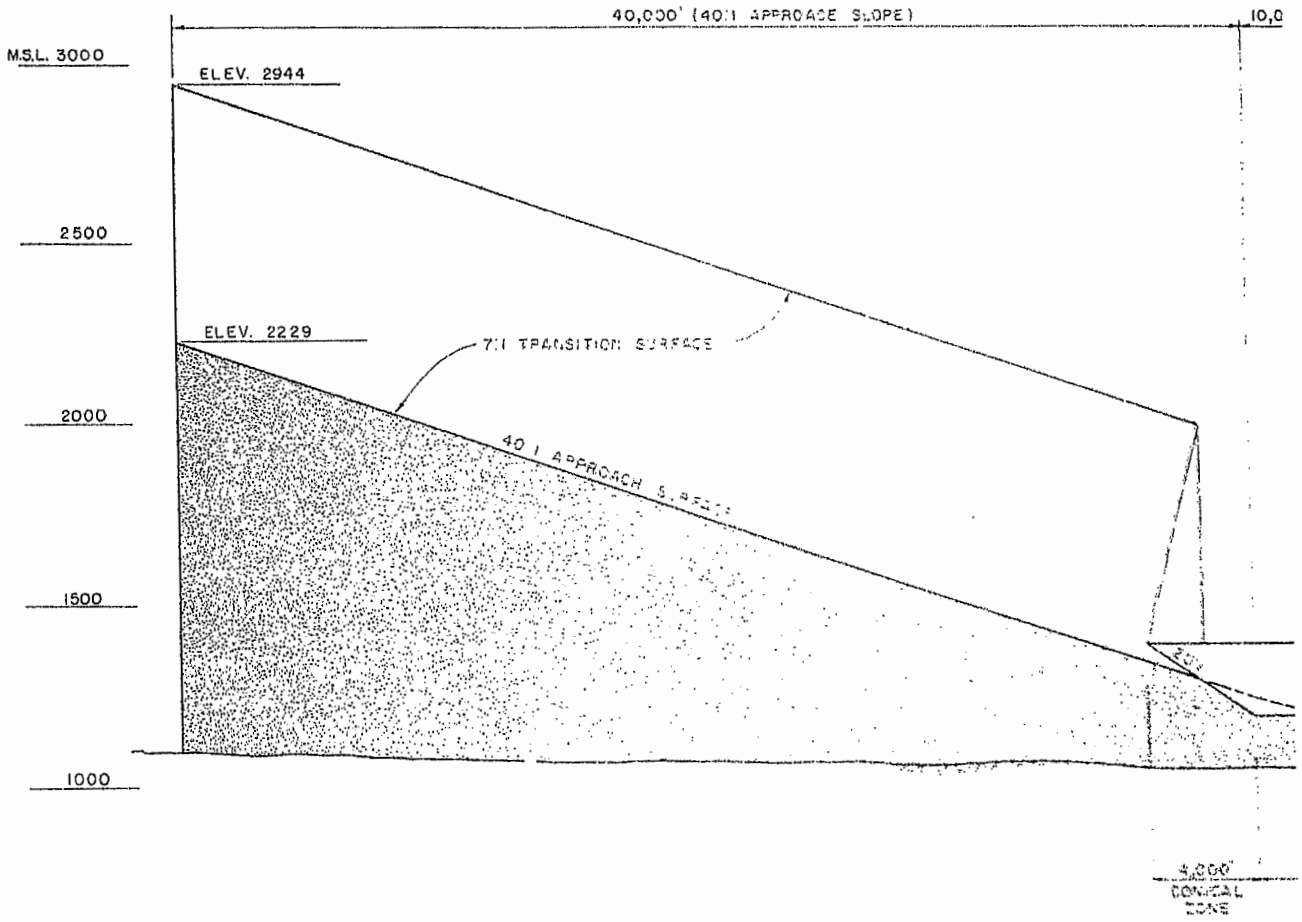
LEGEND

- ULTIMATE RUNWAY 
- ZONE BOUNDARY 
- LEGAL CONTOURS 
- NOTE: EXISTING RURAL FARM AND OTHER FARM DWELLINGS SHOWN IN DOTTED AREA AIRPORT ZONING ONLY

OFFICE OF COUNTY RECORDS
STATE OF MINNESOTA
COUNTY OF SHELBURN
RECORDED
JAN 12 1977
RECORD NO. 139211
DAN BAILEY, COUNTY RECORDER
Deputy

CITY OF SAINT CLOUD, MINNESOTA	
SAINT CLOUD MUNICIPAL AIRPORT	
AIRPORT ZONING PLAN AIRSPACE ZONING MAP	
YOLTZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC. ENGINEERS AND ARCHITECTS, SAINT PAUL, MINN.	
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA	DRAWN JEA CHECKED JEN DATE 12/16/76
 DATE 12/16/76	SHEET 2 of 4 SHEETS
REG. NO. 6200	

REG. EX. IND. 23291



40,000' (40:1 APPROACH SLOPE)

10,000' (50:1 APPR. SLOPE)

ELEV. 2944

ELEV. 2229

7:1 TRANSITION SURFACE

40:1 APPROACH SURFACE

ELEV. 1379

HORIZONTAL SURFACE
ELEV. 1379

ELEV. 1029

50:1 APPR. SURF

200' 7,000' RUNW.

4,000'	10,000'	7,400'
CONICAL ZONE	HORIZONTAL ZONE	PRIMARY ZONE

SECTION

5,000' 16,000' 5,000'

ELEV. 2944

3000 M.S.L.

2500

ELEV. 2229

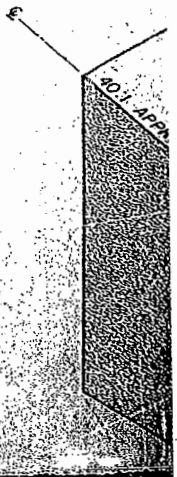
2000

7:1 TRANSITION SURFACE

40:1 APPROACH SURFACE

1500

ELEV. 1379



40,000' (40:1 APPROACH SLOPE)

10,000' (50:1 APPR. SLOPE)

2944

2229

7:1 TRANSITION SURFACE

40:1 APPROACH SURFACE

ELEV 1379

HORIZONTAL SURFACE
ELEV 1179

ELEV 1029

50:1 APPR SURF

200'

7,000' RUNWAY

4,000'

10,000'

7,400'

CONICAL
ZONE

HORIZONTAL ZONE

PRIMARY ZONE

SECTION A-1

5,000'

16,000'

5,000'

3000 M.S.L.

2500

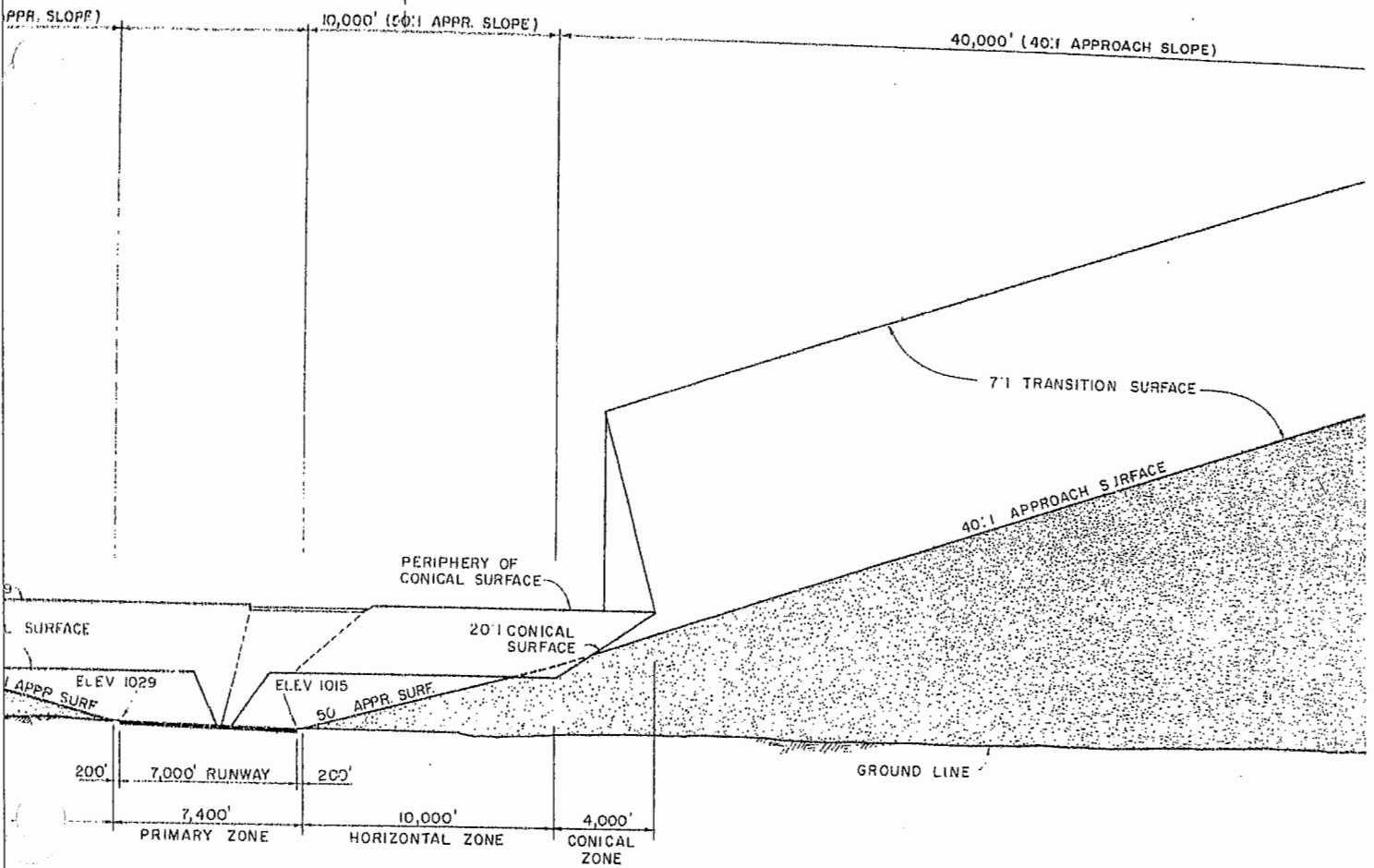
2000

EL. EV. 2229

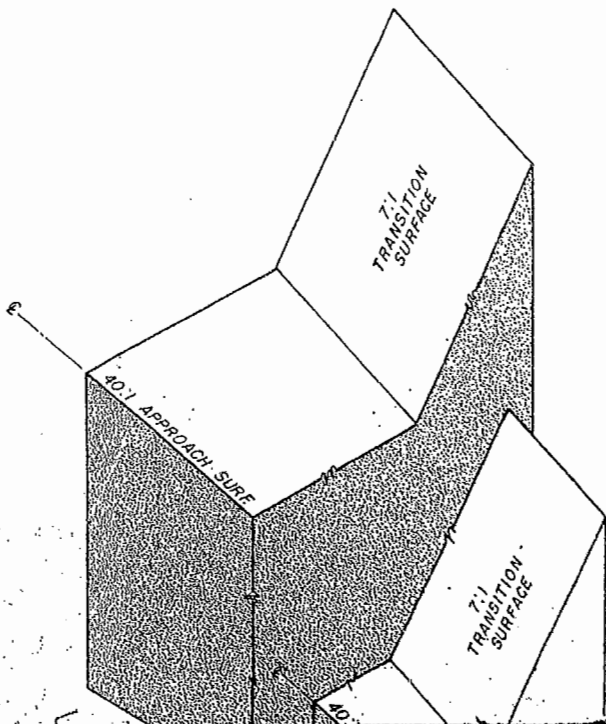
7:1
TRANSITION
SURFACE

40:1 APPROACH
SURFACE

40:1 APPROACH



SECTION A-A

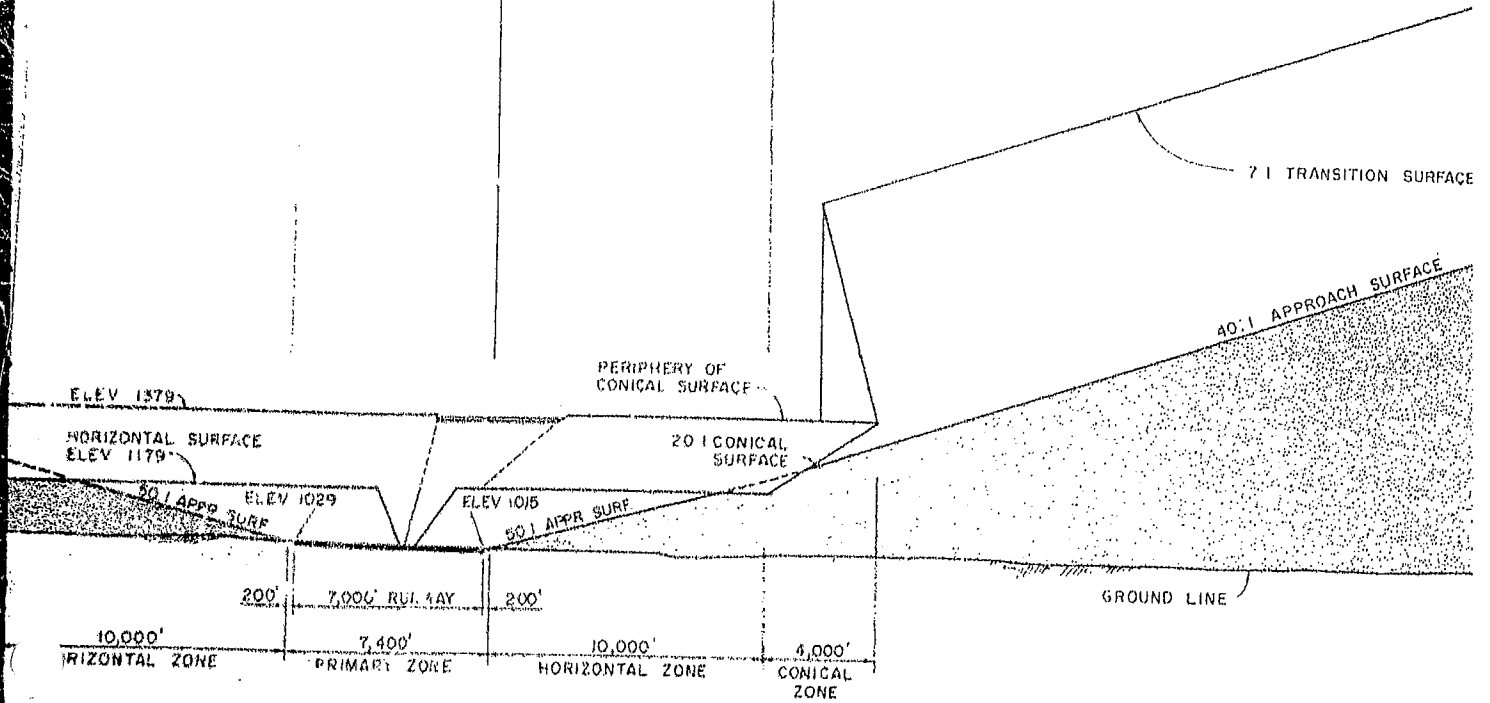


HORIZ 1" = 100'
 VERT 1" = 10'
 GRAPHIC SCALE

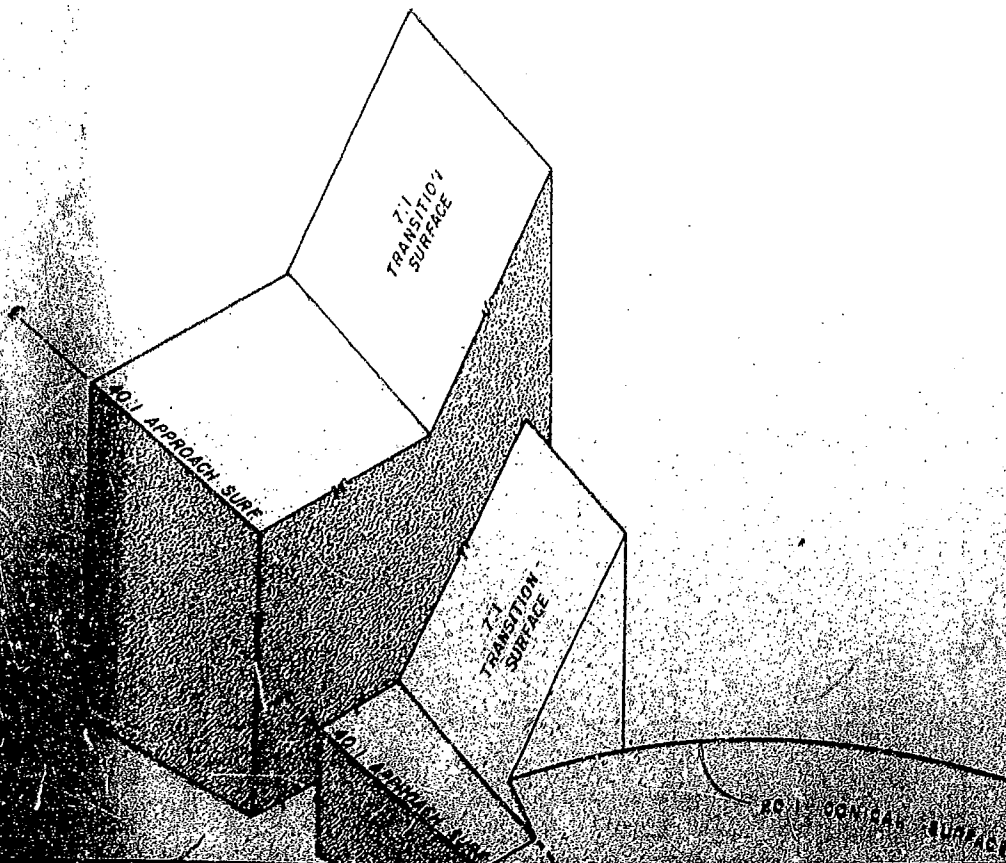
10,000' (50:1 APPR SLOPE)

10,000' (50:1 APPR SLOPE)

40,000' (40:1 APPROACH SLOPE)



SECTION A-A



40,000' (40:1 APPROACH SLOPE)

ELEV. 2930

3000 M.S.L.

2500

ELEV. 2215

7:1 TRANSITION SURFACE

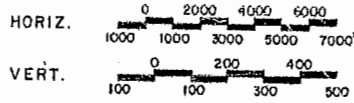
2000

40:1 APPROACH SURFACE

1500

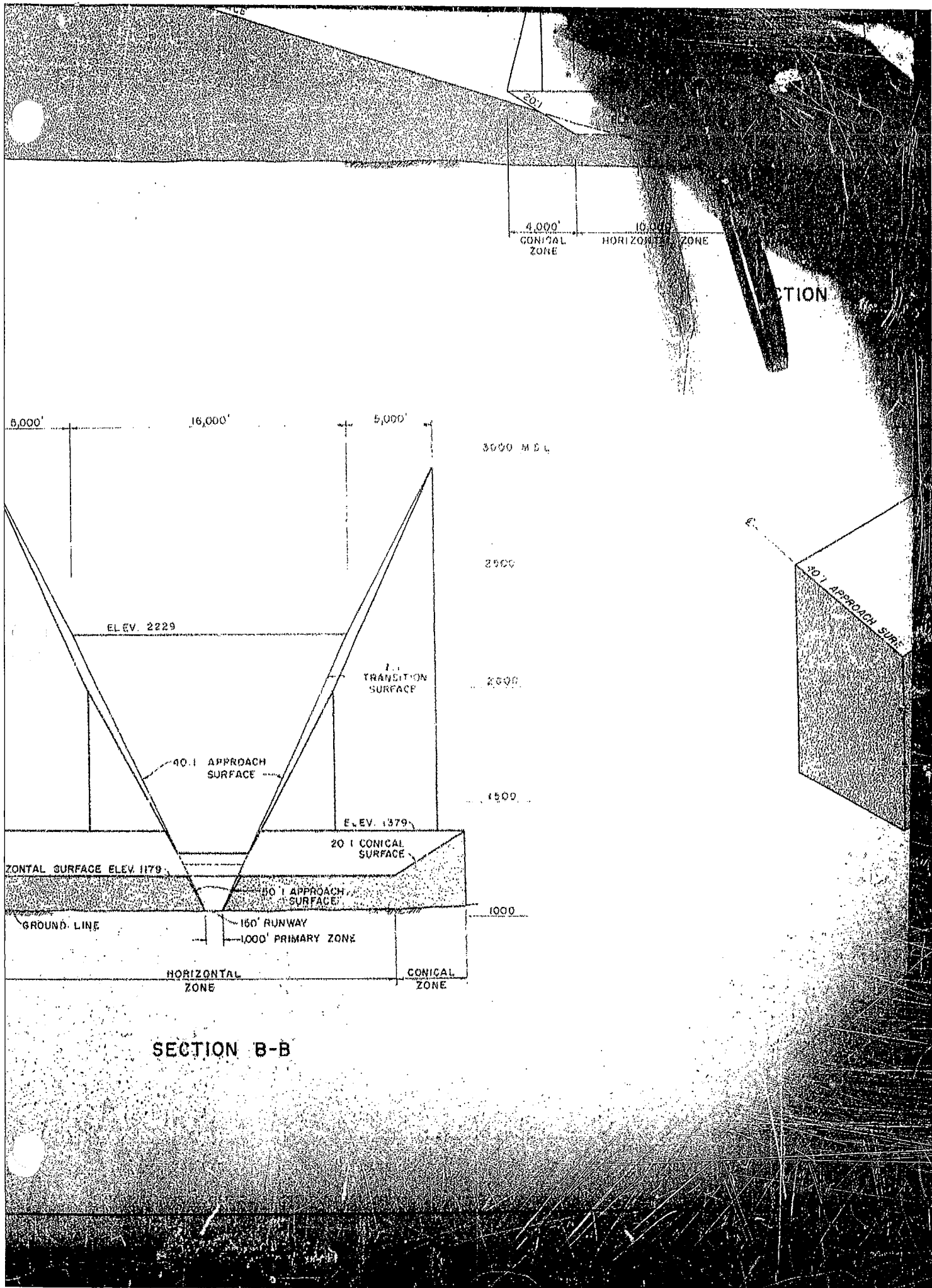
GROUND LINE

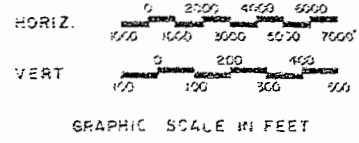
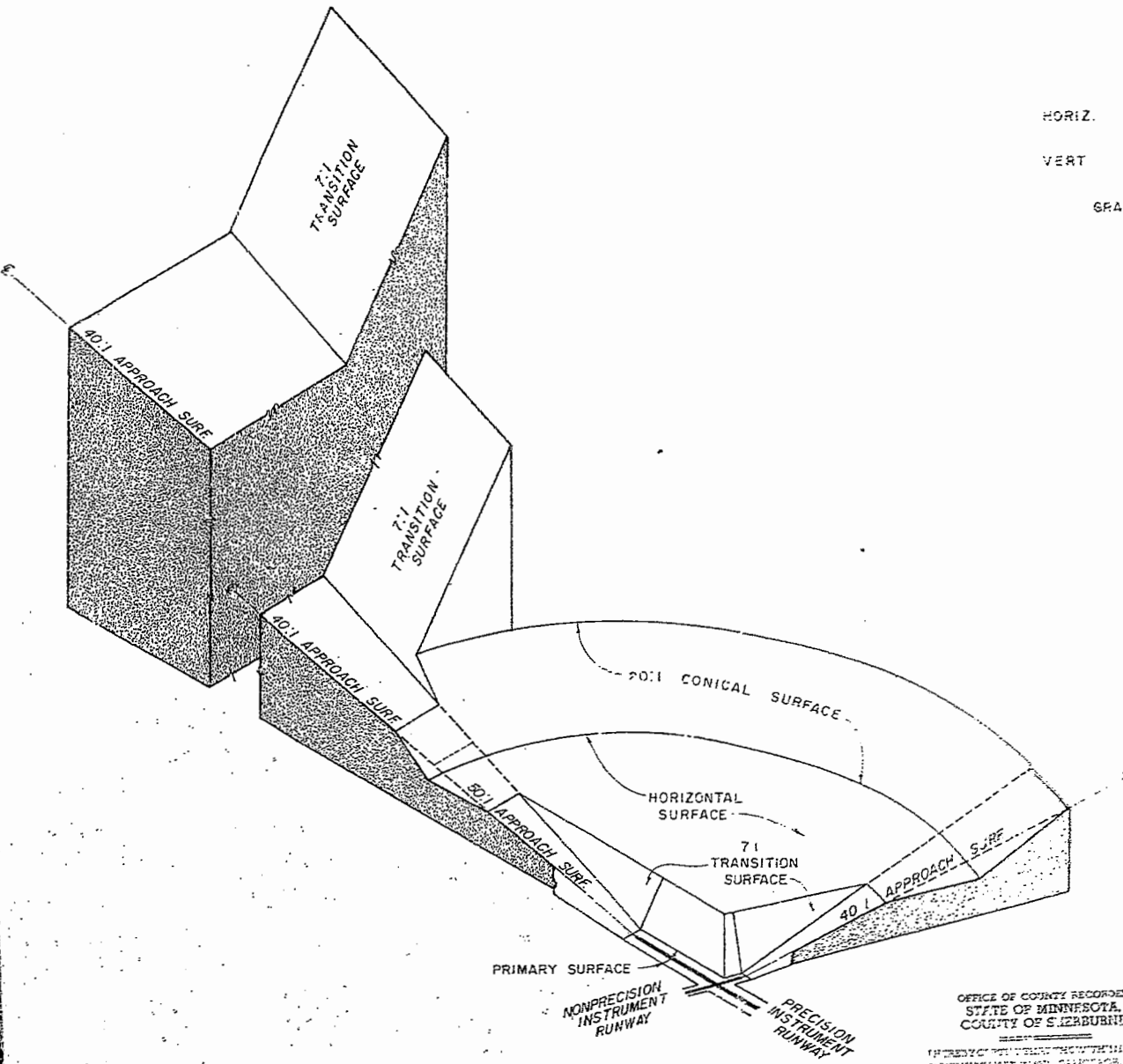
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GRAPHIC SCALE IN FEET

40:1 APPROACH SURFACE





PERSPECTIVE VIEW SHOWING
IMAGINARY SURFACES

NO SCALE

OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA
COUNTY OF SHERBURNE

I HEREBY CERTIFY THAT THE INSTRUMENT
MENTIONED HEREIN IS AN INSTRUMENT
ON Jan 12, 1977 at 2:40 PM
AND WAS RECORDED IN THIS OFFICE AS
INSTRUMENT NO. 139211
DAN BAILEY, COUNTY RECORDER
Dennis Thompson DEPUTY

CITY OF SAINT CLOUD, MINNESOTA
SAINT CLOUD MUNICIPAL AIRPORT

AIRPORT ZONING PLAN
AIRSPACE SECTIONS

TO: TIZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC.
ENGINEERS AND ARCHITECTS, SAINT PAUL, MINN.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED
UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY REGISTERED PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MINNESOTA.

DRAWN J.F.A.
CHECKED J.E.V.
DATE 12/16/76

Dennis Thompson
-DATE 12/16/76 REG. NO 6200

SHEET
3 of **4**
SHEETS