

AIRPORT ZONING RESOLUTION
FOR THE
NORTHEAST OHIO REGIONAL AIRPORT
JEFFERSON, OHIO

As approved by the
AIRPORT ZONING BOARD OF ASHTABULA COUNTY

July 21, 2015

Date

Airport Zoning Board of Ashtabula County
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ZONING RESOLUTION FOR NORTHEAST OHIO REGIONAL AIRPORT

THE BOARD OF COUNTY COMMISSIONERS SERVING AS THE AIRPORT ZONING BOARD OF ASHTABULA COUNTY PROPOSE TO ADOPT THIS ZONING RESOLUTION FOR THE PURPOSE OF RECOMMENDING THE BOUNDARIES OF THE VARIOUS ZONES TO BE ESTABLISHED AND THE REGULATIONS TO BE ADOPTED THEREFORE IN THE NORTHEAST OHIO REGIONAL AIRPORT HAZARD AREA AS PROVIDED FOR UNDER SECTION 4563.01 TO 4563.21 INCLUSIVE, OF THE REVISED CODE, STATE OF OHIO.

THEREFORE, BE IT RESOLVED BY THE AIRPORT ZONING BOARD OF ASHTABULA COUNTY, STATE OF OHIO:

A resolution providing for the zoning of the Airport Hazard Area of the Northeast Ohio Regional Airport in Ashtabula County, Ohio, by regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property in the Airport Hazard Area of the Northeast Ohio Regional Airport by creating airport approach, turning and transitional zones, and establishing the boundaries thereof as may be deemed advisable for such purposes; providing for certain changes in the restrictions and boundaries of such zones; defining certain terms used herein; providing a method of administering and carrying out the purposes of this resolution and prescribing penalties and proceedings for the administration and enforcement of this resolution.

Whereas the Board of County Commissioners of Ashtabula County are empowered under provisions of the Revised Code of the State of Ohio, Sections 4563.01 to 4563.21 inclusive, and 4563.99, to adopt, administer, and enforce airport zoning regulations for the purpose of promoting public health, safety, comfort and general welfare of the inhabitants of Ashtabula County, Ohio, by preventing the creation or establishment of airport hazards thereby protecting the lives and property or users of the Northeast Ohio Regional Airport and of occupants of land in its vicinity and preventing destruction or impairment of the utility of the Airport and the public investment therein:

Now, therefore, let it be resolved by the Board of County Commissioners of Ashtabula County, Ohio:

Section I. Title

This resolution shall be known and may be cited as the "Airport Zoning Resolution of the Northeast Ohio Regional Airport."

Section II. Definitions

Words used in following resolution in the present tense shall be interpreted to include the future tense; words used in the singular number shall include the plural number, as the plural number shall include the singular number. The word "shall" as used in this resolution means mandatory,

the word "may" is permissive. The masculine gender as used in the resolution shall include the feminine and neuter gender and vice-versa.

1. "Airport" means the Northeast Ohio Regional Airport.
2. "Airport Hazard" means any structure or object of natural growth or use of land within the airport hazard area which obstructs the airspace required for the flight of aircraft in landing or taking-off at the airport or as is otherwise hazardous to such landing or taking-off of aircraft.
3. "Airport Reference Point" means that point on the surface of the airport located at latitude 41° 46' 40.6964"N and Longitude 80° 41' 43.8286"W, which is the approximate geographic center of the landing area.
4. "Airport Safety Area" means any area of land adjacent to an airport, which includes any of the following zones: Primary Surface, Approach Surface, Transitional Surface, Horizontal Surface, or Conical Surface. These zones have been delineated on the official Northeast Ohio Regional Airport Zoning Plan map and have been described in this resolution as to use and limitation of use. The dimensions of the various Surfaces are defined below in Section III.
5. "Alternate Runway" means the future number 1 and 19 non-precision instrument runway of the Northeast Ohio Regional Airport.
6. "Established Elevation of Airport" means the elevation of 924.00 feet above mean sea level, which is the elevation of the highest point within the usable landing area. All elevations referred to in this resolution shall be above mean sea level.
7. "Instrument Runway" means a runway equipped or to be equipped with electronic or visual air navigation aids adequate to permit the landing of aircraft under restricted visual conditions.
8. "Minimum Descent Height" means a specified altitude or height in an instrument approach, below which descent must not be made without the required visual reference.
9. "Non-Conforming Use" is one that does not comply with the regulations established for the particular use, district, or zone in which it is situated.
10. "Person" means any individual, firm co-partnership, corporation, company, association, joint stock association, or body politic and includes any trustee, receiver, assignee, or other similar representative thereof.
11. "Runway" means the number 9 and 27 instrument runway of the Northeast Ohio Regional Airport. Zoning is based on future 9-27 precision instrument approach runway.
12. "Structure" means any erected object, including, but without limitation to buildings, towers, smokestacks, and overhead transmission lines.

13. "Structural Change or Alterations" - Any change in the structure, in regards to alterations, repair, or rebuilding, height, etc.

14. "Tree" means any object of natural growth.

15. "Variance" - A change requested in the requirements and/or performance standards of the airport zoning plan.

Section III. Zones

Under Section 4563.03 of the Revised Code of the State of Ohio and in order to carry out the purpose of this resolution, all of the land within the boundaries of the Northeast Ohio Regional Airport and within the Airport Safety Area for the Northeast Ohio Regional Airport as designated by the Office of Aviation, Department of Transportation, State of Ohio is hereby divided into: Approach Zones, Transitional Zone, Horizontal Zone, and Conical Zone. Such zones are shown on the Northeast Ohio Regional Airport Zoning Plan map dated July 21, 2015 which is attached hereto and hereby made a part hereof.

1. Approach Zones

An approach zone is established beneath the approach surface at the end of all existing and proposed runways of the Northeast Ohio Regional Airport for instrument landings and takeoffs. These zones have been divided into inner, middle, and outer areas. The precision approaches apply to Runway 9-27, while the non-precision approaches apply to alternate Runway 1-19.

- (a) ***Inner Precision Approach Zone:*** The Inner Precision Approach Zone is established as the area beneath the precision approach surface and is horizontally centered on the extended runway centerline. The inner edge of the Inner Precision Approach Zone shall have a width of 1,000 feet at a distance of 200 feet beyond each end of the runways widening thereafter uniformly to a horizontal distance of 2,500 feet at a slope of 50 to 1 beyond each end of the primary surface with a published instrument approach procedure, its centerline being the continuation of the centerline of the runway. The precision approach surface that corresponds to this Zone reaches a height of 50 feet above ground level.
- (b) ***Middle Precision Approach Zone:*** The Middle Precision Approach zone is established as the area beneath the precision approach surface and is horizontally centered on the extended runway centerline. The inner edge of the Middle Precision Approach zone begins 2,500 feet beyond each end of the primary surface at a slope of 50 to 1 widening uniformly to a horizontal distance beyond the primary surface of 7,500 feet. The precision approach surface that corresponds to this Zone reaches a height of 150 feet above ground level.
- (c) ***Outer Precision Approach Zone:*** The Outer Precision Approach Zone is established as the area beneath the precision approach surface and is horizontally centered on the extended runway centerline. The inner edge of the Outer Precision Approach Zone begins at the outer edge of the Middle Precision Approach Zone

(which is 7,500 feet from the primary surface) and widens thereafter uniformly for a horizontal distance of 2,500 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

- (d) ***Inner Nonprecision Approach Zone:*** The Inner Nonprecision Approach zone is established as the area beneath the nonprecision approach surface, and is horizontally centered on the extended runway centerline. The inner edge of the Inner Nonprecision Approach zone begins at a distance of 200 feet beyond the end of the runway, widening thereafter uniformly to a horizontal distance of 1,700 feet at a slope of 34 to 1, its centerline being the continuation of the centerline of the runway. The inner edge width is the same as the width of the primary surface at that point. The nonprecision approach surface that corresponds to this Zone reaches a height of 50 feet above ground level.
- (e) ***Middle Nonprecision Approach Zone:*** The Middle Nonprecision Approach Zone is established as the area beneath the nonprecision approach surface, and is horizontally centered on the extended runway centerline. The inner edge of the Middle Nonprecision Approach Zone begins at the outer edge of the Inner Nonprecision Approach zone and widens thereafter uniformly for a horizontal distance of 3,400 feet at a slope of 34 to 1. The nonprecision approach surface that corresponds to this Zone reaches a height of 150 feet above ground level.
- (f) ***Outer Nonprecision Approach Zone:*** The Outer Nonprecision Approach zone is established as the area beneath the nonprecision approach surface, and is horizontally centered on the extended runway centerline. The inner edge of the Outer Nonprecision Approach zone begins at the outer edge of the Middle Nonprecision Approach zone and widens thereafter uniformly for a horizontal distance of 4,900 feet at a slope of 34 to 1.

2. Transitional Zones: Transition zones are hereby established beneath the transitional surface adjacent to each runway and approach surface as indicated on the zoning map. Transitional surfaces, symmetrically located on either side of runways, have variable widths as shown on the zoning map. Transitional surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extends at a slope of seven to one from the sides of the primary surface and from the sides of approach surfaces.

3. Horizontal Zone: A horizontal zone is established as the area beneath a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of runway(s) 9/27 and 1/19 and connecting the adjacent arcs by lines tangent to those arcs.

4. Conical Zone: A conical zone is established as the area beneath the conical surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to one for a horizontal distance of 4,000 feet.

The above zones listed and described in this text and as shown on the official Northeast Ohio Regional Airport Zoning map are hereby established and said map is made a part of this resolution.

Section IV. Height Limits

Except as otherwise provided in this resolution, no structure or tree shall be erected, altered, allowed to grow or maintained in any approach zone, horizontal zone, conical zone, or transitional zone to a height in excess of the height limit herein established for such zone. For the purpose of this regulation, the following height limits are hereby established for each of the zones stated above.

1. **Approach Zones:** Horizontal distance beginning at the end of and at the elevation of the primary surface and sloping upward to a point 10,000 feet from the end of the primary surface. For a precision approach, the approach surface continues beyond the 10,000 feet for another 40,000 feet at a slope of 40 to 1. Heights limits for all surfaces are limited to the slope of the respective imaginary surfaces over the ground beneath.
2. **Transition Zones:** Slope seven feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation, which is 924.00 feet above mean sea level.
3. **Horizontal Zone:** Established at 150 feet above the airport elevation, or a height of 1,074.00 feet above mean sea level.
4. **Conical Zone:** Slopes 20 feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation or 1,474 feet above mean sea level.

Section V. Use Restrictions

Use restrictions for Airport zoning are in conformance with the Ashtabula County Comprehensive Land Use Plan¹ Goal No. 3f:

"Assure future land uses are compatible with airport operations, to protect and preserve the airport and the public investment in the airport."

Priorities of this goal include the following:

3f.1 Prevent incompatible uses:

- (a) Residential and other noise sensitive uses.*
- (b) Congregations of people in approach and departure areas to protect people and property on the ground.*
- (c) Man-made and natural structures that can interfere with flight.*
- (d) Uses which may be affected by vibration or fumes from aircraft operations.*
- (e) Uses of land on the airport that interfere with areas needed for aviation related activities.*

3f.2 Encourage commercial and industrial uses that benefit from or enhance airport operations;

3f.3 Decisions on zoning reclassifications and land use developments should consider probable noise nuisances and accident potentials of airport operations;

¹ Source: Ashtabula County Comprehensive Plan 2003.

3f.4 Coordinate nearby developments with the Airport's Master Plan, Airport Layout Plan, and Airport zoning;

3f.5 Ensure that the County's Comprehensive Plan and other land use guidance is coordinated with federal and state regulations regarding airport operations;

3f.6 Seek to modify subdivision regulations to include a recording of an Airport Disclosure Agreement – basic disclosure of airport noise situations for development within three (3) miles of airport property; and,

3f.7. Provide for adequate services and facilities in scale with the airport's needs.

As such, no use may be made of land within any airport approach zone, horizontal zone, conical zone, or transitional zone, in such a manner as to create electrical interference with radio communications between the airport and aircraft, make it difficult to distinguish between airport lights and other lights, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport including, but not limited to, the creating of excessive smoke, fog, mist, dust, or other matter endangering the landing, taking-off or maneuvering of aircraft, or in any other manner constituting an airport hazard.

For the purposes of land use zoning, the approach zones have been subdivided with designations for each portion of the approach area that corresponds to area on the ground under the Zones. That is, they are divided into inner, middle, and outer approach zone areas. These subdivided zones are defined as follows:

- ***Inner Approach Area*** - Land beneath the portion of the approach Zone that incorporates the Approach Surface from ground level to 50 feet above ground level. This Area corresponds to the Runway Protection Zone on the ground and as such, already has strict land use controls.
- ***Middle Approach Area*** - Land beneath the portion of the approach zone that incorporates the approach surface from 50 feet above ground level to 150 feet above ground level. This is where the Approach Surface intersects with the Horizontal Surface.
- ***Outer Approach Area*** - Land beneath the portion of the approach Zone that incorporates the Approach Surface from 150 feet above ground level to the end of the Approach Surface. Airport land use zoning controls do not apply to this zone.

There is another zone used for land use controls in addition to these zones:

- ***Transitional Surface Zone*** - This zone is defined as the land area beneath the portion of the Transitional Surface from ground level to 150 feet above ground level.

To protect the safety of airport operations and ground activities on adjacent properties within the inner and middle approach zones and transitional surface zones, residential densities in these areas shall not be increased over current zoning density of property (current density of single family homes is 2 acres minimum). If future County zoning decreases the residential density in these zones, the Airport Zoning will conform to that decreased zoning. However, if the future County zoning permits increased residential density within these approach zones, the Airport zoning will restrict residential density to the previous less-dense zoning. The Northeast Ohio Regional Airport Zoning Plan map shows these approach zones.

Section VI. Non-Conforming Uses

The regulations prescribed in this resolution shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date hereof, or otherwise interfere with the continuance of any non-conforming use. It shall not be permitted to subsequently increase the height of a non-conforming structure, should that structure be lowered to a height equal to or exceeding the height limitation of the zone in which the structure is located. If any non-conforming use is voluntarily discontinued for two years or more, any future use of such land shall conform to the provisions of this resolution. If any non-conforming structure or object of natural growth which is hereafter damaged by any means to an extent exceeding 50 percent of its then reproduction value may not be restored or reconstructed to a height greater than permitted under the provisions of these regulations. Nothing herein contained shall require any change in construction, alteration of which has begun prior to the effective date of this resolution, and is diligently prosecuted and completed within two years thereof.

Section VII. Zoning Board

The Zoning Board of the Northeast Ohio Regional Airport shall consist of the County Commissioners of Ashtabula County as designated under Section 4563.03 the Ohio Revised General Code. The Board shall elect a single chairperson and shall act as a single entity. It shall adopt, administer, and enforce the provisions and regulations of this resolution.

Section VIII. Permits

1. Future Uses: No material change shall be made in the use of land, and no structure shall be erected, altered, or otherwise established in any airport approach zone, horizontal zone, conical zone or transitional zone, unless a permit been granted by the Airport Zoning Board or one of its designated agents upon proper, application therefore. Each such application shall indicate the use or structure for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use or structure would conform to the regulation herein prescribed. At a minimum, the permit shall include the location of the building (in latitude and longitude) and its height (in feet) so that a determination can be made as to its clearance or penetration of established approach or transitional surfaces. If it is determined by the Zoning Board or one of its designated agents that the proposed building or structure does not penetrate an established approach or transitional surface, the permit shall be granted. No permit shall be granted that would allow the establishment or creation of an airport hazard.

2. Existing Uses: Before any existing use or structure may be replaced, substantially altered or repaired or rebuilt within any airport approach zone, horizontal zone, conical zone, or transitional zone, a permit must be secured authorizing such replacement, change or repair. Each such application shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use or structure would conform to the regulations herein prescribed. If such determination made by the Airport Zoning Board or one of its designated agents is in the affirmative, the permit applied for shall be granted. No permit shall be granted that would allow a nonconforming use to be made higher or to become a

greater hazard to air navigation than it was on the effective date of the resolution or than it is when the application for permit is made.

3. Issuing Agents: For the purpose of issuing permits as designated under Section VIII of this resolution, the Airport Zoning Board shall designate the Director of the Ashtabula County Community Services and Planning Department to act as the Board's agent and shall designate such other agents as the Zoning Board may desire.

4. Approval of Zoning Permit: Within fourteen (14) days after the receipt of an application, the Zoning Board's agent shall either approve or disapprove the application.

5. Expiration of Zoning Permit: If the work described in the zoning permit has not begun within one year from the date of issuance, the permit will expire. It shall be revoked by the Zoning Board's agent. Written notice shall be given to the persons affected. If the work described in the zoning permit has not been completed within two (2) years of the date of issuance the permit shall expire and be revoked by the Zoning Board's agent. Written notice shall be given to the affected parties, together with notice that further work as described in the canceled permit shall not proceed unless and until a new zoning permit has been obtained or an extension granted.

6. Failure to Obtain a Zoning Permit: Failure to obtain a zoning permit shall be punishable violation of this Resolution.

7. Construction to be as Provided in Application: Zoning permits issued on the basis of plans and applications approved by the Zoning Board's agent authorize only the construction detailed in the application. Any construction which increases the height contrary to the permit issued shall be deemed as a punishable violation of this Resolution.

8. Stop Work Order: Subsequent to determination that work is being done contrary to this Resolution, the Zoning Board's agent shall write a stop work order and post it on the premises involved. Removal of a Stop Work Order, except by the order of the Agent, shall constitute a punishable violation of this Resolution.

9. Zoning Permit Revocation: The Zoning Board's agent may issue a notice to revoke a permit which was issued contrary to this Resolution or based upon false information or misrepresentation in the application.

10. Notice of Violation: Whenever the Zoning Board or its agent determines that there is a violation of any provision of this Resolution a warning shall be issued and shall serve as a notice of violation. Such order shall be in writing; identify the violation; include a statement of the reason or reasons why it is being issued and refer to the sections of the Resolution being violated; and state the time by which the violation shall be corrected.

Service of the notice of violation shall be as follows:

- A. By personal delivery to the person or persons responsible, or by leaving the notice at the usual place of residence by the owner with a person of suitable age and discretion; or

- B. By certified mail through US Postal Service addressed to the person or persons responsible at a last known address. If a certified mail envelope is returned with endorsement showing that the envelope is unclaimed, then service shall be sent by ordinary mail, and the mailing shall be evidenced by a certificate of mailing which shall be filed by the Zoning Board's agent. Service shall be deemed complete when the certificate of mailing is entered on record, provided that the ordinary mail envelope is not returned by the post office with an endorsement showing failure of delivery; or
- C. By posting a copy of the notice form in a conspicuous place on the premises found to be in violation.

Section IX. Board of Airport Zoning Appeals

1. There is hereby created a Board of Airport Zoning Appeals consisting of Five (5) members, to be appointed for a term of Five years by the County Commissioners of Ashtabula County. The first members of the Board of Airport Zoning Appeals shall be so designated that Two shall serve for One year(s), Two shall serve for Two years, and One shall serve for Three years. Members are subject to removal by the County Commissioners of Ashtabula County for cause upon written charge and after public hearing.
2. The Board of Airport Zoning Appeals shall have the following powers:
 - A. To hear and decide appeals from any order, requirement, decision, or determination made by the Airport Zoning Board and/or its agents in the enforcement of this resolution.
 - B. To hear and allow, refuse, or allow with modifications or conditions, any variance from the terms of this resolution which the Board may be authorized to pass upon pursuant to such regulations.
 - C. To hear and decide spec variances under Section X.
3. The Board of Airport Zoning Appeals, by a majority vote of its members, may affirm reverse, or ratify any order, requirement, decision, or determination of the Airport Zoning Board and/or its agents.
4. The Board of Airport Zoning Appeals shall adopt its rules in accordance with this resolution. Meetings of the Board shall be held at the call of its chairperson and at such other times as the Board shall determine. The chairperson, or in his absence, the acting chairperson, may administer oaths and compel the attendance of witnesses. All hearings of the Board shall be public. The Board 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 Board and shall be a public record.

Section X. Variances

Any person desiring to erect any structure, or increase the height of any structure, or permit the increase in height of any object of natural growth, or otherwise use his property in any manner in conflict with the regulations prescribed in this resolution may apply to the Board of Airport

Zoning Appeals for a variance therefrom. Such variance shall be allowed where a literal application or enforcement of the regulation would not be contrary to the public interest or create conditions dangerous to the safety of aircraft using the airport and would not raise the Minimum Descent Height (MDH) for instrument approaches to the airport.

Section XI. Appeals

1. Any person aggrieved by any decision of the Airport Zoning Board or one of its designated agents made in the administration of airport zoning regulations contained herein or amendments or supplements thereto, adopted under Sections 4563.01 to 4563.21, inclusive, of the Ohio Revised Code, or any governing body of a political subdivision or the Airport Zoning Board, which is of the opinion that a decision of such Zoning Board of designated agent is on improper application of any Airport Zoning regulations contained herein, or amendments or supplements thereto, may appeal to the Board of Airport Zoning Appeals which is authorized in this resolution to hear and decide appeals from the decisions of the Airport Zoning Board of its designated agents.

2. All appeals taken under this section shall be taken within twenty days after an order is filed in the office of the Airport Zoning Board or its designated agent, as provided by the rules of the Board of Airport Zoning Appeals, by filing with the Airport Zoning Board or its designated agent from which the appeal is taken, and with the Board of Airport Zoning Appeals, a notice of appeal specifying the grounds of such appeal. The administrative agency from which the appeal is taken shall transmit to the Board of Airport Zoning Appeals all the papers, constituting the record upon which the action appealed from was taken.

3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the Airport Zoning Board or its designated agents from which the appeal is taken certifies to the Board of Airport Zoning Appeals, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in its opinion cause imminent peril of life or property. In such cases, proceedings shall not be stayed other than by order of the Board of Airport Zoning Appeals on notice of the agency from which the appeal is taken and on due notice to the parties in interest.

4. The Board of Airport Zoning Appeals shall fix a reasonable time for hearing of 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, by agent, or by attorney.

5. The Board of Airport Zoning Appeals in conformity with Sections 4563.01 to 4563.21, inclusive, of the Ohio Revised Code, may reverse, affirm, wholly or in part, or modify the order, requirement, decision, or determination appealed from.

Section XII. Appeals to Court of Common Pleas

Any person aggrieved, or any taxpayer, or any legislative authority, or the Airport Zoning Board, or its agents affected by any order of the Board of Airport Zoning Appeals may appeal within 30

days to the Court of Common Pleas of the County in which the affected real estate lies, and upon appeal thereof, a trial de nova shall be held.

Section XIII. Amendments

The Airport Zoning Board shall meet at least semi-annually or more often, either upon the call of its chairperson or by a majority of its members and such Board may initiate motions for amendments and supplements to this resolution from time to time. Motion for amendments and supplements may also be initiated by the filing of an application therefore by one or more of the owners or lessees within the area proposed to be changed or affected by the proposed amendment or supplement with the Airport Zoning Board.

Before such motions are acted upon, the Airport Zoning Board shall set a date for a public hearing thereon, at which parties in interest and citizens shall have an opportunity to be heard. At least thirty days notice of the hearing shall be published in a newspaper of a general circulation in the territory covered by the airport hazard area.

Section XIV. Conflict of Zoning Regulations

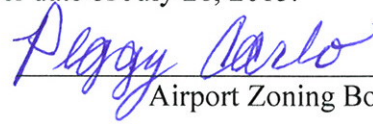
As stated in Section 4563.04 of the Ohio Revised Code, "In the event of conflict between any airport zoning regulations (contained in this resolution) adopted under Sections 4563.01 to 4563.21, inclusive, of the Ohio Revised Code, and any other zoning regulations applicable to the same area, whether the conflict be with respect to the height of structures or objects of natural growth, the use of respect to the height of structures and whether such other regulations were adopted by the political subdivision which adopted the airport zoning regulations or by some other political subdivision, the limitation or requirement best calculated in insure safety shall govern."

Section XV. Penalties

It shall be unlawful to locate, erect, construct, reconstruct, enlarge, change, maintain or use any building or structure or to use any land in violation of any regulation or any provision of this resolution or any amendment or supplement thereto. No person shall violate any regulation, order, amendment or ruling made under this resolution pursuant to Sections 4563.01 to 4563.21 inclusive, of the Ohio Revised Code and any such violation shall be punishable by a fine of not more than one hundred dollars. Each day's willful continuation of such violation is a separate offense.

CERTIFICATION

I, *Peggy Carlo*, do hereby certify that I am the duly qualified and acting Chairman of the Airport Zoning Board and that the foregoing resolution is a true and correct copy as appears on the Airport Zoning Board's Journal under date of July 21, 2015.



Chairman
Airport Zoning Board of Ashtabula County, Ohio