MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION AGENDA

Vern Halter, Mayor

PLANNING COMMISSION
Mary Anderson, District 1
Thomas Healy, District 2
John Klapperich, Chair, District 3
Colleen Vague, District 4
William Kendig, District 5
Tomas Adams, District 6
Vern Rauchenstein, District 7

John Moosey, Borough Manager

PLANNING & LAND USE DEPARTMENT
Eileen Probasco, Director of Planning & Land Use
Sara Jansen, Acting Planning Services Chief
Alex Strawn, Development Services Manager
Fred Wagner, Platting Officer
Mary Brodigan, Planning Clerk

Assembly Chambers of the Dorothy Swanda Jones Building
350 E. Dahlia Avenue, Palmer

September 19, 2016
REGULAR MEETING
6:00 p.m.

I. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PLEDGE OF ALLEGIANCE

IV. CONSENT AGENDA

Items on the consent agenda are considered to be routine and non-controversial by the Commission and will be approved by one motion. There will be no separate discussion of these items unless a Commission Member so requests, in which case the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

A. MINUTES

1. August 15, 2016, regular meeting minutes

B. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS

1. **Resolution 16-29**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the expansion of the Knik Super Store Liquor package store, located at Lot 1, Settlers Bay Lodge Subdivision; 5721 S. Knik Goose Bay Road; within Township 17 North, Range 2 West, Section 34, Seward Meridian. Public Hearing: October 3, 2016. (*Staff: Susan Lee, Applicant: Mark Button RMB, LLC*)

2. **Resolution 16-34,** a request for a variance in accordance with MSB 17.65 – Variances, regarding a variance to MSB 17.55 – Setbacks and Screening Easements, allowing a proposed guest cabin to be built 10 feet from the South Rory Circle public right-of-way, located on Lot 6, Rocky Lake Subdivision, Palmer Recording District; within Township 17 North, Range 3 West, Section 21, Seward Meridian. Public Hearing: October 3, 2016. (*Applicant: Michael Solmonson, Staff: Mark Whisenhunt,*)
3. **Resolution 16-38**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 200 foot tall telecommunication tower (THP1), located at 29625 S. Talkeetna Spur; MSB Tax ID # 25N04W19A006; within Township 25 North, Range 4 West, Section 19, Seward Meridian. Public Hearing: October 17, 2016. (*Applicant: MTA, Staff: Mark Whisenhunt*)

C. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS

V. COMMITTEE REPORTS

VI. AGENCY/STAFF REPORTS

VII. LAND USE CLASSIFICATIONS

VIII. AUDIENCE PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)

IX. PUBLIC HEARING: QUASI-JUDICIAL MATTERS (*Public Hearings shall not begin before 6:15 p.m.)*

Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.

The Planning Commission members may submit questions to the Planning Commission Clerk concerning the following matters or request for more information from the applicant at the time of the introduction. All questions and requests submitted by the Commission shall be in writing and copies will be provided to the applicant and made available to all interested parties and the public upon request. Answers to questions and additional material requests will be addressed in the staff report for the public hearing.

A. **Resolution 16-30**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (NSL1), located at 23619 W. Parks Highway; MSB Tax ID # 18N04W11A001; within Township 18 North, Range 4 West, Section 11, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

B. **Resolution 16-31**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (DLY1), located at 41238 W. Parks Highway; MSB Tax ID # 20N04W06C003; within Township 20 North, Range 4 West, Section 6, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

C. **Resolution 16-32**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (KSH1), located at 15960 E. Kashwitna Road; MSB Tax ID # 23N04W29C006; within Township 23 North, Range 4 West, Section 29, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

X. PUBLIC HEARING: LEGISLATIVE MATTERS

A. **Resolution 16-27**, recommending Assembly adoption of the FY 2018 – 2023 Capital Improvement Program. (*Staff: Sara Jansen*)

XI. CORRESPONDENCE & INFORMATION

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. COMMISSION BUSINESS

A. Upcoming Planning Commission Agenda Items (*Staff: Sara Jansen*)

XV. DIRECTOR AND COMMISSIONER COMMENTS

XVI. ADJOURNMENT (Mandatory Midnight)

In order to be eligible to file an appeal from a decision of the Planning Commission, a person must be designated an interested party. See MSB 15.39.010 for definition of "Interested Party." The procedures governing appeals to the Board of Adjustment & Appeals are contained in MSB 15.39.010-250, which is available on the Borough Internet home page, http://www.matsugov.us, in the Borough Clerk's office, or at various libraries within the Borough.

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INTRODUCTION FOR PUBLIC HEARING

QUASI-JUDICIAL

Resolution No. 16-29

Knik Super Store Liquor Package Store CUP

5721 S. Knik Goose Bay Road

(Page 5 - 22)

INTRODUCTION FOR PUBLIC HEARING

MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: PermitCenter@matsugov.us

MEMORANDUM

DATE: July 25, 2016

FROM: Susan Lee, Planner II Susan

SUBJECT: REQUEST FOR REVIEW AND COMMENTS

PROJECT: **Conditional Use Permit for the expansion of a liquor package store**

PARCEL ID: Settlers Bay Lodge Subdivision, Lot 1 (5633000L001) TAX MAP: HO 16

LOCATION: Township 17 North, Range 2 West, Section 34, Seward Meridian

APPLICANT: RMB LLC

A conditional use permit application under MSB 17.70 – Regulation of Alcoholic Beverage Uses, has been submitted for the expansion of the Knik Super Store liquor package store. The Planning Commission will conduct a public hearing on this request on October 3, 2016. If we do not receive comments from you we will assume you have no objections to the proposed project.

Distribution:

_____ Borough Manager (info only)
_____ Collections
_____ Assessment
_____ Planning Division
_____ Environmental Planning
_____ Platting Division
_____ Capital Projects
_____ Community Development
_____ Public Works Director
_____ Right-of-Way Coordinator
_____ Emergency Services Director
_____ Code Compliance
_____ Cultural Resources

Comments: Return written comments by **August 26, 2016.** Thank you for your review.

_____
_____
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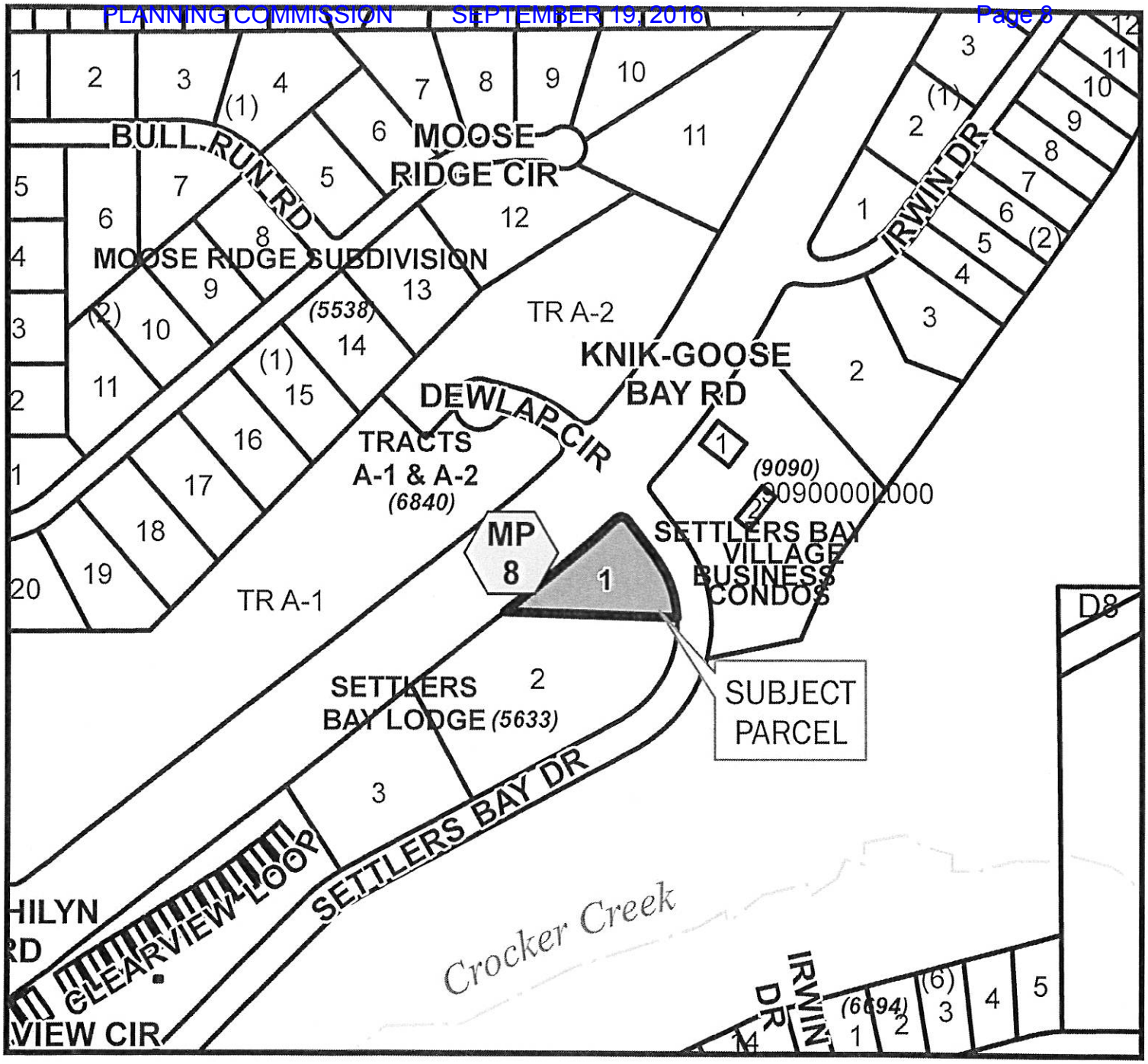
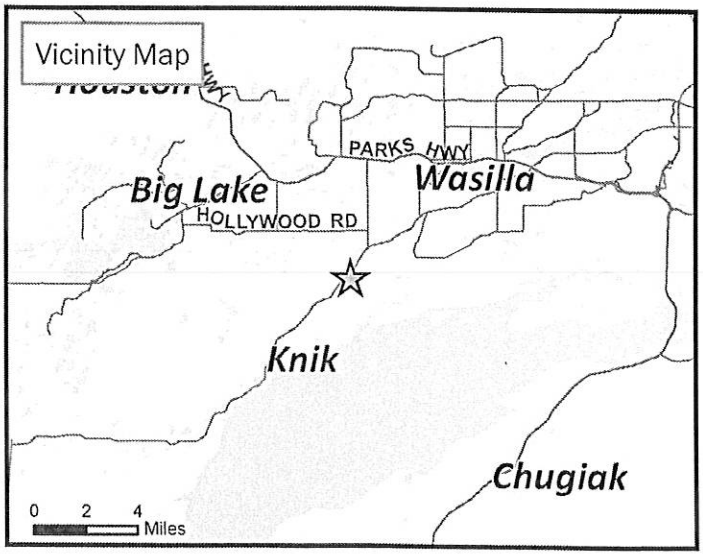


5633000L001



This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7801.

N

0 500 Feet

MSB Information Technology/GIS
July 25, 2016

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: permitcenter@matsugov.us

RECEIVED
JUL 07 2016
PERMIT CENTER

APPLICATION FOR A CONDITIONAL USE PERMIT
REGULATION OF ALCOHOLIC BEVERAGE USES – MSB 17.70

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Application fee must be attached:
_____ $1,000 for Liquor Beverage Dispensary
_X_ $1,000 for Liquor Package Store

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made prior to the application presentation before the Borough Planning Commission.

Subject Property Township: 17N, Range: 02 W, Section: 34, Meridian Seward
MSB Tax Account # 5633000L001
SUBDIVISION: Settler's Bay BLOCK(S): _____, LOT(S): 1
STREET ADDRESS: 5721 S. Knik-Goosebay Road
(US Survey, Aliquot Part, Lat. /Long. etc) _____

Ownership A *written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? o Yes o No o N/A

Name of Property Owner	Name of Agent/ Contact for application
RMB, LLC	Jenna Lundy-Conner
Address: P.O. Box 521115	Address: P.O. Bo 521115
Big Lake, Alaska 99652	Big Lake, Alaska 99652
Phne: Hm 892-7831 Fax 892-8165	Phne: Hm 203-7713 Fax 892-8165
Wk 892-8000 Cell 982-4365	Wk 892-8000 Cell 521-2768
E-mail suprmark@mtaonline.net	E-mail jlsagesse@gmail.com

In order to grant a conditional use permit under MSB 17.70, the Planning Commission must find that each of the following requirements have been met. Explain the following in detail:	Attached
1. Is the conditional use compatible with and will it preserve or not materially detract from the value, character and integrity of the surrounding area?	Attached
2. Will the granting of the conditional use permit be harmful to the public health, safety, convenience and welfare?	Atatched

3. Are sufficient setbacks, lot area, buffers and other safeguards being provided?	Yes
4. Is there any potential negative effect upon other properties in the area due to such factors as dust, noise, obtrusive advertising and glare?	No
5. Is there any potential negative effect on the safe, efficient flow of traffic on any highway, arterial, collector or street from which access to and from the establishment is obtained?	Attached
6. What measures are being proposed to reduce any negative effect upon adjacent and nearby properties by property line buffers and arterial buffers, planted berms, landscaping, reduction or elimination of obtrusive or garish signing or other features, lowered building elevation, clustering with other commercial establishments and use of frontage roads to reduce the number of entries and exits onto highways, arterials and collectors and where the surrounding area is predominantly residential in character, site and building design features that contribute to the residential character of the development?	Attached
7. Are there adequate parking facilities to accommodate a reasonably expected increased demand for parking created by issuing the permit?	Yes
8. Will access to the premises create an unreasonable traffic hazard?	No
9. Will a reasonably expected increase in traffic overtax the existing road system?	No
10. Is the use compatible with the character of the surrounding neighborhood?	Yes
11. Is there or would the use tend to result in, a high crime rate or a high incidence of alcohol-related accidents in the area?	No
12. Does the applicant or a person with an interest in the application have an interest in a liquor license which was suspended or revoked in the 12 months preceding the application?	No
13. Has the applicant or person with an interest in the application demonstrated that the person is untrustworthy or unfit to conduct the operation of a licensed business, or is a potential source of harm to the public?	No

Supplemental Information – Explain in Detail	Attached
1. Maximum occupancy capacity of facility as determined by Fire Marshall	158
2. Number of employees proposed to work on largest work shift.	10
3. Number of regular parking spaced provided.	19
4. Number of handicapped parking spaces provided.	1
5. Is the use a sole occupant in a building or a tenant in a building?	Yes
6. Total square footage of space in building occupied by this use.	1659 SF
7. Hours of operation.	9:00am-3:00am
8. Noise mitigation measures	Attached

SITE PLAN – Attach a detailed, to scale, site plan clearly showing the following information:	Attached
1. Proposed and existing structure(s) on the site. Indicate which structure(s) will be used for the liquor use. Draw lot dimensions and indicate setback distance of structure(s) from the lot lines, rights-of-way, and waterbodies.	Attached
2. Dimensions of all structures	Attached
3. Interior floor plans (specific location of the use or uses to be made of the development)	Attached
4. Signage – Existing and Proposed	
5. Location and dimensions for all access points to and from the site to public rights-of-way or public access easements.	Attached
6. Proposed contouring	Attached
7. Vegetation and any landscaping	Attached
8. Buffering – Fences, trees, topography, or berms	Attached
9. Drainage	Attached
10. Vehicular and pedestrian circulation patterns	
11. Exterior site lighting	Attached
12. Distance(s) to the nearest intersection in all directions from proposed permit site along roads adjacent to the site.	Attached
13. Location and dimensions of parking areas to be provided	Attached
14. Boundary protection	
15. Scale and north arrow.	Attached

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 5633000L001 and, I hereby apply for approval an alcoholic beverage use conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.70 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

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RMB, LLC

Application for a Conditional Use Permit

MSB 17.70 – Regulation of Alcoholic Beverage Uses

Basic and Supplemental Questions follow the Matanuska-Susitna Borough form for APPLICATION FOR A CONDIITONAL USE PERMIT REGULATION OF ALCOHOLIC BEVERAGE USES – MSB 17.70

Basic Information (questions 1 -13)

1. Yes. This application is for the expansion of the existing, approved Knik Super Store. The store as a commercial entity is compatible with the surrounding area and will add value to the surrounding area by improving the existing buildings to provide a modern neighborhood convenience store package store, fuel station and car wash. The business has been well received by the local community.

2. No. The expansion will not be harmful to the public health, safety, convenience or welfare or have any negative effect upon other properties in the area.

3. Yes. Please see the attached and relevant plan set.

4. No. The other properties in the area will not be negatively affected by dust, noise, obtrusive advertising or glare. Paved areas will prevent and control dust. Please see the attached plans.

5. No. The current efficient flow of traffic and commercial activity of the surrounding area will continue and will not be negatively affected by the expansion.

6. The expansion project was designed by a local registered architect and local registered engineers. The existing structure and services have been well received by local residents. The expansion project will better serve the community. The plans demonstrate conscientious planning to prevent any negative affect on the surrounding area. The plans meet appropriate setbacks and adjacent properties are commercial.

7. Yes. There will be adequate parking onsite.

8. No. The expansion project will not present any unusual traffic patterns. The approved driveway permit is attached. Permit Number: PO8323

9. No. The existing road system will not be overtaxed.

10. Yes. The use is compatible with the character of the surrounding neighborhood as the initial application for a Conditional Use Permit was submitted January 12, 2009. Since the opening of the package store and convenience store, local residents have embraced the services provided. The business has outgrown the

RMB

existing structure through consumer demand. The building requires expansion to house all products to better serve the needs of the community.

11. No. RMB, LLC and its employees card every customer who attempts to purchase alcohol or tobacco products. In addition, all package store cashiers attend TAP class and hold TAP cards. The existing, approved package store has operated lawfully and will continue to do so. The expansion project will not affect the crime rate or incidents of alcohol related incidents in the area.

12. No. The applicant has successfully and lawfully owned and operated the Big Lake Super (package/liquor) Store since 2010.

13. No. The applicant has been a contributing member of the community since the initial opening of the Knik Super Store. The applicant has demonstrated credibility and competence in business practice since the opening of the Big Lake Super Store in 1995. The day-to-day operations have always reflected safe and courteous service to the members of the community.

Supplemental Information (questions 1 -8)

1. Maximum Capacity: 158 as demonstrated on building plans and Fire Code Official's Certificate of Approval.

2. Number of employees proposed on largest shift: 10

3. Number of regular parking spaces provided: 19

4. Number of handicapped spaces provided: 1

5. The sole occupant of the building is RMB, LLC. The building will be partial use package store. The remainder of the building will be used as convenience store.

6. 1659 S.F.

7. 9:00 a.m. to 3:00 a.m.

8. As this is an expansion project, the noise generated will be of no substantial change from the original permit.

RMB

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Robert Button	Robert M. Button	07/06/2016
Signature: Property Owner	Printed Name	Date
Jenna Lundy-Conner	Jenna Lundy-Conner	07/06/2016
Signature: Agent	Printed Name	Date

July, 5, 2016

To: Matanuska-Susitna Borough
Permit Department
350 East Dahlia
Palmer, Alaska99654

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Authority to Act as Agent

On the behalf of RMB, LLC, I appoint Jenna Lundy-Conner, P.O. box 521115, Big Lake, Alaska 99652 to act as my agent in the preparation and submission of this application for a Matanuska-Susitna Borough Conditional Use Permit.
I certify that submitted documents properly describe the business and expansion project for which a Conditional Use Permit is sought.

For instances where our authorized agent signs the application for certification on our behalf, I acknowledge that all responsibility for complying with the terms and conditions for certification, still resides with RMB, LLC, P.O. box 521115, Big Lake, Alaska 99652.

Dated this 5th of May, 2016.

By:

Signature: Robert Button

Printed Title: Managing Member; RMB, LLC

On behalf of: RMB, LLC

Telephone: 907- 982-4365

Agency agreement expiration date: May 5, 2017

MATANUSKA-SUSITNA BOROUGH
Department of Emergency Services, District 1
Central Mat-Su Fire Department
Physical Address: 1911 S Terrace Court, Palmer
Mailing: 101 West Swanson Avenue • Wasilla, Alaska 99654
Phone (907) 861-8030 • Fax (907) 861-8157 • www.MatSuGov.US/FireCode

June 15, 2016

RECEIVED
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Shaun Campbell
Prism Design & Construction
P O Box 870162
Wasilla AK 99687

SUBJECT:	Knik Super Store, Addition
FIRE SERVICE AREA:	Central Mat-Su FSA
PLAN REVIEW:	2015-159
TYPE OF CONSTRUCTION:	V-B
OCCUPANCY:	M

2009 INTERNATIONAL BUILDING AND FIRE CODE

Dear Mr. Campbell:

Plans for the subject facility have been reviewed by this office for conformity with the State Fire Safety Regulations and are hereby approved as submitted. Enclosed is a certificate of approval that must be posted on the premises until completion of the above facility. **You are prohibited to occupy this building until construction is completed as approved.** **After completion of the construction you must schedule an certificate of occupancy inspection prior to opening.** Any changes to the approved plans must be submitted to this office for review and approval.

Approval of submitted plans is not approval of omissions or oversights by this office or noncompliance with any applicable regulations of the Municipal Government. The plans have not been reviewed for compliance with the federal Americans with Disabilities Act or structural requirements.

It must be understood that the inclusion of and compliance with State Fire Safety Regulations does not preclude the necessity of compliance with the requirements of local codes and ordinances.

If we can be of further assistance in this matter, please feel free to contact us at the address above.

Sincerely,

Richard D. Boothby

Richard D. Boothby
Fire Code Official

Enclosure

Central Mat-Su Fire Department

Wasilla-Lakes Fire Service Area No. 130 – District 1
Dept of Emergency Services – Matanuska-Susitna Borough
101 W Swanson Avenue, Wasilla, Alaska 99654

Plan Review #2015-159
Knik Super Store
New Construction/Addition Approval

This is to certify that the plans for this building were reviewed by Central Mat-Su Fire Department on June 15, 2016, for conformance with AS 18.70.010 – 100; 13 AAC 50.027. This certificate becomes invalid unless the work on the site is commenced within 180 days after issuance, or if the work authorized is suspended or abandoned for a period of 180 days after the time work is commenced. An extension may be requested at the above mentioned address.

This certificate shall be posted in a conspicuous place on the premises listed above and shall remain posted until construction is completed. *Notice: Any changes or modifications to the approved plans must be resubmitted for review by the Central Mat-Su Fire Department.*

Authority: AS 18.70 080 & RS 06-054

by Richard D. Boothby, Fire Code Official

DL

MATANUSKA-SUSITNA BOROUGH PUBLIC WORKS DEPARTMENT

Application & Permit to Construct and Maintain Driveway on Public Right-of-Way

PERMITTEE'S NAME: Aurora Realestate LLC

MAILING ADDRESS: 1900 W. Northern Lights

TELEPHONE NO.: 907 344 5678

STREET NAME: SETTLERS BAY DR. 2514

SUBDIVISION NAME: Settlers Bay Lodge Subdivision

BLOCK/LOT NO.: 1

TAX ID: 5563300L001

EXPECTED COMPLETION DATE: 11-30-08 **

RECEIVED JUL 07 2016 PERMIT CENTER

PERMIT NO. _____
(To be issued after final inspection approval)

COPY

OFFICE USE ONLY

APPROVED FOR CONSTRUCTION	YES	NO	DATE
Road Maintenance Superintendent	☐	☐	
Right of Way Agent	☒	☐	5-22-09

TRACKING NO.: TO 9 - 140

IS CULVERT NEEDED?: YES ☑ NO ☐
(IF YES.....SEE CULVERT INFORMATION BELOW)

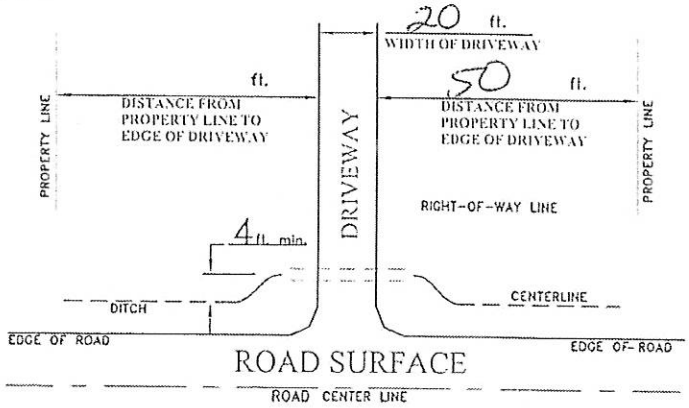
CULVERT LENGTH 40 FT. SIZE (I.D.) 36" IN.

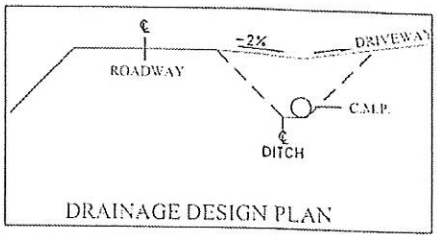
CULVERT TYPE CMP DITCH DEPTH 66 IN.

PLEASE COMPLETE SKETCH BELOW

Driveway must be installed in accordance with the below sketch and special conditions

This permit will be void if no work is accomplished by the expected completion date. Installation without a permit will be treated as an unauthorized encroachment.





ROAD SURFACE TYPE? GRAVEL ____ PAVED ✓
(Road the driveway is accessing onto)

SHOW NORTH ARROW, as it pertains to the right of way you are entering onto. N

IF PAVED ROAD, APRON LENGTH TO BE 2' MINIMUM

The Permittee certifies that he/she is the owner, lessee, or authorized agent of the property, that the conditions, restrictions and regulations of the borough will be complied with and that he/she will maintain the driveway in accordance with the provisions on the reverse side of this permit. The Permittee agrees not to plow or cause to be place, snow from driveway onto the above named public way. Once the driveway is completed to the required specifications, notify the Public Works Department at 745-9806 to request an inspection for final approval.

SPECIAL CONDITIONS UPON APPROVAL:

Driveway is "ENTER ONLY" (westbound traffic). Paved surface to be 15 feet wide with signage on both sides of driveway. EB panels = "ENTER ONLY" WB PANELS = "WRONG WAY" OR "NO EXIT"

I certify that I have read the conditions on the back and that my proposed driveway complies with all conditions.

PERMITTEE: _____ Signature of Permittee DATE OF APPLICATION: 9/29/08

Notes in Spreadsheet & file say Approved.

PERMIT GRANTED BY: Doesn't say by who... Borough Representative DATE OF FINAL APPROVAL: 5/22/09

DRIVEWAY APPLICATION FEE
Submit fee to: Matanuska-Susitna Borough, 350 E. Dahlia, Palmer, AK 99645
PRIOR TO CONSTRUCTION********$25.00
AFTER CONSTRUCTION BEGINS***$50.00

Tax Map #: H016 Section #: 34 RSA #: 17

DATE PAID no Charge yet DATE SENT _____ (To Permittee)

CHECK _____ CK # _____

CASH _____ IN FINANCE _____

P08323

CMP-7-6-4-3237
COMPLIANCE - Permits - Driveway - S 17N02W34
5633000L001 P08323

SCANNED

Susan Lee

From: Jenna Lundy <jlsagesse@gmail.com>
Sent: Thursday, July 07, 2016 4:10 PM
To: Susan Lee
Subject: Fwd: KSS Plans
Attachments: Civil Signed Knik.pdf

Hi Susan,
Attached is the site plan for the Knik Super Store CUP application. Shaun demonstrated that we can download and then zoomto the area you need to see more clearly (specifically the set-back). The set-back is 35.7 feet.

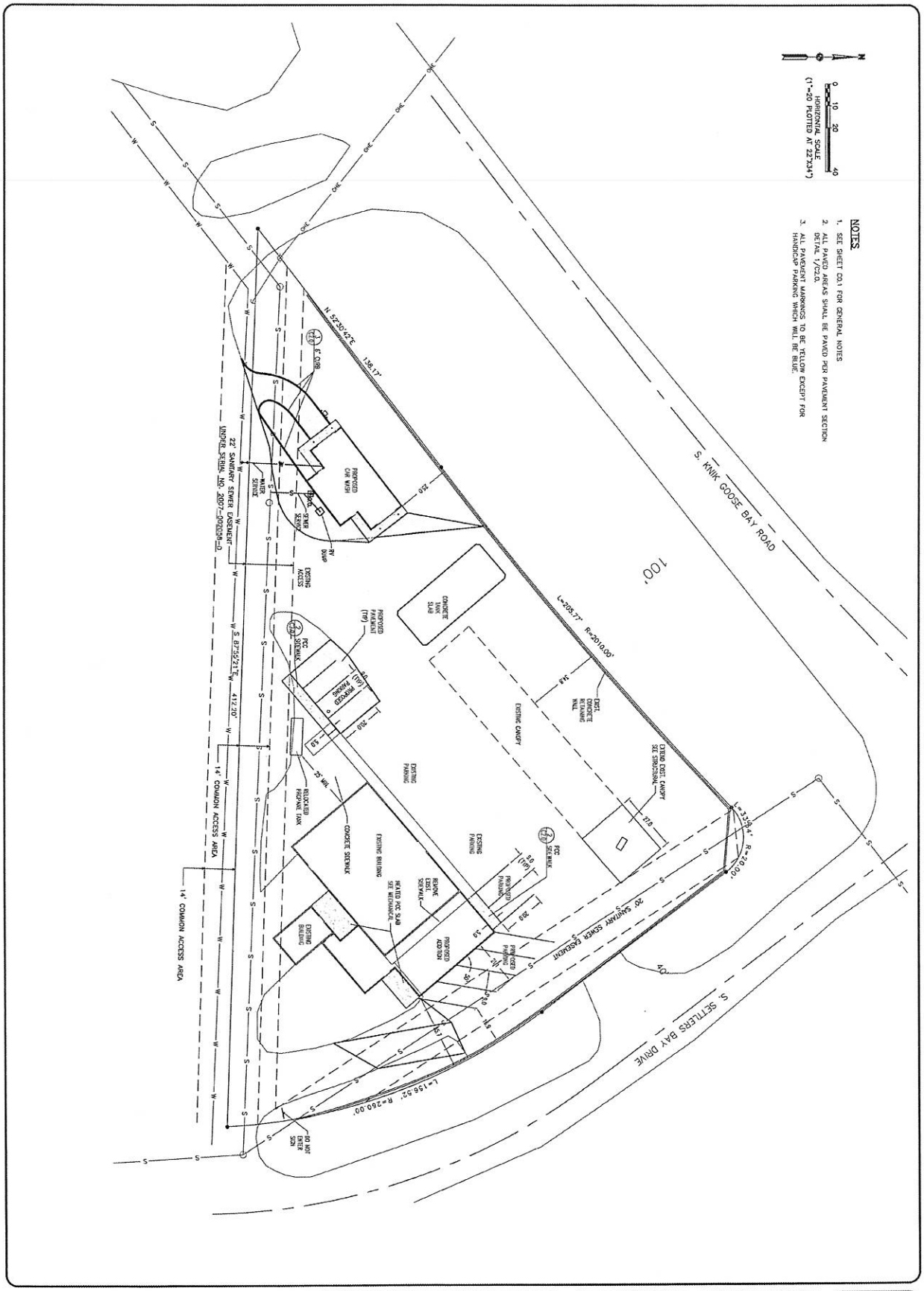
He also printed a very large copy of the plan which is easily read. I can bring you this large copy if you would like me to.

If the attached site plan is sufficient with the ability to enlarge the set-back number, please let me know.

It was nice meeting with you today and I hope to hear from you soon that everything looks great!

Jenna Lundy-Conner

---------- Forwarded message ----------
From: **Shaun Campbell** <shaun.c@prismalaska.com>
Date: Thu, Jul 7, 2016 at 3:40 PM
Subject: KSS Plans
To: "jlsagesse@gmail.com" <jlsagesse@gmail.com>

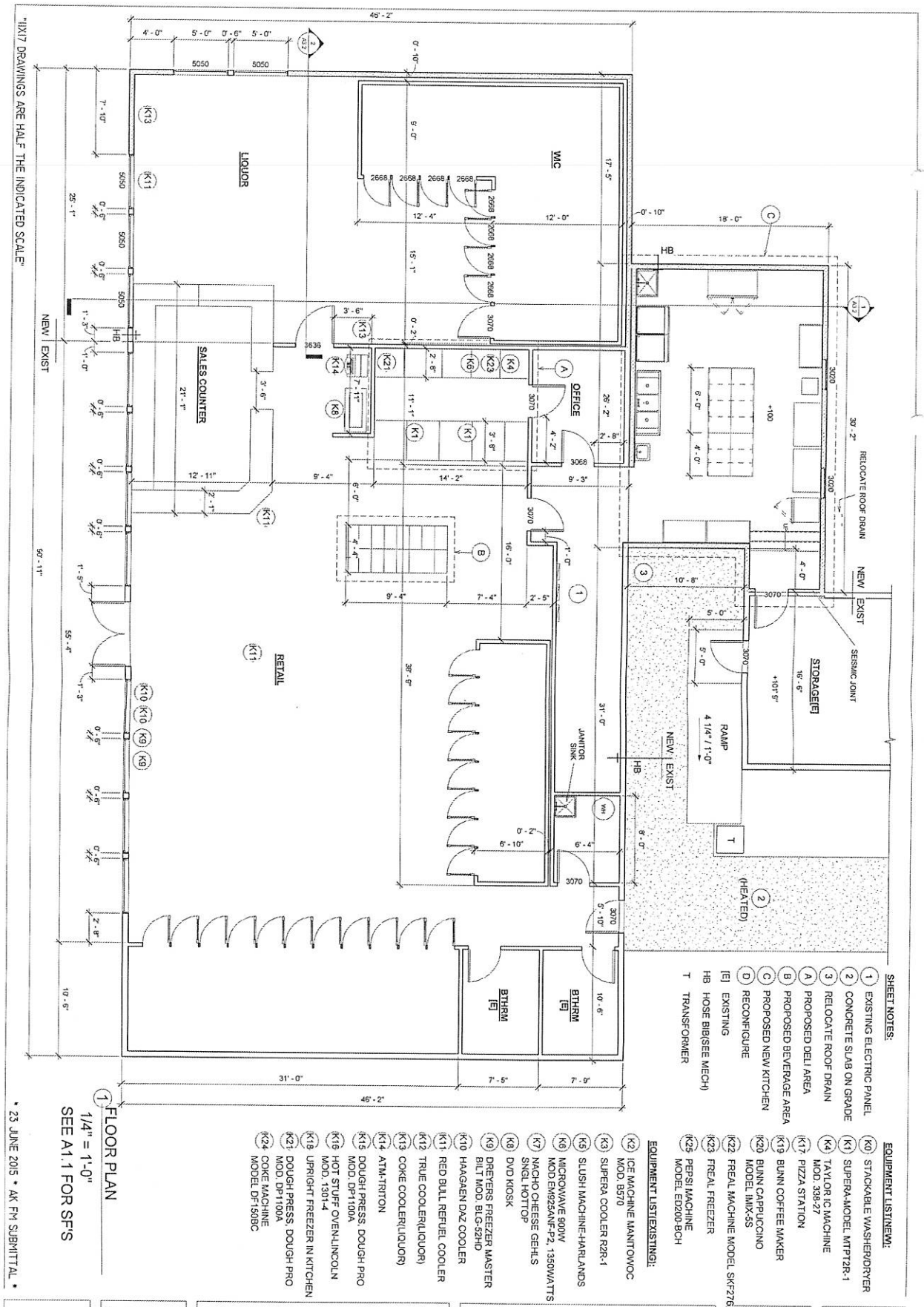


SHEET	SHEET TITLE	JOB NO.: 15-009	BY	DATE	REVISIONS
C1.0	SITE PLAN	DATE: 5/26/2015			
		DRAWN: DES			
		REVIEWED: DES			

SETTLERS BAY CAR WASH

LOT 1, SETTLERS BAY LODGE SUBDIVISION
S. SETTLERS BAY DRIVE WASILLA, ALASKA

SDCS, LLC
STEINER DESIGN & CONSTRUCTION SERVICES, LLC
5900 W. DEWBERRY DR. PH: (907) 357-5609
WASILLA, AK 99623 FAX: (907) 357-5608


"11X17 DRAWINGS ARE HALF THE INDICATED SCALE"
LIQUOR
VMC
SALES COUNTER
OFFICE
RETAIL
STORAGE[E]
RAMP
4 1/4" / 1'-0"
(HEATED)
BTHRM [E]
BTHRM [E]
NEW EXIST
RELOCATE ROOF DRAIN
SEISMIC JOINT
JANITOR SINK
HB
46' - 2"
59' - 11"
55' - 4"
31' - 0"
7' - 5"
7' - 9"
46' - 2"
SHEET NOTES:
1 EXISTING ELECTRIC PANEL
2 CONCRETE SLAB ON GRADE
3 RELOCATE ROOF DRAIN
A PROPOSED DELI AREA
B PROPOSED BEVERAGE AREA
C PROPOSED NEW KITCHEN
D RECONFIGURE
[E] EXISTING
HB HOSE BIB(SEE MECH)
T TRANSFORMER
EQUIPMENT LIST(NEW):
K0 STACKABLE WASHER/DRYER
K1 SUPERA-MODEL MTPT2R-1
K4 TAYLOR IC MACHINE MOD. 338-27
K17 PIZZA STATION
K19 BUNN COFFEE MAKER
K20 BUNN CAPPUCCINO MODEL IMIX-5S
K22 FREAL MACHINE MODEL SKF276
K23 FREAL FREEZER
K25 PEPSI MACHINE MODEL ED200 BCH
EQUIPMENT LIST(EXISTING):
K2 ICE MACHINE MANITOWOC MOD. B570
K3 SUPERA COOLER R2R-1
K5 SLUSH MACHINE-HARLANDS
K6 MICROWAVE 900W MOD.EM925ANF-P2, 1350WATTS
K7 NACHO CHEESE GEHLS SNGL HOTTOP
K8 DVD KIOSK
K9 DREYERS FREEZER MASTER BILT MOD. BLG-52HD
K10 HAAGAEN DAZ COOLER
K11 RED BULL REFUEL COOLER
K12 TRUE COOLER(LIQUOR)
K13 COKE COOLER(LIQUOR)
K14 ATM-TRITON
K15 DOUGH PRESS, DOUGH PRO MOD. DP1100A
K16 HOT STUFF OVEN-LINCOLN MOD. 1301-4
K18 UPRIGHT FREEZER IN KITCHEN
K21 DOUGH PRESS, DOUGH PRO MOD. DP1100A
K24 COKE MACHINE MODEL DF150BC
1 FLOOR PLAN
1/4" = 1'-0"
SEE A1.1 FOR SF'S
* 23 JUNE 2015 * AK FM SUBMITTAL *
A2.1
DR: KBK
CK: SAJ
DT: 12 JUNE 15
JB: PRISM
DWG:
CHEVRON KNIK
ADDITION/REMODEL
KNIK, ALASKA
SAJJ ARCHITECTURE, LLC
SCOTT A. JONES 6375 KULIS DRIVE, ANCHORAGE, ALASKA 99502
#907-440-6606 #907-258-6606 (FAX)
REV NO: XX DATE

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INTRODUCTION FOR PUBLIC HEARING

QUASI-JUDICIAL

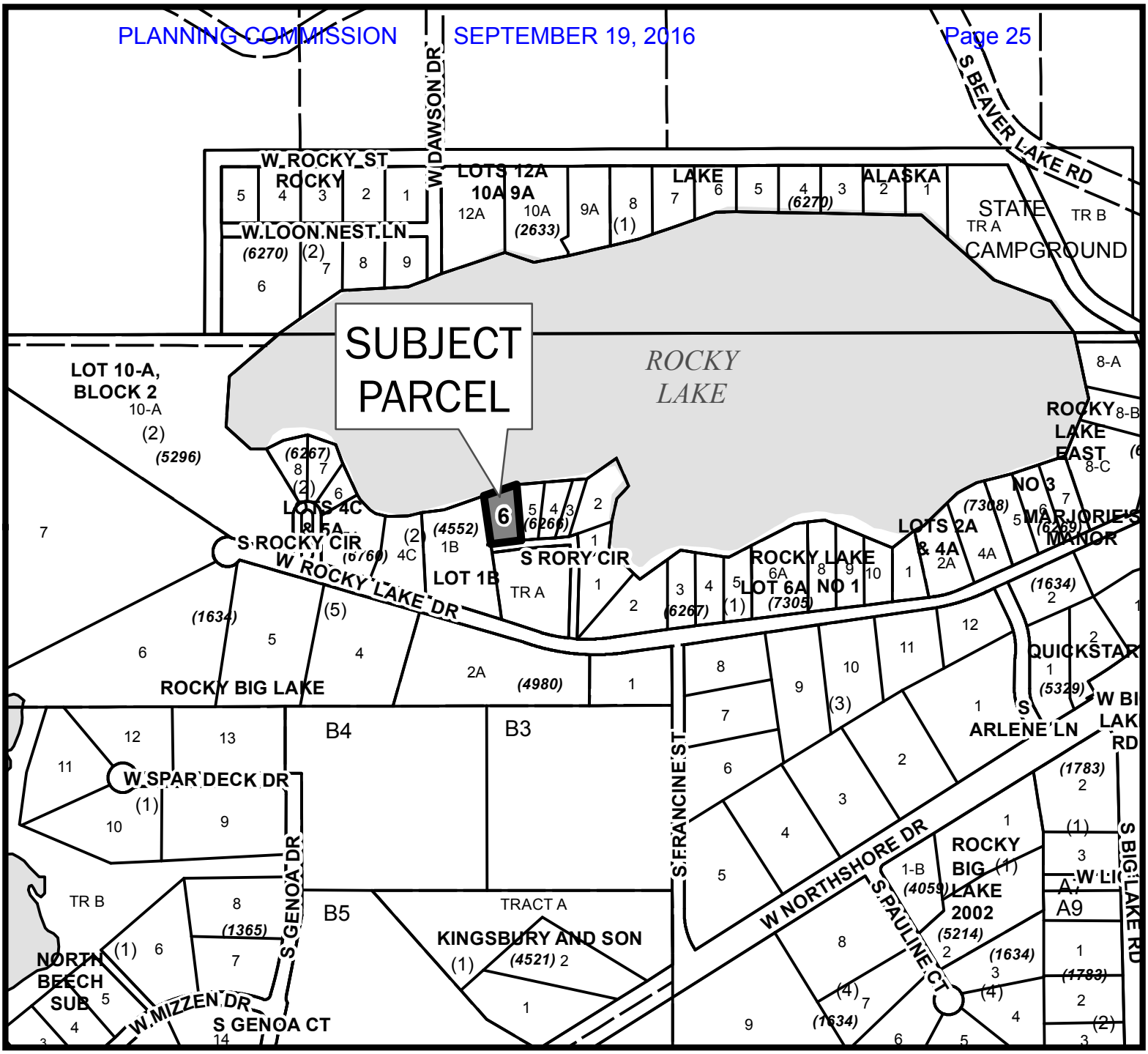
Resolution No. 16-34

Rocky Lake Subdivision Variance Request

2581 S. Rory Circle, Big Lake, AK

(Page 23 - 46)

INTRODUCTION FOR PUBLIC HEARING



6266000L006

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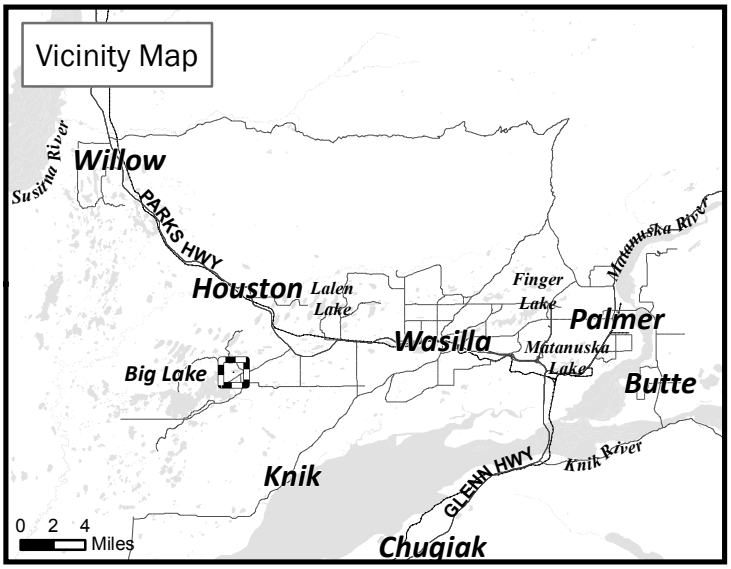
N

MSB Information Technology/GIS
June 11, 2015

0 500 Feet



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MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: PermitCenter@matsugov.us

Matanuska - Susitna Borough Development Services
MAY 19 2015
RECEIVED

PAID 5/19/15

APPLICATION FOR A VARIANCE – MSB 17.65

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Application fee must be attached:
_____ **$500** for **Variance**
Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made ***prior*** *to the application presentation before the Borough Planning Commission.*

Subject Property Township: 17N, Range: 03W, Section: 21, Meridian S
MSB Tax Acct # 6266000L006
SUBDIVISION: ROCKY LAKE SUBDIVISION BLOCK(S): _____, LOT(S): 6
STREET ADDRESS: 2581 S, RORY Circle, BIG LAKE, AK 99652
(US Survey, Aliquot Part, Lat. /Long. etc) _____

Ownership A *written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? o Yes o No ☒ N/A

Name of Property Owner
Michael and JoEllen Solmonson
Address: P.O. Box 521791
BIG LAKE, AK 99652
Phne: Hm 892-1231 Fax _____
Wk _____ Cell 748-1230
E-mail busy1@mtaonline.net

Name of Agent/ Contact for application
_____
Address: _____
_____
Phne: Hm _____ Fax _____
Wk _____ Cell _____
E-mail _____

Description	Attached
A variance from MSB 17.65 is being applied for and is specifically described.	
Provide a detailed written description as to why the variance is required.	✓

Drawings	Attached
A boundary survey and site plan of the proposed and/or existing development, of the particular parcel or parcels affected. (See attached survey standards checklist). The survey must be submitted under the seal of an Alaska registered professional land surveyor.	✓
Structural elevation drawing(s) for the purpose of indicating the proposed height and bulk, view and other dimensions of the subject structure.	✓

In order to grant a variance from MSB Title 17, the Planning Commission must find that each of the following requirements has been met (17.65.020). Explain how the request meets each requirement. Include information such as physical surroundings, shape or topographical conditions of the property which would support the granting of a variance.	**Attached**
1. What unusual conditions or circumstances apply to the property for which the variance is sought?	✓
2. How the strict application of the provisions of this title will deprive you of the rights commonly enjoyed by other properties under the terms of this title.	✓
3. Why the granting of the variance will not be injurious to nearby property, nor harmful to the public welfare.	✓
4. How will the granting of the variance be in harmony with the objectives of this title and any applicable comprehensive plans?	✓
5. How the deviation from the requirements of this title as permitted by the variance will be no more than is necessary to permit a reasonable use of the property.	✓

A variance may <u>not</u> be granted if any of the conditions listed below are true. Explain why each condition is <u>not</u> applicable to this application.	**Attached**
1. The special conditions that require the variance are caused by the person seeking the variance.	We haven't built it yet
2. The variance will permit a land use in a district in which that use is prohibited.	SECOND Structure is Allowed
3. The variance is sought solely to relieve pecuniary hardship or inconvenience.	we haven't built it yet.

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 6266000L006 and, I hereby apply for approval a setback variance on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.55 and MSB 17.65 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved variance may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Michael E Solmonson Michael Solmonson 3-17-15

Signature: Property Owner Printed Name Date

J Solmonson JoEllen Solmonson 3-17-15

Signature: ~~Agent~~ Property Owner Printed Name Date

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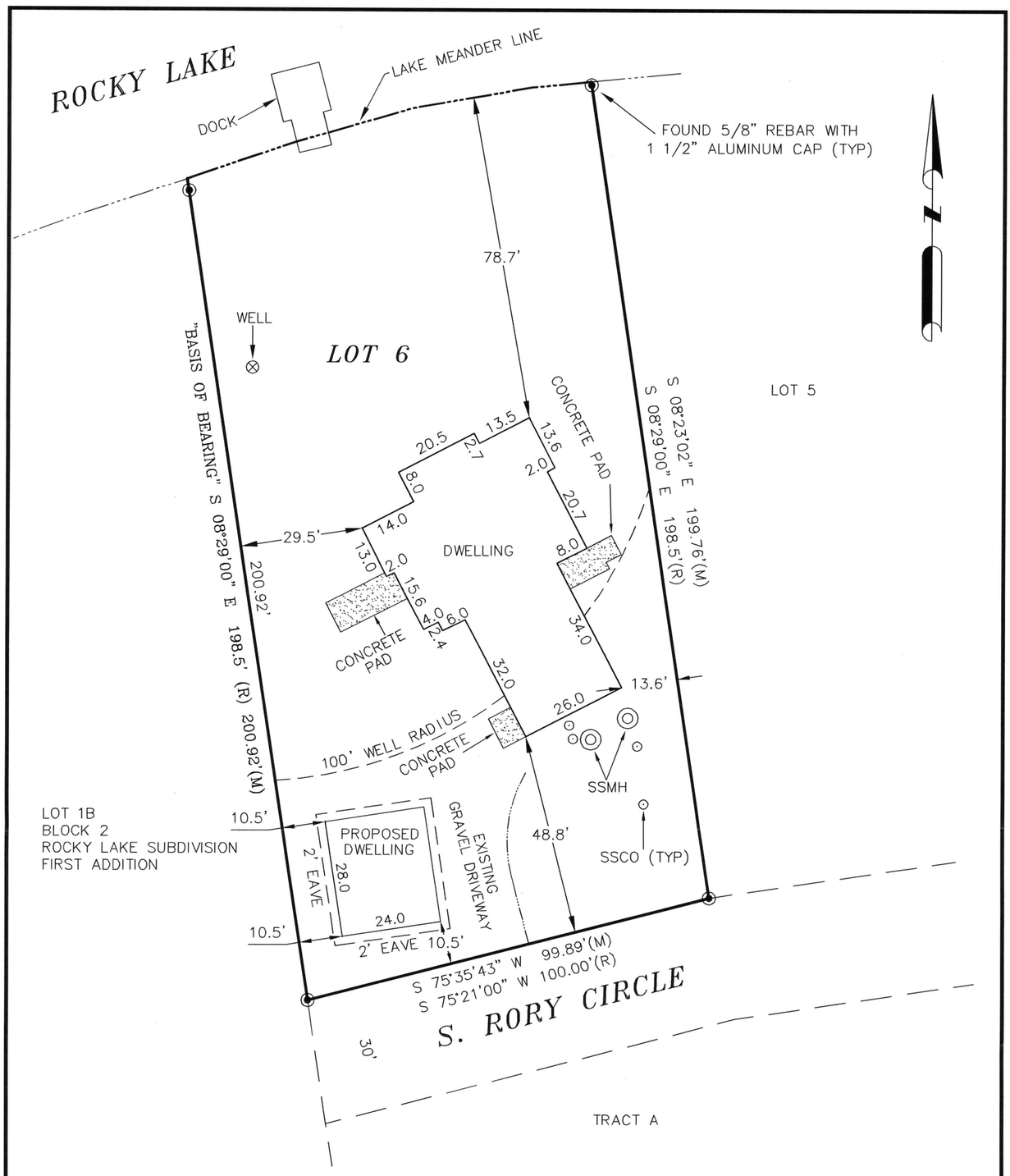

NOTES:

1. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES SEEN ON THE DATE OF SURVEY ARE SHOWN HEREON
2. IT IS THE RESPONSIBILITY OF THE OWNER TO DETERMINE THE EXISTENCE OF ANY EASEMENTS, COVENANTS, OR RESTRICTIONS WHICH DO NOT APPEAR ON THE RECORDED SUBDIVISION PLAT.
3. ALL BEARINGS AND DISTANCES SHOWN ARE RECORD, UNLESS OTHERWISE NOTED.

ASBUILT SURVEY & SITE PLAN

©BULL MOOSE SURVEYING 2015

LOT 6, ROCKY LAKE SUBDIVISION

PALMER RECORDING DISTRICT, ALASKA

REVISION	BY	DATE

BULL MOOSE SURVEYING
ROBERT S. HOFFMAN
200 HYGRADE LANE, WASILLA, ALASKA 99654
(907) 357-6957 FAX (907) 357-6977
VISIT US AT BULL MOOSE SURVEYING.COM

STATE OF ALASKA 49TH
R S Hoffman
ROBERT S. HOFFMAN
LS-10609
Professional Land Surveyor

DRAWN BY: RSH	DATE OF SKETCH: 8/17/2015	PREPARED FOR:	*MIKE SOLMONSON*
CHECKED BY: SES	SECTION 21 TWP. 17N RANGE 3W S.M.	SCALE: 1"=30'	PLAT #W-31

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Description: We would like to build a guest cabin for family and friends. While we have room on our property with the required set-backs, placing the building closer to the boundaries of our property will create a much more positive situation for our neighbors. It will also give us more room in our driveway for emergency vehicles and parking that will not affect our neighbors.

COMPLIANCE

1. While we will be unable to see the guest cabin from our home in either scenario, if the usual setback is observed, the cabin will impede our neighbors' view. Since the easement ends at our property, building ten feet instead of 25 feet from the easement will not affect the future needs of the community as the easement does not continue onto our neighbors' property. The property is a small lot, about half an acre. A 25 foot rear setback extending almost 15% into our lot would place the front West corner of the cabin quite close to our neighbor's living room window. Photo A is the approximate view from that corner with a 10 foot setback. Photo B is a similar view with a 25 foot setback. Further, the easement merely serves as a driveway to our home. No through traffic is possible since the easement ends at our property line. Photo C shows the driveway coming to our lot. Photo D shows the West edge of our lot abutting our neighbor directly affected by the placement of the proposed guest cabin. Note the orange flagging.
2. We have followed all of the directives and recommendations of the Commission, including paying $500 to the borough exploring

the subdivision option of acquiring a small portion of a neighboring property and adding it to our lot. Along this path we spent $3000.00 surveying property that was originally surveyed incorrectly with borough oversight—a neighbor was interested in selling us a piece of their property so that we could build where it would be a win-win for all of our neighborhood. We were told we must do even more surveying, and our neighbors would need to vacate an additional chunk of their property, which they were not willing to do. We simply can't afford to continue with this tack, so the second best solution for our neighbors, our community, and us is to build the cabin as close to the driveway edge of our property as possible. Secondary structures are common in the Mat-Su Valley. Other larger properties allow this type of development without being restricted by available space. Granting a 10 foot setback would provide for reasonable development of our property to accommodate family and guests, while minimizing the impact to our neighbors.

3. Mike is an active volunteer on the Meadow Lakes Fire Department. Emergency vehicles can easily turn around in our driveway now, and if we are granted the variance it will still be easily done. The easement from which we are proposing to build ten feet ends at our property; our neighbors' septic system abuts it. We are the last property accessed from this point. Our neighbors enter their property directly from Rocky Lake Drive.
4. This variance is truly a plus for everyone involved. Our neighbors will have much more separation from our guest cabin, the

easement will still be completely accessible (although the fact that it ends at our property very likely means there would be no purpose to its development), and our neighbors all feel positively about this solution. Please see the attached letter of support from the Simpsons, our neighbor to the West and whose home is shown in Photos A and B.

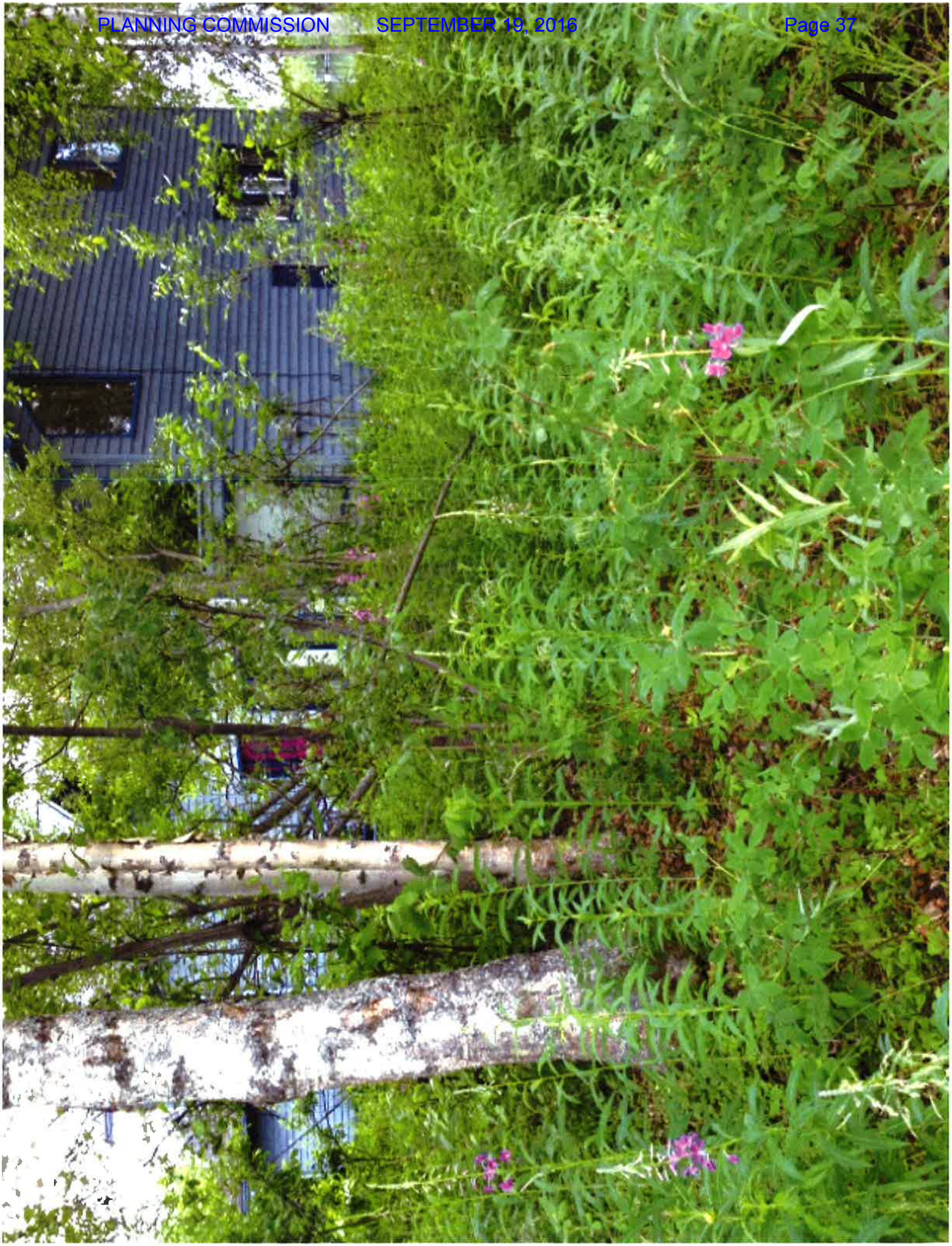
5. We take good care of our property, pay our taxes promptly, volunteer in our schools, library, foster care system, and emergency services. We care deeply about the Big Lake community. We are twenty+ year landowners here. We have done everything we have been asked to do by the Planning Commission, to the tune of $4,000.00 so far, including this application. We have tried to do everything by the book. We believe that granting a 10 foot setback for our cabin is a reasonable use of our property, a good thing for our neighborhood, and would provide better access for emergency services.

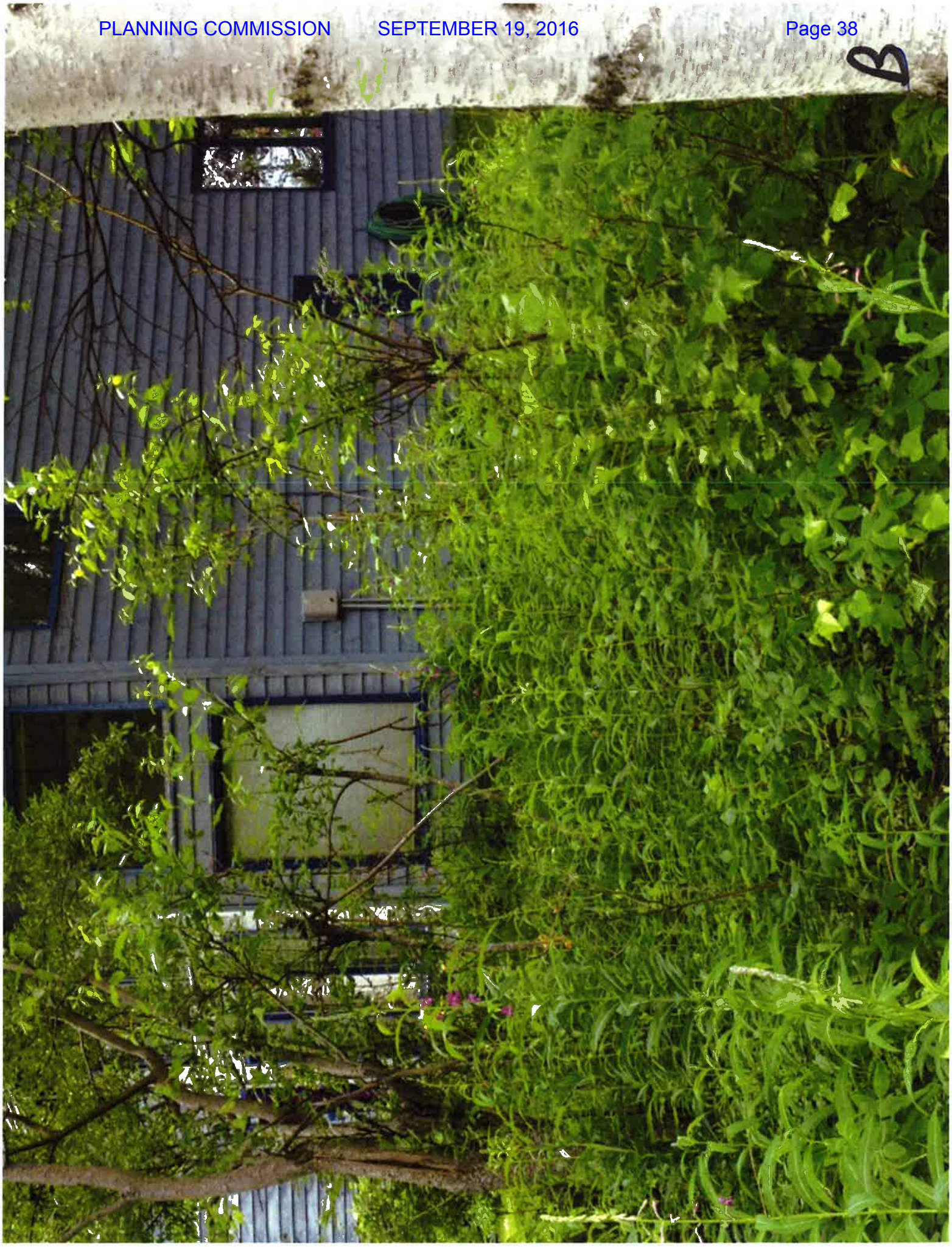
CONDITIONS NOT APPLICABLE

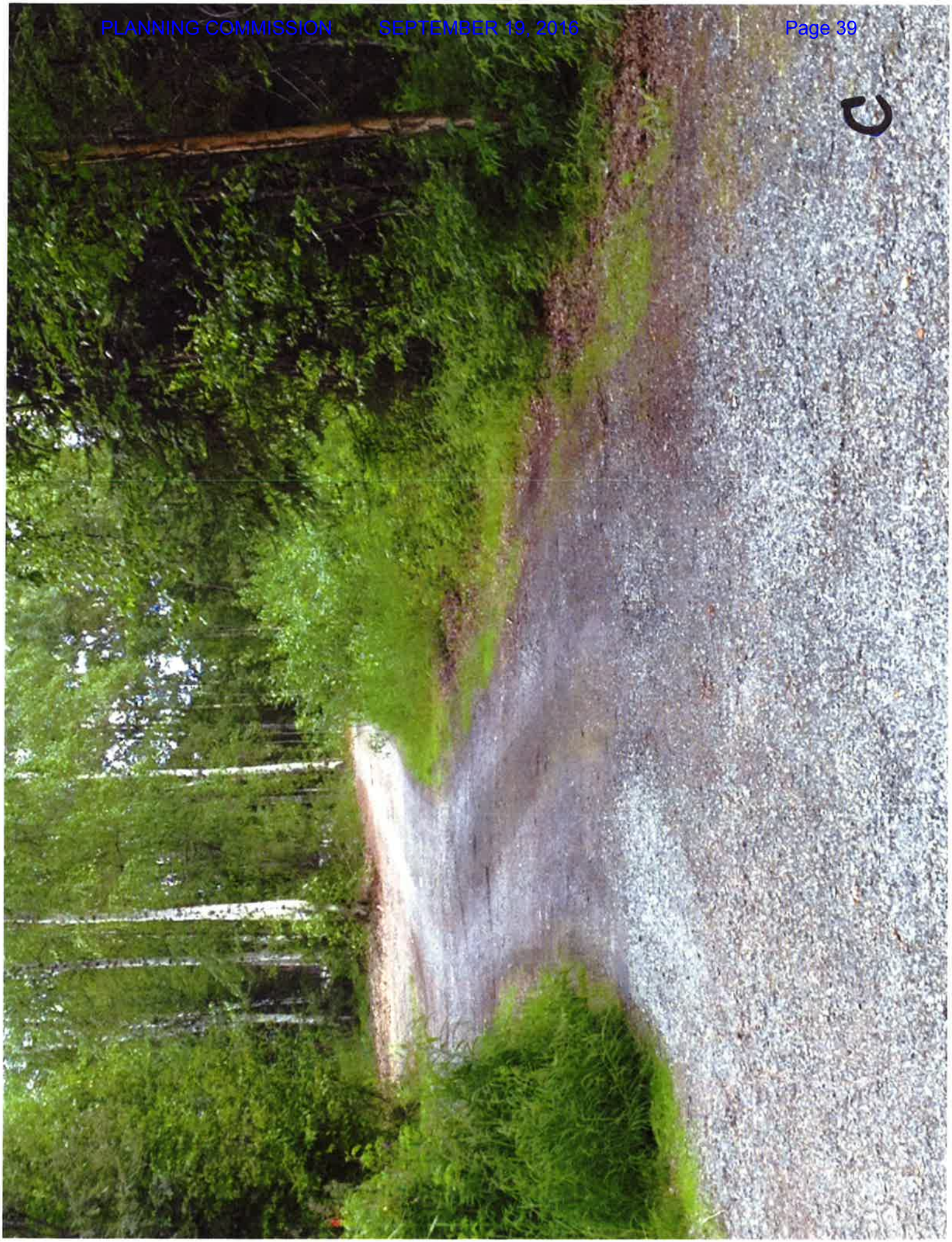
1. Our existing home, completed in 2010, was situated on our lot to comply with waterfront setback requirements on Rocky Lake. The proximity of the lot to the Simpson's home existed before we built ours.
2. There is no prohibition to guest cabins in this district.
3. The avoidance of financial hardship is not a basis for this variance request. Nor are we requesting it to avoid being inconvenienced.

One of the primary reasons for this request is to minimize the inconvenience of, and intrusion upon, our neighbors and their enjoyment of their home on Rocky Lake.

Thank you for your consideration.




B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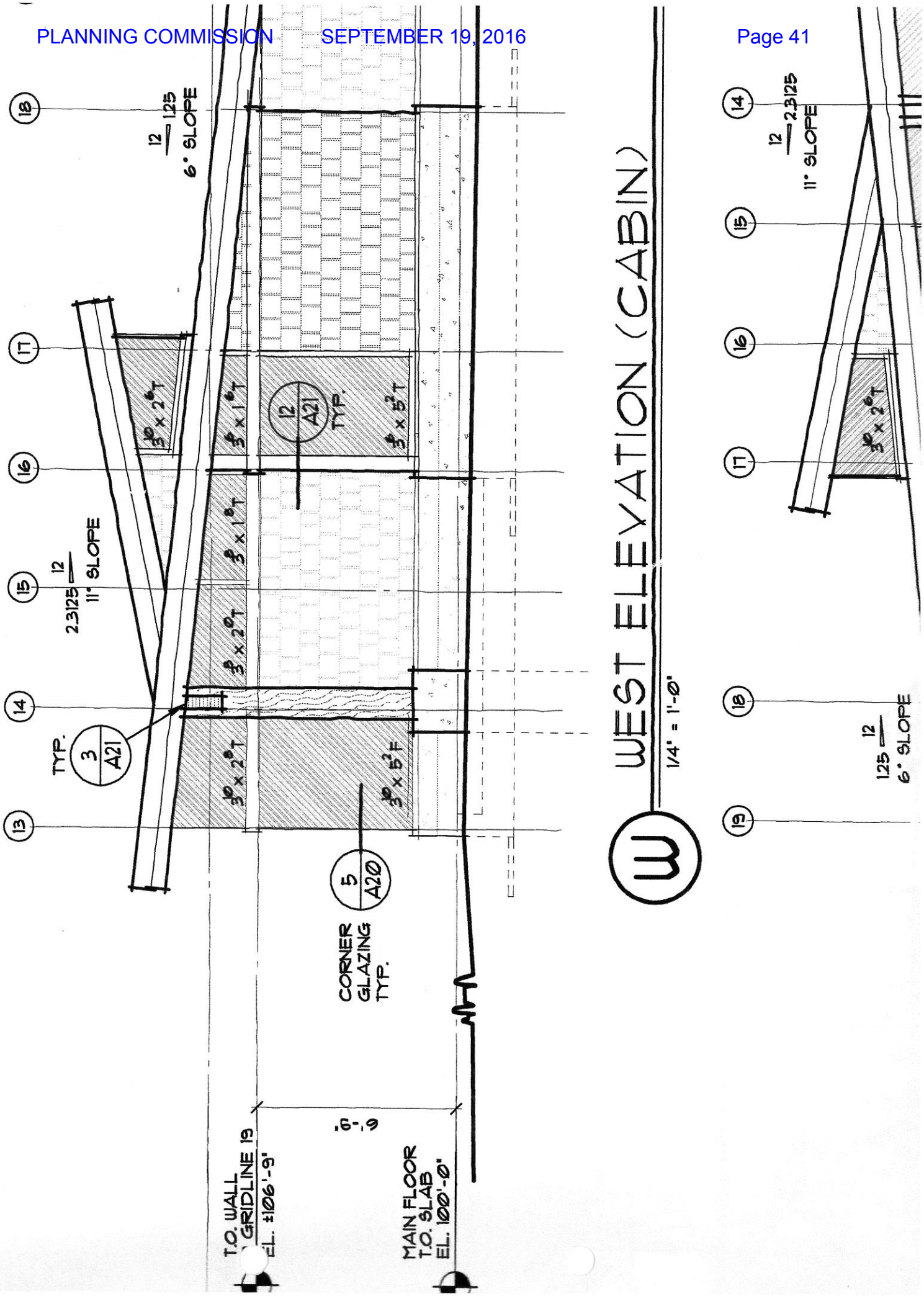
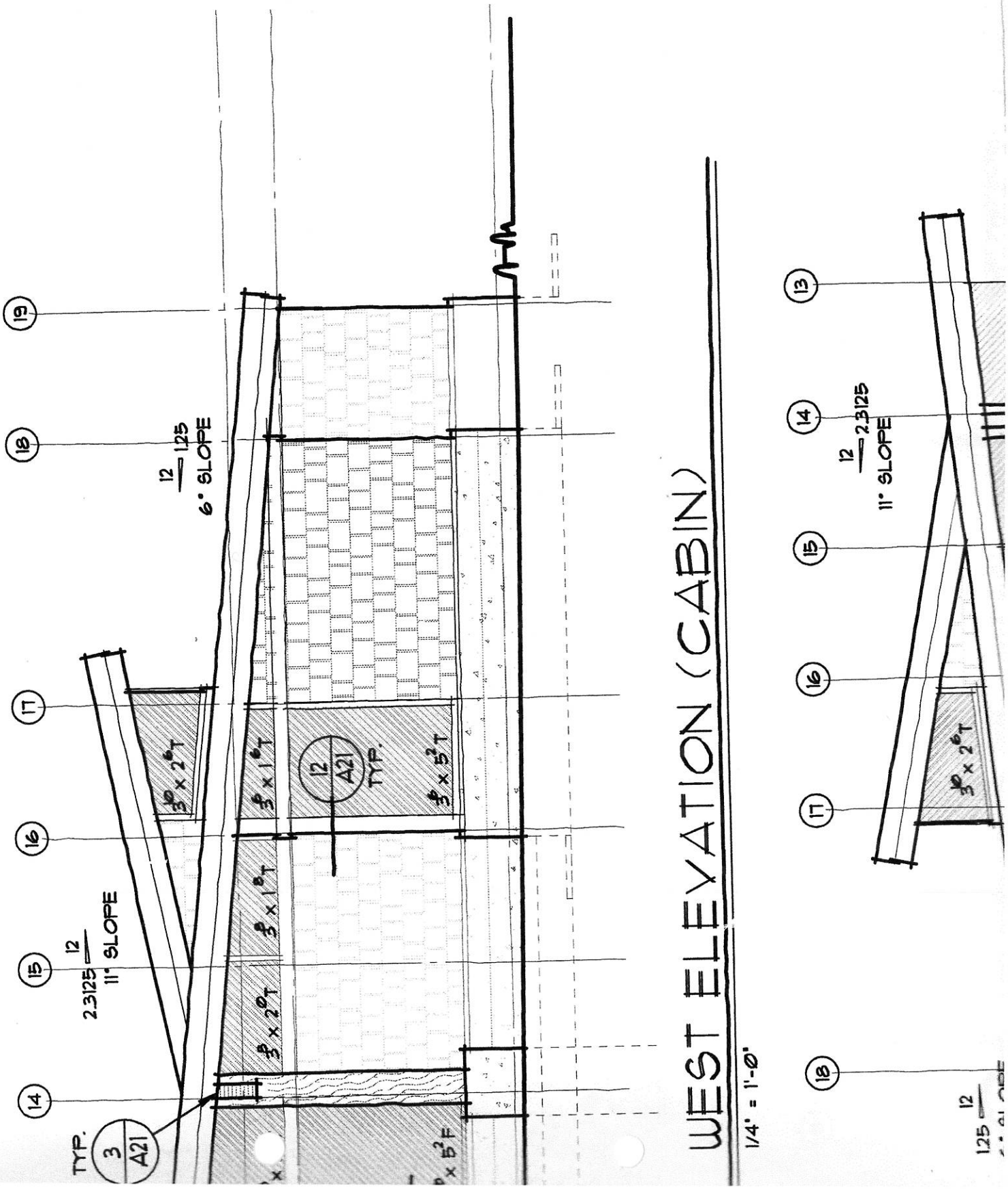
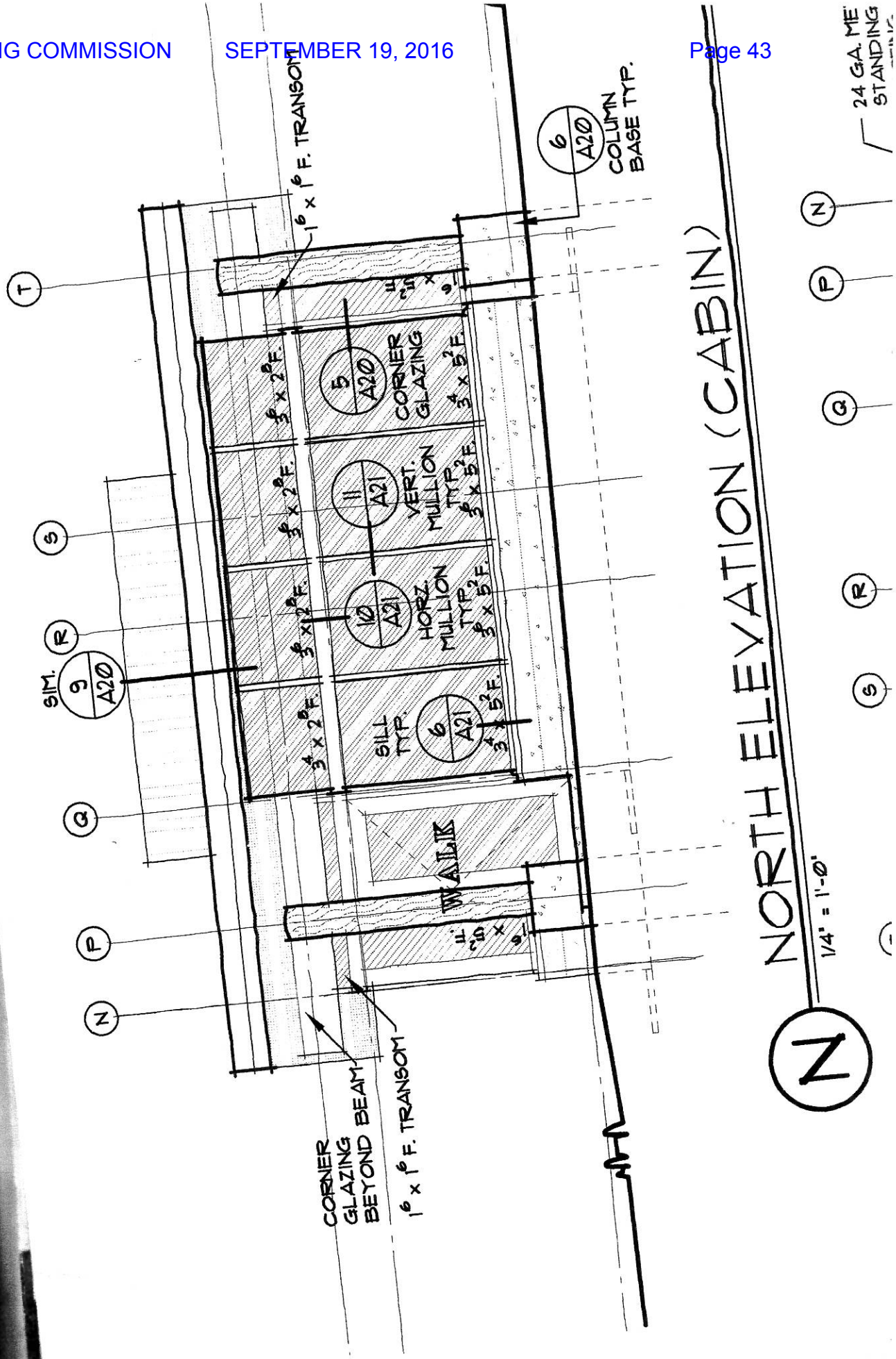
D


WEST ELEVATION (CABIN)
1/4" = 1'-0"
12 / 1.25 6° SLOPE
12 / 2.3125 11° SLOPE
TYP. 3 / A21
12 / A21 TYP.
5 / A20
CORNER GLAZING TYP.
6'-9"
T.O. WALL GRIDLINE 19 EL. ±106'-9"
MAIN FLOOR T.O. SLAB EL. 100'-0"


WEST ELEVATION (CABIN)
1/4" = 1'-0"
12 / 1.25
6° SLOPE
12 / 2.3125
11° SLOPE
12 / 2.3125
11° SLOPE
12 / A21
TYP.
3 / A21
TYP.
19
18
17
16
15
14
13


NORTH ELEVATION (CABIN)
1/4" = 1'-0"
Z
1⁶ x 1⁶ F. TRANSOM
COLUMN BASE TYP.
6 A20
24 GA. ME STANDING
5 A20 CORNER GLAZING
11 A21 VERT. MULLION TYP.
10 A21 HORZ. MULLION TYP.
6 A21 SILL TYP.
9 A20 SIM.
WALK
CORNER GLAZING BEYOND BEAM
1⁶ x 1⁶ F. TRANSOM
T
S
R
Q
P
N

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To Whom It May Concern:

Mike and Jody Solmonson have been our neighbors at Rocky Lake for about 25 years, the last five as permanent residents after they built their home.

They are now planning to build a small guest cabin between their house and ours, and are submitting a request for a variance from the 25 foot road setback at the back of their property. Their reason for the variance request is so the cabin can be constructed as far as possible from our house. Absent the variance, the front of the cabin will be quite close to our living room window.

The existing road access is actually a one lane driveway that ends at the Solmonson property. No other neighbors will be affected by approval of their request.

We support granting this variance request.

Sincerely,

Steve and Jody Simpson

May 7, 2015

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INTRODUCTION FOR PUBLIC HEARING

QUASI-JUDICIAL

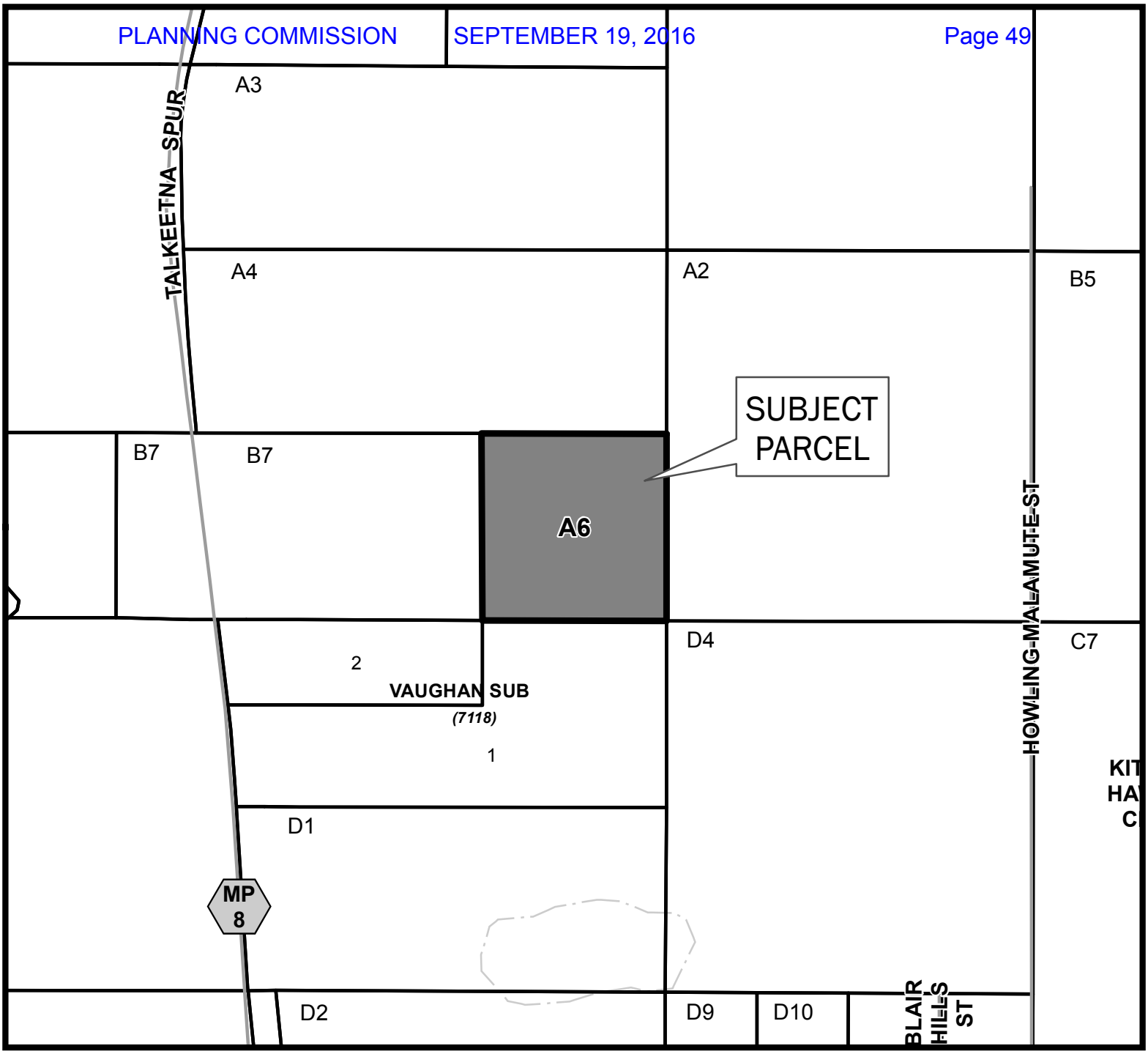
Resolution No. 16-38

MTA Telecommunication Tower (THP1) CUP

29625 S. Talkeetna Spur

(Page 47 - 184)

INTRODUCTION FOR PUBLIC HEARING



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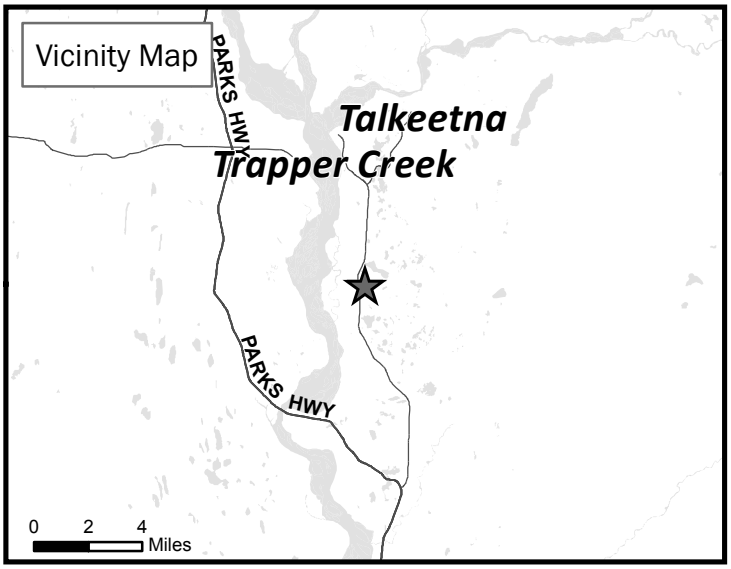

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0 500 Feet

MSB Information Technology/GIS
June 13, 2016

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MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: permitcenter@matsugov.us

THP1

APPLICATION FOR A TALL STRUCTURE – MSB 17.67

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

RECEIVED
AUG 15 2016
PERMIT CENTER

Application fee must be attached:
__x__ **$1,000** for **Conditional Use Permit** - > 125 feet in height
_____ **$ 500** for **Administrative Permit** – 85' to 125' in height
_____ **$ 100** for **Network Improvement Permit** – In accordance with MSB 17.67.110.

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made ***prior*** *to the application presentation before the Borough Planning Commission or Planning Director decision.*

Subject Property Township: 25N, Range: 4W, Section: 19, Meridian____
MSB Tax Account # 25N04W19A006
SUBDIVISION: None BLOCK(S): ____, LOT(S): A6
STREET ADDRESS: 29625 S Talkeetna Spur
(US Survey, Aliquot Part, Lat. /Long. etc) ____

Ownership A *written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? o **Yes** o **No** o **N/A**

Name of Property Owner
Matanuska-Susitna Borough
Address: 350 E Dahlia Ave
Palmer, AK 99645-6488
Phne: Hm ____ Fax ____
Wk ____ Cell ____
E-mail ____

Name of Agent/ Contact for application
Sherrie Greenshields
Address: 901 Cope Industrial Way
Palmer, Alaska 99645
Phne: Hm 907-761-6000 Fax 907-761-6001
Wk 907-761-6057 Cell 907-315-3201
E-mail Sgreenshields@nhtiusa.com

Special Land Use District *(if applicable)*: ____

Pre-Application Requirements for New Tall Structures that Require a Conditional Use Permit	
Prior to applying for a conditional use permit for a new tall structure, the applicant shall hold at least one community meeting.	
1. The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized.	
2. The meeting shall be held at least 15 calendar days after mailing of the notification.	
3. The meeting shall not start prior to 5:00 p.m. and no later than 7:00 p.m.	
4. Notification of the meeting shall, at a minimum, include the following: • Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility. • Description of the proposed development including height, design, lighting, potential access to the site and proposed service. • Date, time, and location of the informational meeting. • Contact name, telephone number, and address of applicant. • Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.	
5. At a minimum, the notification area for the meeting shall include the following: • Property owners within one-half mile of the parcels under consideration for the proposed tall structure. • The nearest community council and any community council whose boundary is within 1200 feet of the parcels under consideration for the tall structure.	
A written report summarizing the results of the community meeting shall be prepared that includes the following information:	**Attached**
1. Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal.	X
2. Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters and other publications.	X
3. Sign-in sheet(s) used at the meeting, that includes places for names, address, phone numbers and other contact information such as e-mail addresses.	X
4. A list of residents, property owners, and interested parties who have requested in writing that they keep informed of the proposed development through notices, newsletters, or other written materials.	X
5. The number of people who attended meetings.	X
6. Copies of written comments received at the meeting.	X
7. A certificate of mailing identifying all who were notified of the meeting.	X
8. A written summary that addresses the following: • The substance of the public's written concerns, issues, and problems. • How the applicant has addressed, or intends to address, concerns, issues and problems expressed during the process. • Concerns issues, and problems the applicant has not addressed or does not intend to address and why.	X

General application requirements for Administrative and Conditional Use Permits	**Attached**
1. Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect.	X
2. Citizen participation report *(if applying for a Conditional Use Permit)*	x
3. Certified site plan *(As defined in MSB 17.125.010)*	x
4. Copy of a determination of no hazard to air navigation from the Federal Aviation Administration.	X
5. If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.	X

In order to grant a Conditional Use Permit or Administrative Permit the Planning Commission or Planning Director must find that each of the following criteria has been met. Explain the following in detail:	**Attached**
1. To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized.	X
2. Visibility of the tall structure from public parks, trails recognized within adopted MSB plans, and waterbodies has been minimized to the extent that is technically feasible and potentially available.	X
3. The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the MSB Regional Aviation System Plan or by the Alaska State Aviation System Plan.	X
4. That granting the permit will not be harmful to the public health, safety, convenience, and welfare.	X

Application requirements for a Network Improvement Permit	**Attached**
1. A description of the proposed modifications to the telecommunication tower, including a description of the height, type, and lighting of the new or modified structure and the existing structure.	
2. A certified site *(as defined in MSB 17.125.010)* for purposes of setback verification.	
3. Design drawings for the proposed modified or new structure, drawn to scale, and certified by a registered engineer or architect.	

In order to grant a Network Improvement Permit the Planning Director must find that each of the following criteria has been met. Explain the following in detail.	**Attached**
1. The proposed development conforms to setback requirements of MSB 17.55.	
2. The telecommunication tower being extended was lawfully constructed at the time of application for a Network Improvement Permit.	
3. The proposed modification does not violate permit conditions of any valid permits that have been issued to the existing facility, provided that the condition being violated does not limit height of the structure.	

Operation Standards for New Tall Structures – Conditional Use Permit, Administrative Permit, and Network Improvement Permit	**Attached**
1. The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55	X
2. Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.	X
3. Adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way to enable emergency vehicle access. No more than two spaces per provider shall be required.	X
4. Information signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility shall be visibly posted at the equipment compound.	X
5. If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".	X
6. A 24-hour emergency contact number shall be visibly posted at the equipment compound.	X
7. A fence or wall not less than six (6) feet in height with a secured gate shall be maintained around the base of the tower.	X

Additional Standards for <u>Wind Energy Conversion Systems</u> (WECS) – In addition to the operations standards for new tall structures, the following standards shall apply to WECS	**Attached**
1. WECS shall be equipped with an automatic overspeed control device designed to protect the system form sustaining structural failure such as splintered or thrown blades and the overturning or breaking of towers due to an uncontrolled condition brought on by high winds.	
2. WECS shall have a manually operable method that assures the WECS can be brought to a safe condition in high winds. Acceptable methods include mechanical or hydraulic brakes or tailvane deflection systems which turn the rotor out of the wind.	

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 6461 and, I hereby apply for approval conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.67 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Signature: Property Owner	Printed Name	Date
Sherrie Greenshields	Sherrie Greenshields	8/15/2016
Signature: Agent	Printed Name	Date

MSB USE ONLY

Date application submitted:

Date application determined complete: _____

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MTA Communications

August 15, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RECEIVED
AUG 15 2016
PERMIT CENTER

RE: MSB 17.67 Tall Structures – Site THP1 Conditional Use Application

MTA Communications, LLC (MTAC) is proposing construction of a 205-foot antenna structure (200 foot tower and 5 foot lightning rod) at 29625 S Talkeetna Spur, Alaska on that property fully described as Township 25N Range 4W Section 19 Lot A6.

Construction of this facility will fill a documented significant gap in cellular communications and wireless broadband to the surrounding area. The proposed facility is located on a parcel of land where towers over 125 feet in height are permitted under a conditional use permit. The proposed project is the least intrusive alternative to fill the existing gap in MTAC's coverage in the area.

The attached narrative describes the proposed tower project and responds to elements of MSB 17.67. Please accept this as a part of MTAC's permit application.

Should the Planning Commission have any questions regarding this project, please contact us at the information below.

Sincerely,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

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Conditional Use Permit Application

Township 25N Range 4W Section 19 Lot A6

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

1.0 Introduction

MTA Communications (MTAC) is an Alaskan owned and operated telecommunications company that provides telecommunication service to the citizens of Alaska.

More than two in five (45.4%) American homes no longer use traditional landline telephone service and instead choose to be wireless only. [1] More than 50% of all adults aged 18-44 and of children under the age of 18 are living in wireless-only households. In Alaska, 31.8% of homes choose to be wireless-only households and another 21.1% are "wireless-mostly." [2] The demand for data on provider networks also continues to grow exponentially. In light of this growing reliance on wireless communications and increased data demand, additional infrastructure has become essential to providing reliable service. The demand for access to wireless communications continues to grow exponentially across both Alaska and the continental United States.

As part of MTAC's efforts to fill network gaps, MTAC is proposing construction of 205-foot antenna structure (200 foot tower with 5 foot lighting rod) at 29625 S Talkeetna Spur. The proposed construction will fill an existing significant gap in cellular and wireless broadband service coverage. The construction of communication towers is permitted pursuant to a Conditional Use Application. The proposed tower location is the least intrusive, reasonably available and technically feasible location for the proposed tower construction.

The below sections present a description of radio frequency science, applicable federal law governing telecommunications, and the decision logic used to meet Matanuska-Susitna Borough Planning Department requirements set forth in standards MSB 17.67.

1.1 Radio Frequency Description and Evolution

Wireless networks are a complex mesh of radio frequencies that have an exclusive license to operate by the Federal Communication Commission (FCC). This mesh of licensed frequencies allows cellular communications to be delivered at a wide variety of scales. The scale that can be covered by the frequencies is directly proportional to the type of spectrum being used and distance between each set of antennas delivering the signals.

Radio Frequency (RF) is a frequency or band of frequencies in the range 10^4 to 10^{11} or 10^{12} Hz at which radio waves are transmitted, and they're suitable for use in telecommunications. Hertz (Hz) is the unit of RF and it refers to the number of cycles per second. Wavelength is the distance between successive crest of a wave, peaks of the electromagnetic waves. The relationship between RF and Wavelength is as follows: Wavelength = C/Frequency where C is the speed of light ($3 \times 10^{\wedge 8}$ m/s). Radio Frequencies are allocated and regulated by the FCC and are a part of the electromagnetic spectrum.

---

[1] "Wireless Substitution: Early Release of Estimates from the National Health Interview Survey, July-December 2014," U.S. DHHS, CDC National Center for Health Statistics.

[2] CDC Wireless Substitution: State-level Estimates from the National Health Interview Survey (December 2014)

The FCC has established safety guidelines for Human Exposure to Radiofrequency Electromagnetic Fields that broadcaster/wireless carriers must adhere to.

A cellular network is a radio network distributed over land through cells where each cell includes a fixed location transceiver known as base station. Multiple cells together provide radio coverage over larger geographical areas.

Mobile communication operators use radio spectrum to provide mobile calling and data services. In order to keep up with a demand that is exponentially growing, the technology continues to evolve. Some Factors that affect wireless network performance

- Physical Obstructions – Wireless signals have difficulty penetrating solid objects such as hills, buildings, foliage, etc. The more obstructions there are between the transmitter and receiver the higher the chances of a poor signal level.
- Network Range and Distance between Devices – The way wireless signal propagates and with obstructions on the way, the further apart the devices are, the weaker the signal becomes. The signal strength decreases, roughly in an inverse cubic relation with respect to the distance between two devices (4Gon Solutions). For example, if the distance between two devices doubles, the signal becomes at least eight times weaker.
- Network Usage and Load – If the number of active users in the network increases due to a special event or something of that nature, the resources required to support them may not be available. This results in reducing network performance by decreased data speeds or reduced accessibility.

1.2 Telecommunications Act of 1996

The Telecommunications Act of 1996 was enacted to encourage the rapid deployment of new telecommunications technologies, while also preserving state and local control over zoning matters. *T-Mobile Northeast LLC v. City of Lawrence*, 755 F.Supp.2d 286, 290 (D. Mass. 2010) (internal citations omitted). The Act generally preserves state and local authority over the placement and construction of telecommunication tower facilities. The Act places several limitations on local control. Specifically, the Act dictates that:

(1) A local government cannot unreasonably discriminate among providers of functionally equivalent services; and
(2) A local government cannot prohibit or effectively prohibit the provision of personal wireless services; and
(3) A local government cannot deny or limit an application for the construction of a wireless tower on the basis of the health or environmental effects of radio frequency emissions, as long as the proposed tower complies with FCC requirements for emissions; and
(4) Any local government decision to deny a request to construct personal wireless facilities must be in writing and supported by substantial evidence.

Since the Act's adoption, federal courts have assessed the application of these limitations and concluded that "a significant gap in service (and thus an effective prohibition of service) exists whenever a provider is prevented from filling a significant gap in *its own* service coverage." *MetroPCS, Inc. v. City & Cnty. of San Francisco*, 400 F.3d 715, 733 (9th Cir. 2005). Essentially, the Act precludes a municipality from restricting the construction of new infrastructure required by a provider to fill a gap in its network, even if coverage is available from other providers

in the area. The fact that coverage is provided by another carrier in the area cannot be relied upon by a local land use commission to deny a permit application for a new tower.

Any decision by a local planning or zoning authority denying a land use permit required to construct a personal wireless services facility must be in writing and supported by substantial evidence. Where a provider has demonstrated a significant gap in its service coverage and proposed the least intrusive means to fill this gap, the burden of proof shifts to the zoning board to demonstrate that the record contains substantial evidence in support of its decision. When a provider has made a prima facie showing that a proposed tower is the least intrusive means of filling a significant gap in service, even if a zoning board's denial is supported by substantial evidence the Commission must also specifically show that there are some potentially available and technologically feasible alternatives for construction. *T-Mobile USA v. City of Anocortes*, 572 F.3d 987, 998 (9th Cir. 2009). The provider must then have an opportunity to dispute the availability and feasibility of the alternatives favored by the locality. *Id.*

2.0 Existing Significant Gap in MTAC Coverage

The area of Mat-Su Borough in the vicinity of the proposed cell site is currently underserved by MTAC for both voice and data coverage, which results in a significant gap in coverage for the MTAC system.

Detailed Propagation maps are included under Exhibit E (Propagation Maps). Four heights for the tower were considered, 120 feet, 150 feet, 180 feet and 200 feet. However, the 120, 150 and 180 foot elevations do not result in full coverage of the significant gaps.

2.1 Site Selection Process

To fill the significant gaps in MTAC's service, MTAC's engineers used computer modeling to determine an idealized design point for tower construction and a surrounding search radius containing properties which, dependent upon topography and other surface interference, could serve as a build location. A potential tower location within the search ring would be ideal to fill the existing significant gap in MTAC's coverage.

MTAC's preference is to co-locate on existing towers wherever possible. There were no existing towers or building co-location sites in the general vicinity.

2.2 Tower and Site Design

Through strategic choices in site design and tower height the proposed construction is designed to fill the significant gap in MTAC's coverage in the least intrusive manner possible. The proposed site is located on a parcel of land which is undeveloped. There are residential lots that border the proposed site.

A detailed site plan for the tower construction is included with this application as Exhibit A. The drawings are certified by a licensed professional engineer demonstrating soundness and conformity with all applicable codes, as well as State and federal law. The tower complex will be surrounded by a six-foot chain link fence. The tower site will be access using a new driveway.

The tower structure is a lattice tower. Site placement allows existing trees to screen the site from adjacent properties. The tower will be galvanized steel and gray in color. Power supply to the site will be provided by a three gang meter base. This will allow three carriers to each have a separate 200amp electrical service for the tower.

2.3 Tower Height

The tower is designed to be the minimum height necessary to assure that the significant gap in MTAC's service coverage can be filled.

The propagation maps are included in Exhibit E (Propagation Maps) depict the proposed tower at heights of 120 feet, 150 feet, 180 feet and 200 feet.

It is MTAC's policy to construct all wireless infrastructures to an engineering standard that allows multiple carriers to locate equipment on the structure. The proposed tower is designed and engineered to accommodate two additional sets of antennas, of equal or lesser specification to MTAC's proposed equipment, yielding the ability to co-locate two additional carriers on the structure. With the inclusion of the MTAC's antennas, the structure allows for a total of three carriers on the tower.

2.4 Tower Illumination

The FAA has determined that marking or lighting is required for this tower location (FAA Determination of No Hazard). The FAA requires a medium intensity dual lighting system. This will consist of a top mounted beacon white LED flashing light by day and red flashing by night along with red side lights at the mid-point height on the tower. Documentation is attached to this application as Exhibit B. The document can also be searched and downloaded from the FAA's website using Aeronautical Study Number 2016-AAL-444-OE.

As a condition of the determination, the structure is to be marked/lighted in accordance with FAA advisory circular 70/7460-1 L, obstruction marking and lighting, a med-dual system.

3.0 Application Criteria Matanuska-Susitna Borough 17.67

As set forth above, MTAC's proposed tower requires a Conditional Use Permit Matanuska-Susitna Borough 17.67. The project will protect the public health, safety, and welfare, will not injure the lawful use with existing neighboring uses.

17.67.050 PRE-APPLICATION REQUIREMENTS FOR NEW TALL STRUCTURES THAT REQUIRE A CONDITIONAL USE PERMIT.

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council

meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;

(1) The meeting shall be held at least 15 calendar days after mailing of the notification;

(2) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;

(3) Notification of the meeting shall, at a minimum, include the following:

(a) Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) Description of the proposed development including height, design, lighting, potential access to the site, and proposed service;

(c) Date, time, and location of informational meeting;

(d) Contact name, telephone number, and address of applicant; and

(e) Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(4) At a minimum, the notification area for the meeting shall include the following:

(a) Property owners within one-half mile of the parcels under consideration for the proposed tall structure; and

(b) The nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(1) Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;

(2) Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;

(3) Sign-in sheet(s) used at the meeting that includes places for names,

addresses, phone numbers, and other contact information such as email addresses;

(4) A list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices, newsletters, or other written materials;

(5) The number of people who attended meetings;

(6) Copies of written comments received at the meeting;

(7) A certificate of mailing identifying all who were notified of the meeting; and

(8) a written summary that addresses the following:

(a) The substance of the public's written concerns, issues, and problems;

(b) How the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and

(c) Concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

17.67.070 GENERAL APPLICATION REQUIREMENTS FOR ADMINISTRATIVE AND CONDITIONAL USE PERMITS.

(A) An application for a conditional use or administrative permit to construct a new tall structure may be initiated by a property owner or the owner's authorized agent and shall include:

(1) Completed application form provided by the department and signed by the property owner or authorized agent;

MTAC Response – Please find application form attached to this narrative.

(2) Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect;

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents)

(3) Fee in the amount designated in MSB 17.99;

MTAC Response – Fee amount will be paid

(4) Citizen participation report in accordance with MSB 17.67.050(B);

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

(5) a certified site plan,

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents)

(6) Copy of a determination of no hazard to air navigation from the Federal Aviation Administration; and

MTAC Response – Please refer to Exhibit B (FAA Determination)

(7) If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.

MTAC Response – breakpoint technology not applicable to this tower application.

17.67.080 STANDARDS FOR APPROVAL OF NEW TALL STRUCTURES.

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will

help screen the tower from view.

(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.

(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and

MTAC Response – Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields. As a condition of the determination, the structure is to be marked/lighted in accordance with FAA advisory circular 70/7460-1 L, obstruction marking and lighting, a med-dual system.

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

MTAC Response – the proposed site will not be harmful to the public health, safety, convenience and welfare.

17.67.090 OPERATION STANDARDS FOR NEW TALL STRUCTURES.

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

MTAC Response – The proposed site conforms to MSB 17.55.

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant

demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

(3) Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

MTAC Response – Refer ta Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) Informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

MTAC Response – MTAC will camply with signage requirements.

(b) If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

MTAC Response – MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.

(c) A 24-hour emergency contact number.

MTAC Response – a 24 hour contact number will be referenced on signage.

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

MTAC Response – Please refer to Appendix A (Site Document and Design Documents)

4.0 Conclusion

MTAC's Matanuska-Borough network includes a significant gap in coverage in the proposed site vicinity as depicted in attached propagation studies in Exhibit E. After a search of available sites which could meet the technical requirements necessary to fill this coverage gaps, MTAC has identified 29625 S Talkeetna Spur, Alaska on that property fully described as Township 25N Range 4W Section 19 Lot A6 as the location which will allow for construction meeting network requirements. As described in detail in this application, this tower location is the least intrusive and most appropriate option to meet the significant gap in MTAC's coverage, which can only be met through placement of a new tower. Finally, MTAC's proposed tower will affirmatively protect the public health, safety, and welfare by providing cellular and wireless broadband services to a currently underserved area, impacting both area households and residents and transient customers seeking to access this technology from roadways and public spaces in the area. We believe we have exceeded the burden of proof outlined in MSB 17.67. for the requested Conditional Use Permit. Therefore, MTAC respectfully requests that the Matanuska-Susitna Planning Commission grant the Conditional Use Permit.

5.0 Exhibits

Exhibit A: Site Document and Design Documents
Exhibit B: FAA Determination
Exhibit C: Balloon Flight
Exhibit D: Lease Agreement
Exhibit E: Propagation Maps
Exhibit F: Notification Letter, Mailing List, Meeting Sign In, and Meeting Summary
Exhibit G: Summary Page and Written Public Comments

Exhibit A

Site Document & Design Documents

THP1
LTE SITE

PROJECT INFORMATION

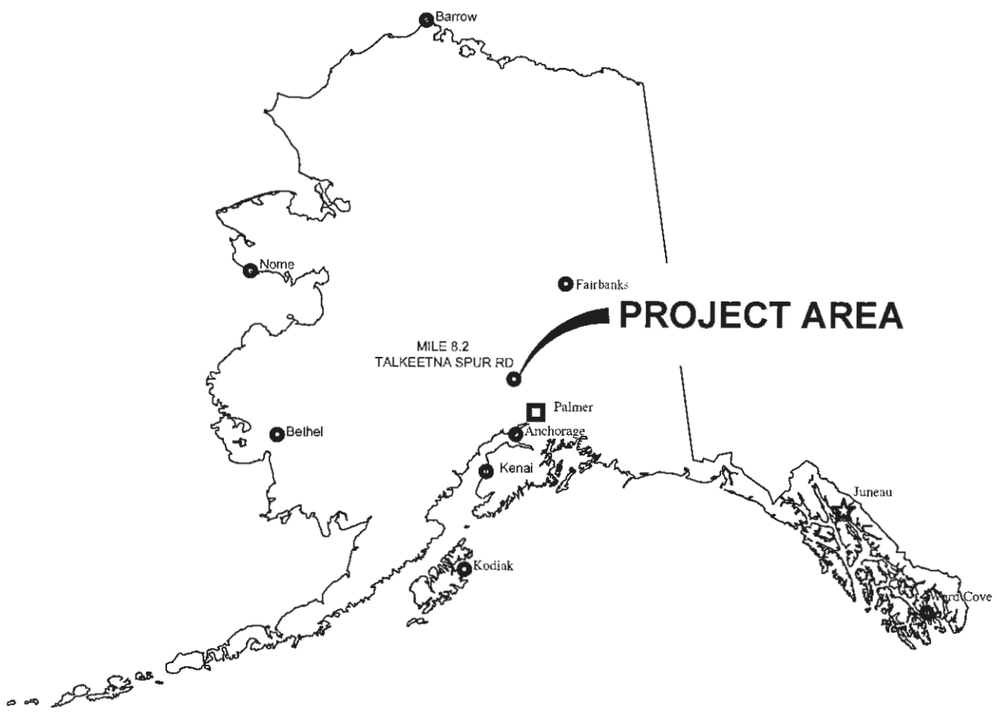
PROJECT LOCATION: MILE POST 8.2 TALKEETNA SPUR RD
NHTI PROJECT NUMBER: 16-0088-20

CONTACT INFORMATION

CIVIL ENGINEER
DALE R. BROWNING, PE, SE
NHTI - (907) 761-6069
901 COPE INDUSTRIAL WAY
PALMER, ALASKA 99645

Sheet List Table

SHEET #	TITLE	REV #
T1.0	COVER SHEET	1
C1.0	SITE PLAN	1
C1.1	SITE ELEVATION	
C2.0	ENLARGED SITE PLAN	1
C3.0	DRIVEWAY TOPO	0
C3.1	DRIVEWAY PROFILE	0
C3.2	DRIVEWAY AND PAD SECTIONS	0
S1.0	TOWER FOUNDATION PLAN	0
S1.1	TOWER FOUNDATION SECTION	
S1.2	GRADE BEAM LAYOUT AND DETAILS	



Matanuska - Susitna Borough
Development Services
AUG 24 2016
Received

REV.	DESCRIPTION	DATE
1	ADDED TURNAROUND ON SITE PLAN	160823
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

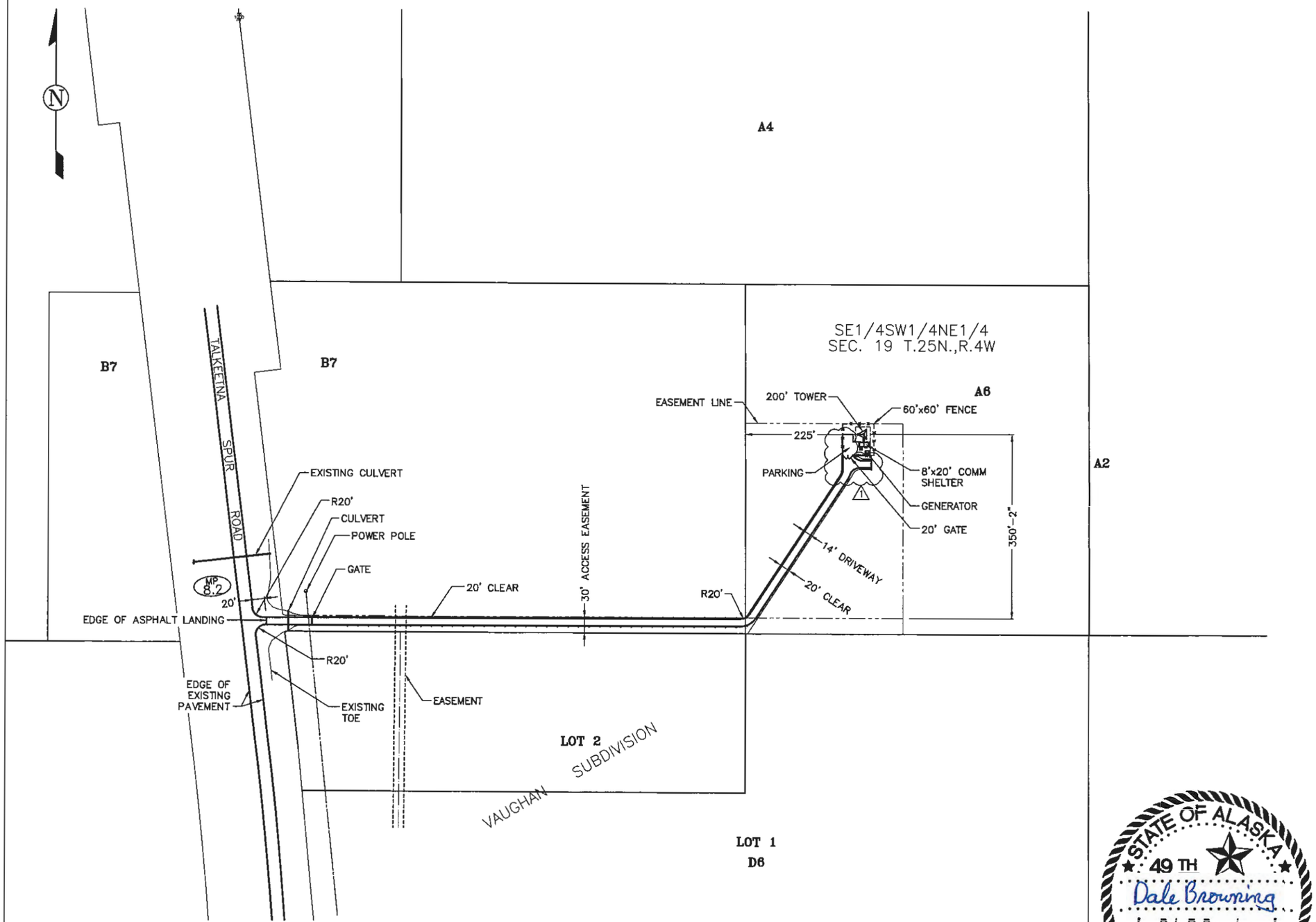
MTA
THP1 LTE SITE
COVER SHEET

T1.0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\T1.0 COVER SHEET.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1

NOTES:

1. THIS DRAWING DEVELOPED FROM MTA DRAWING "M.T.A. 'TSHP' WIRELESS SITE", REVISED 3-29-16.



1 / C1.0 SITE PLAN
SCALE: 1=200'

Matanuska - Susitna Borough
Development Services
AUG 24 2016
Received

REV.	DESCRIPTION	DATE
1	ADDED TURNAROUND	160823
0	ISSUE FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

SITE PLAN

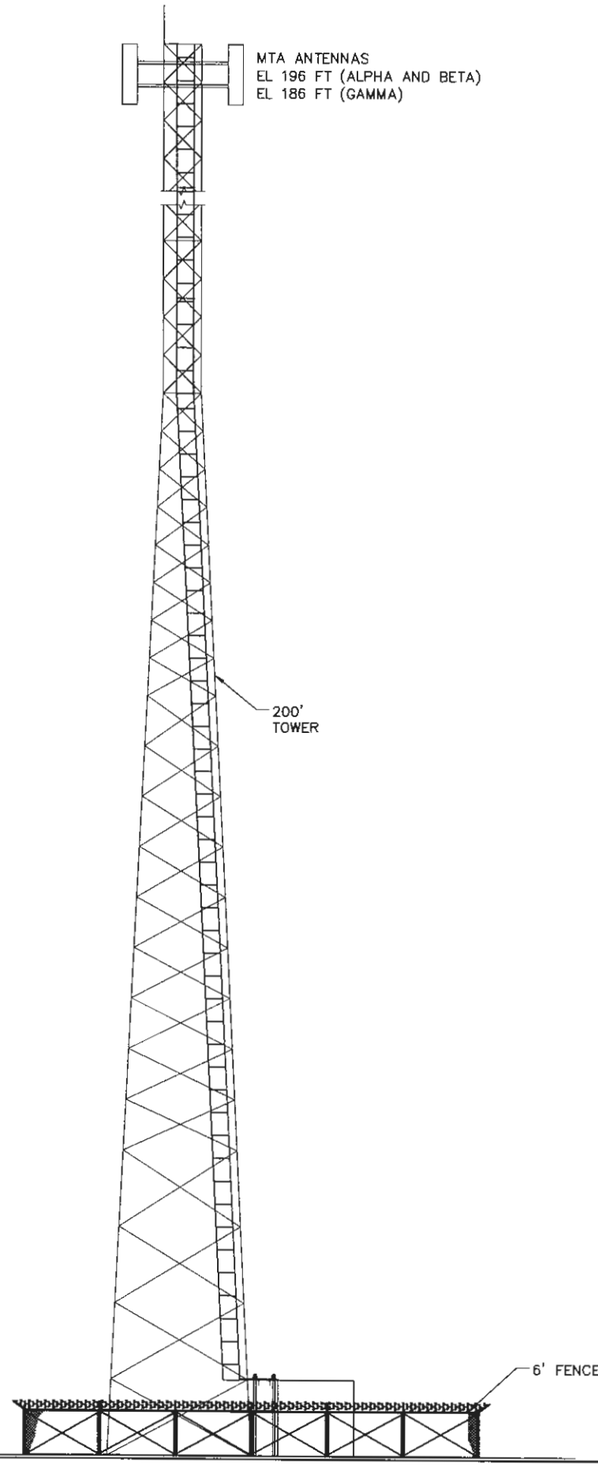
DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

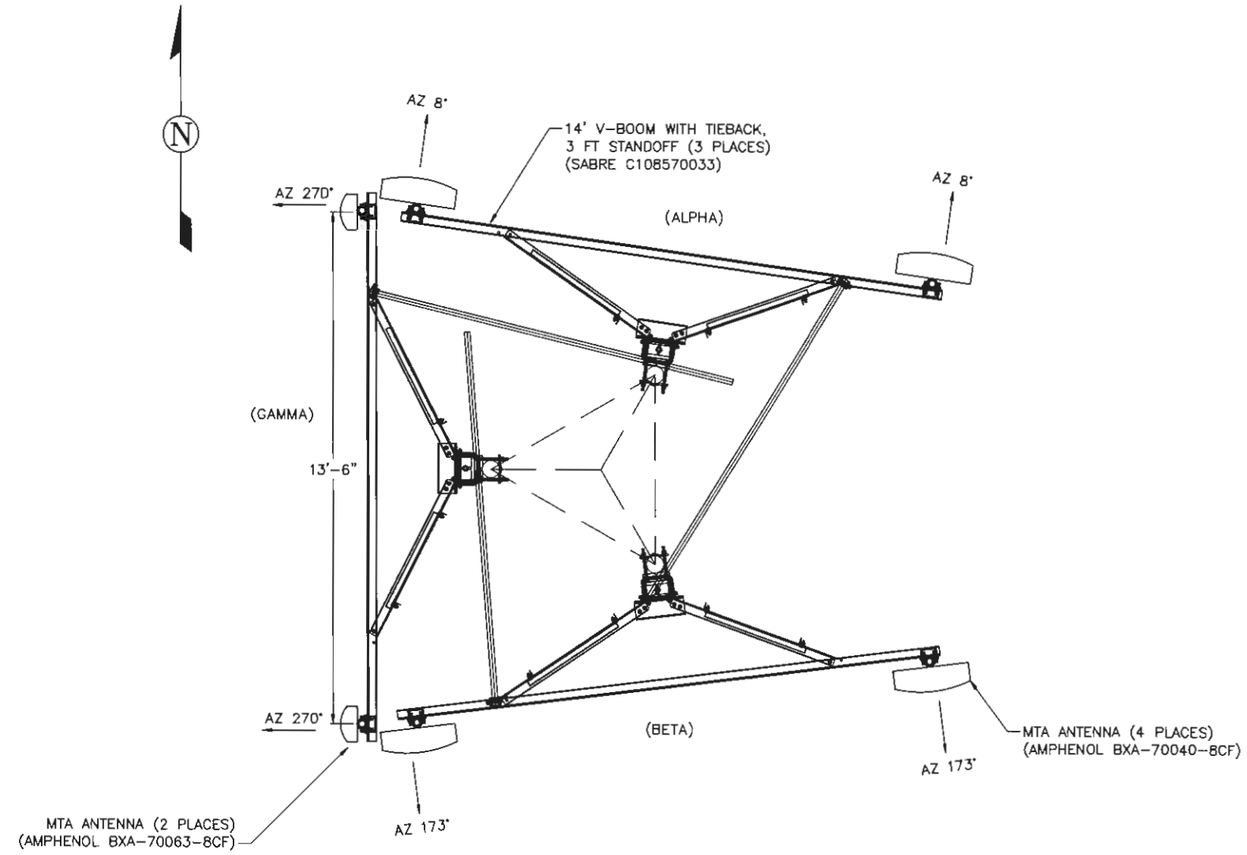
C1.0 REV 1

STATE OF ALASKA 49TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\C1.0 SITE PLAN.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1



1 C1.1 SITE ELEVATION
SCALE: 1'=20'



2 C1.1 MTA ANTENNA LAYOUT
SCALE: 1/4" = 1'-0"

REV	DESCRIPTION	DATE
0	ISSUE FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
THP1 LTE SITE

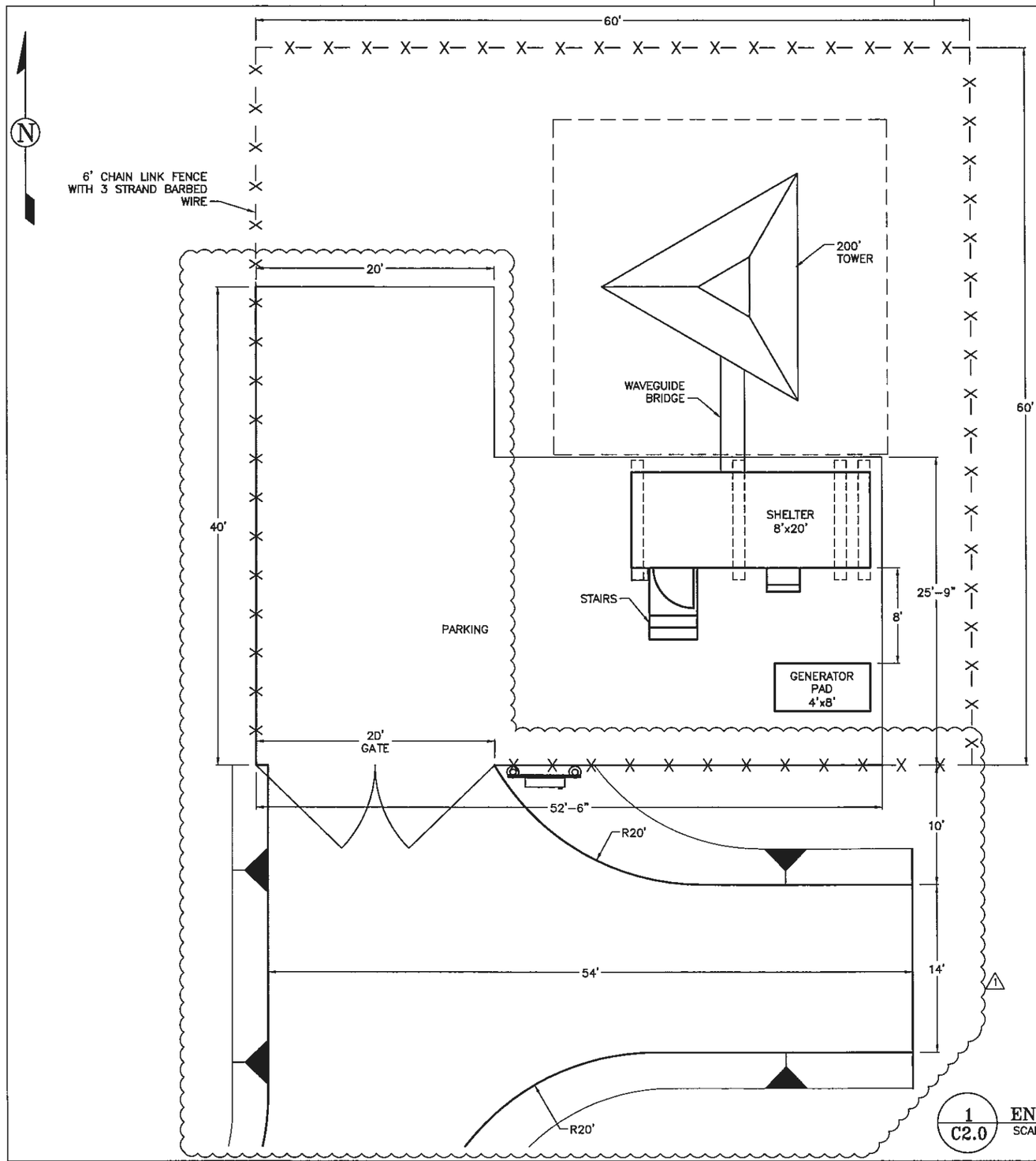
SITE
ELEVATION

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

C1.1 REV 0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\C1.1 SITE ELEVATION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 C2.0 ENLARGED SITE PLAN
SCALE: 1' = 10'

Matanuska - Susitna Borough
Development Services
AUG 24 2016
Received

STATE OF ALASKA 49TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
1	ADDED TURNAROUND	160823
0	ISSUE FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

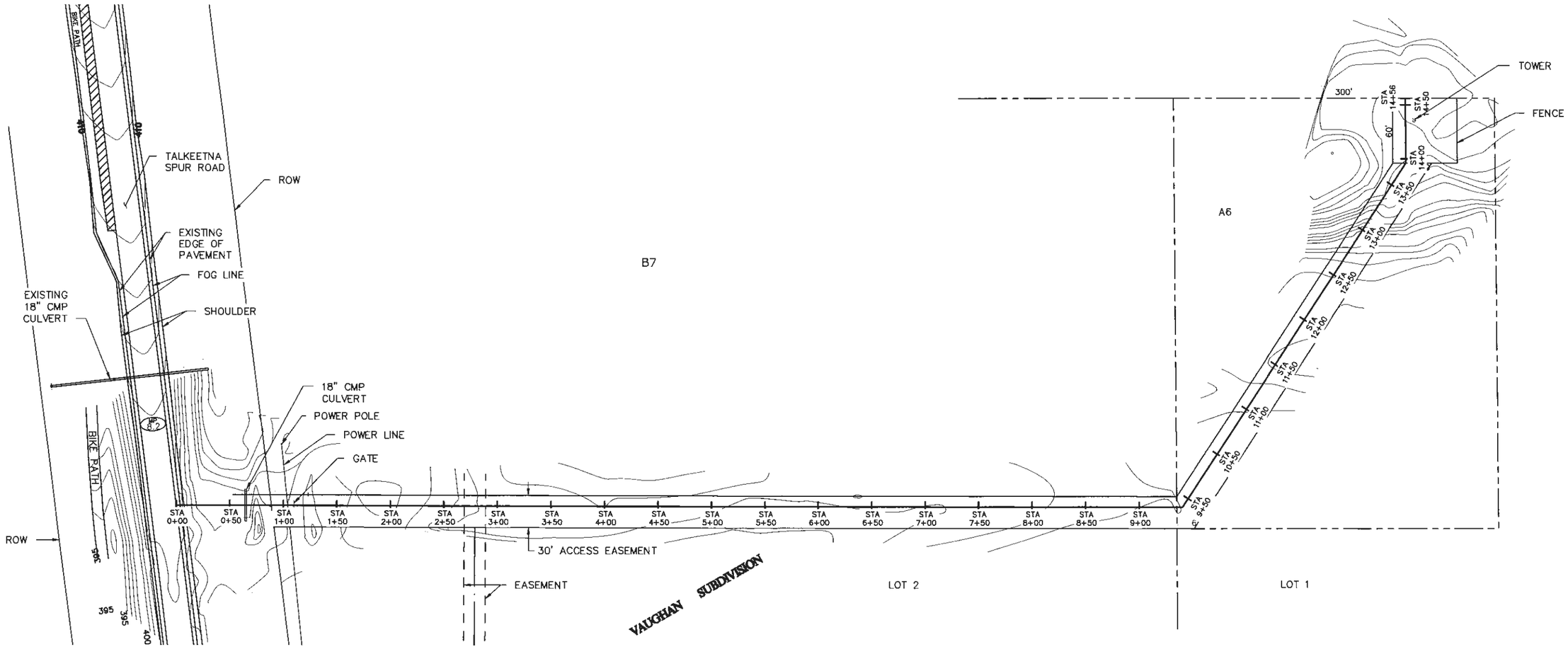
ENLARGED SITE PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

C2.0 REV 1

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\C2.0 ENLARGED SITE PLAN.DWG 1 PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C3.0 DRIVEWAY TOPO
SCALE: 1=100

REV.	DESCRIPTION	DATE
0	ISSUE FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

DRIVEWAY TOPO

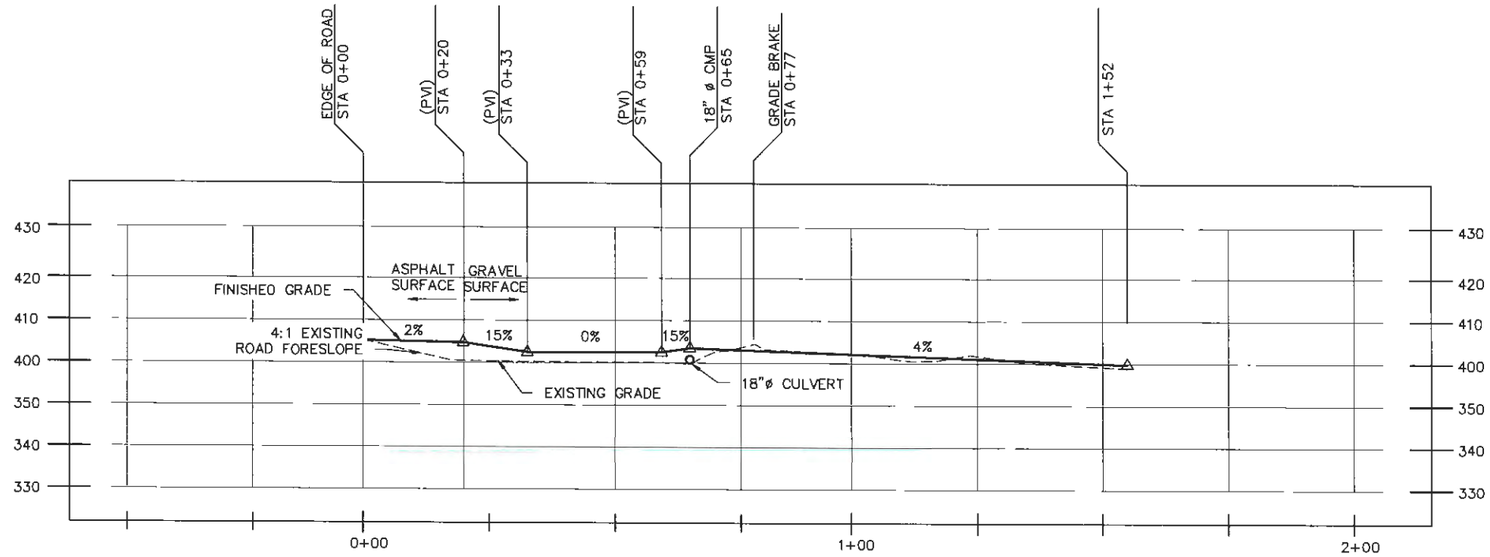
STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

DWN: RSB CKD. DRB APP. DRB

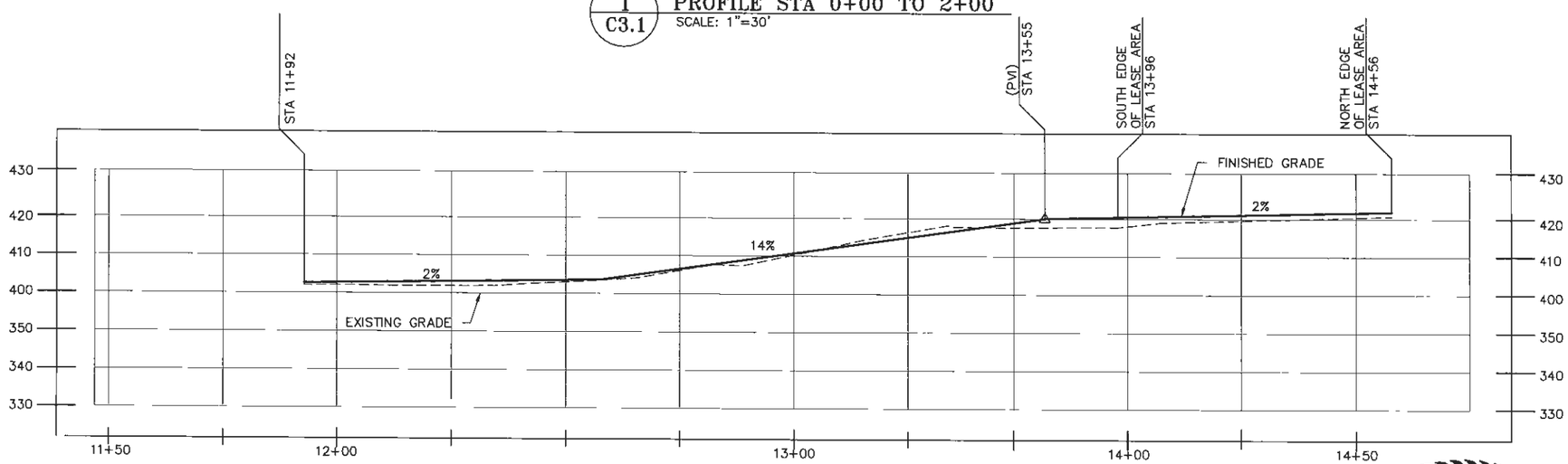
JOB #: 16-0088-20 DATE: 160623

C3.0 REV 0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\C3.0-C3.1 TOPO AND PROFILE.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / C3.1 PROFILE STA 0+00 TO 2+00
SCALE: 1"=30'



2 / C3.1 PROFILE STA 11+92 TO 14+56
SCALE: 1"=30'

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
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NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

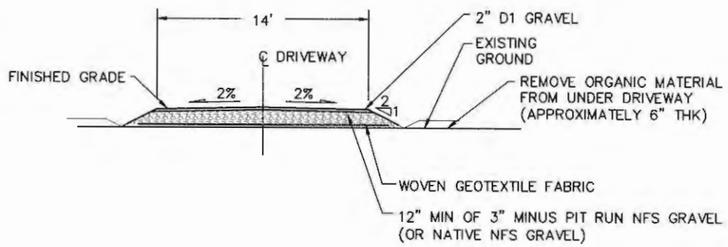
DRIVEWAY PROFILE

DWN: RSB CKD. DRB APP. DRB

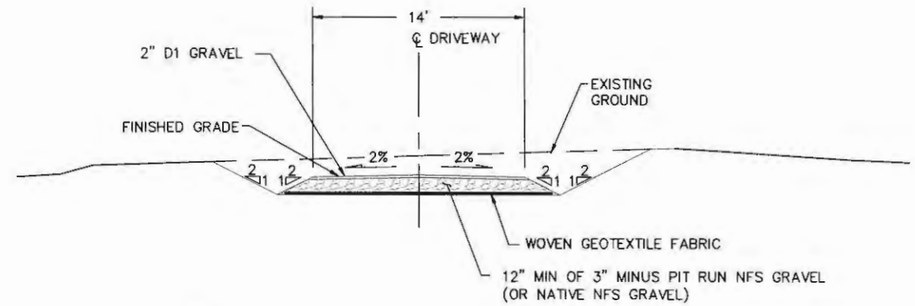
JOB #: 16-0088-20 DATE: 160623

C3.1 REV 0

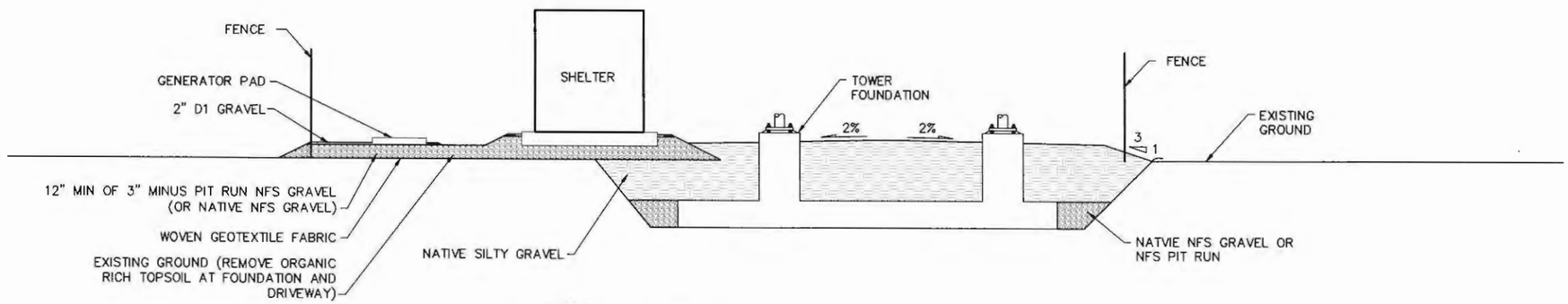
FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\C3.0-C3.1 TOPO AND PROFILE.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



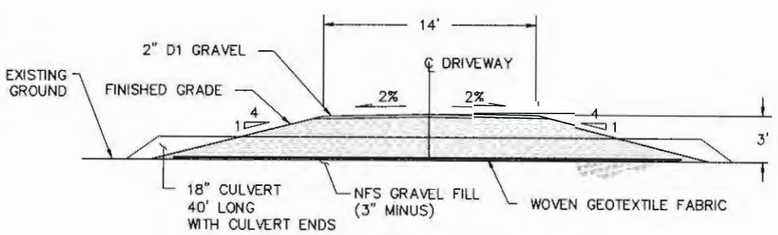
1 / C3.2 DRIVEWAY SECTION (TYP) (PARKING SIMILAR)
SCALE: 1"=10'



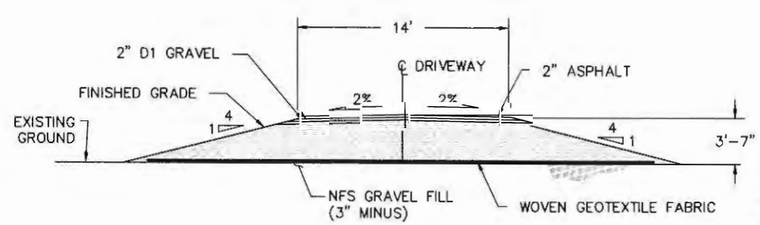
2 / C3.2 CUT SECTION AT STA 0+77
SCALE: 1"=10'
(TYPICAL AT CUT LOCATIONS)



3 / C3.2 PAD SECTION
SCALE: 1"=10'



4 / C3.2 CULVERT SECTION AT STA 0+65
SCALE: 1"=10'



5 / C3.2 SECTION AT STA 0+20
SCALE: 1"=10'

STATE OF ALASKA
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Dale R. Browning
CE 10029
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REV.	DESCRIPTION	DATE
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NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

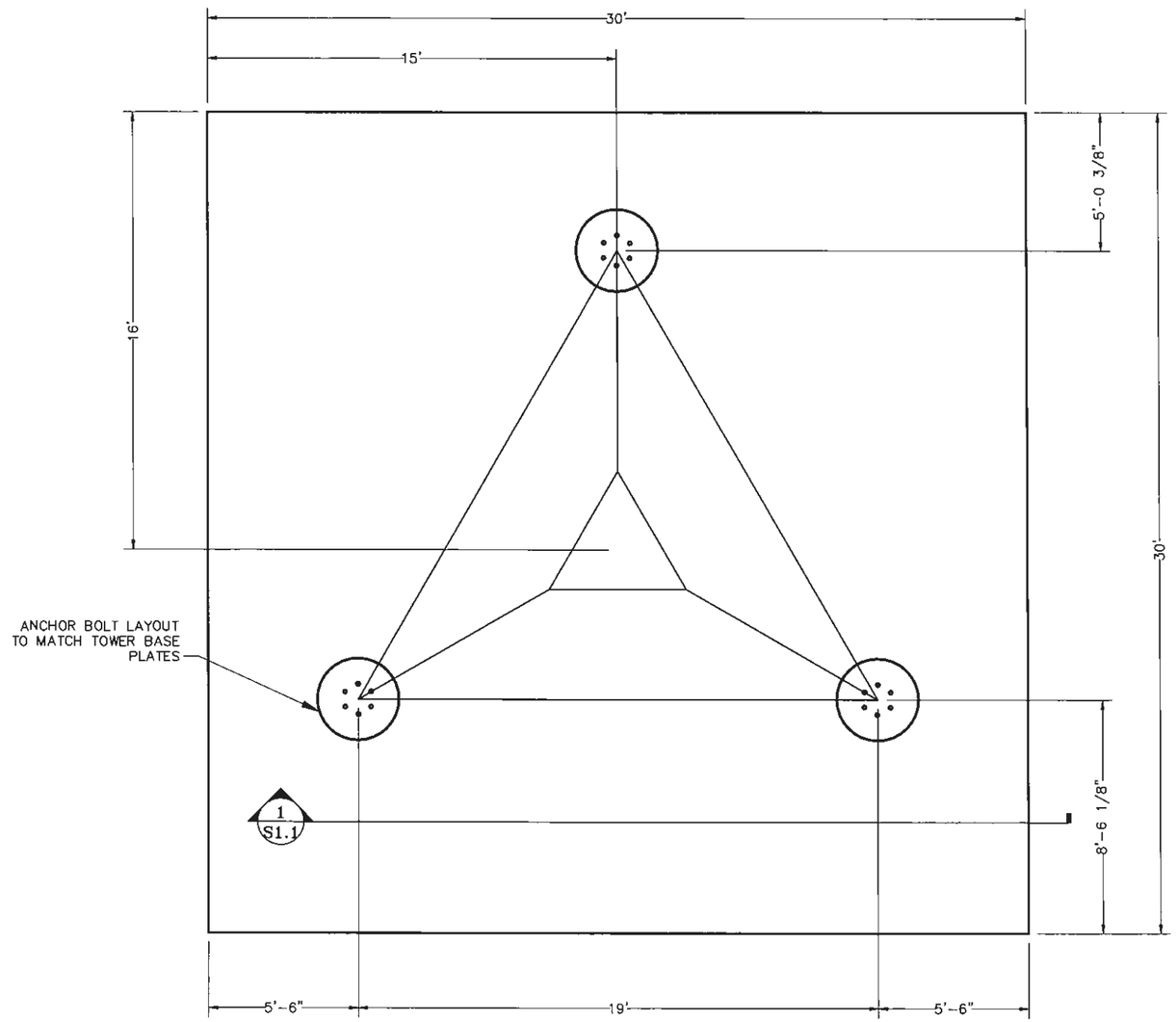
DRIVEWAY AND PAD SECTIONS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

C3.2 REV 0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMITS\5-CADD\DRAWINGS\C3.2 DRIVEWAY AND PAD SECTIONS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / S1.0 TOWER FOUNDATION PLAN VIEW
SCALE: 3/16" = 1'-0"

DESIGN CRITERIA:

TOWER BASE REACTIONS (SABRE #140133)

AXIAL LOAD:	89.51 KIPS
TOTAL SHEAR:	61.62 KIPS
O.T. MOMENT:	6,863 FT-KIPS
UPLIFT PER LEG:	380 KIPS
COMP PER LEG:	419 KIPS
SHEAR PER LEG:	36.59 KIPS

ALLOWABLE SOIL BEARING: 4000 psf (GRAVEL)

DESIGN WIND SPEED: 100 MPH
(3 SEC. GUST) PER TIA-222-G

EXPOSURE:	C,
TOPO CATEGORY:	1
STRUCTURE CLASS:	II
IMPORTANCE FACTOR:	1.0
RADIAL ICE:	1/2 IN

NOTES:

EARTHWORK:
1. REMOVE ALL ORGANIC MATTER AND DELETERIOUS MATERIALS FROM UNDER FOOTINGS AND DRIVEWAY. EXCAVATE 5FT BELOW EXISTING GRADE FOR TOWER FOUNDATION.
2. ALL COMPACTED FILL TO BE COMPACTED TO 90% TO 95% MAXIMUM LABORATORY DENSITY IN 12 INCH LIFTS.
3. COMPACTED FILL AND OR EXCAVATION IS REQUIRED TO ALLOW DRAINAGE SO THAT NO STANDING WATER WILL ACCUMULATE ON THE SITE AS A RESULT OF THIS WORK.
4. ALL EXCAVATIONS SHALL BE SHORED OR SLOPED OR OTHERWISE SUPPORTED TO PROTECT PERSONNEL IN ACCORDANCE WITH OSHA, 29 CFR 1926, SUBPART P.

CONCRETE:
1. CONCRETE SHALL OBTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4,500 PSI (F'c = 4,500 PSI). THE MIX SHALL CONTAIN A MINIMUM OF 6 SACKS CEMENT PER CUBIC YARD OF CONCRETE.
2. CEMENT SHALL CONFORM TO ASTM C150 TYPE I OR II.
3. AGGREGATE SHALL CONFORM TO ASTM C33. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH.
4. SLUMP SHALL BE BETWEEN 3 – 5 INCHES.
5. ADMIXTURE SHALL BE PROVIDED AS REQUIRED TO PROVIDE 5% – 8% AIR ENTRAINMENT WITH A MAXIMUM WATER/CEMENT RATIO OF 0.45.
6. CONCRETE SHALL BE KEPT FROM FREEZING FOR THE FIRST SEVEN DAYS AFTER PLACING. SURFACES TO RECEIVE CONCRETE SHALL BE NOT LESS THAN 40° F. THE TEMPERATURE OF THE CONCRETE WHEN PLACED SHALL NOT BE LESS THAN 50° F OR GREATER THAN 80° F.

REINFORCING STEEL:
1. ALL REINFORCING BARS SHALL BE DEFORMED AND CONFORM TO ASTM A615, GRADE 60.
2. ALL BOTTOM MAT REINFORCING BARS SHALL BE ACCURATELY PLACED AND SUPPORTED BY GALVANIZED METAL CHAIRS OR CONCRETE BLOCKS (WOODEN STAKES SHALL NOT BE USED).
3. SUPPORT TOP MAT OF REBAR WITH #4 BENT REBAR SPACERS (STANDIES) AT 4' O.C.
4. MINIMUM CONCRETE COVER FOR REBAR WHERE CONCRETE IS PLACED IN DIRECT CONTACT WITH SOIL IS 3 INCHES CLEAR, FOR ALL OTHER FORMED SURFACES IS 2 INCHES.
5. ALL REBAR SPLICES SHALL BE LAPPED 40 BAR DIAMETERS MIN.

STRUCTURAL STEEL:
1. STRUCTURAL STEEL INCLUDING PLATES, ANGLES AND MISCELLANEOUS SHAPES SHALL BE ASTM A36.

STATE OF ALASKA
49 TH
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Dale R. Browning
SE 14184
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

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NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

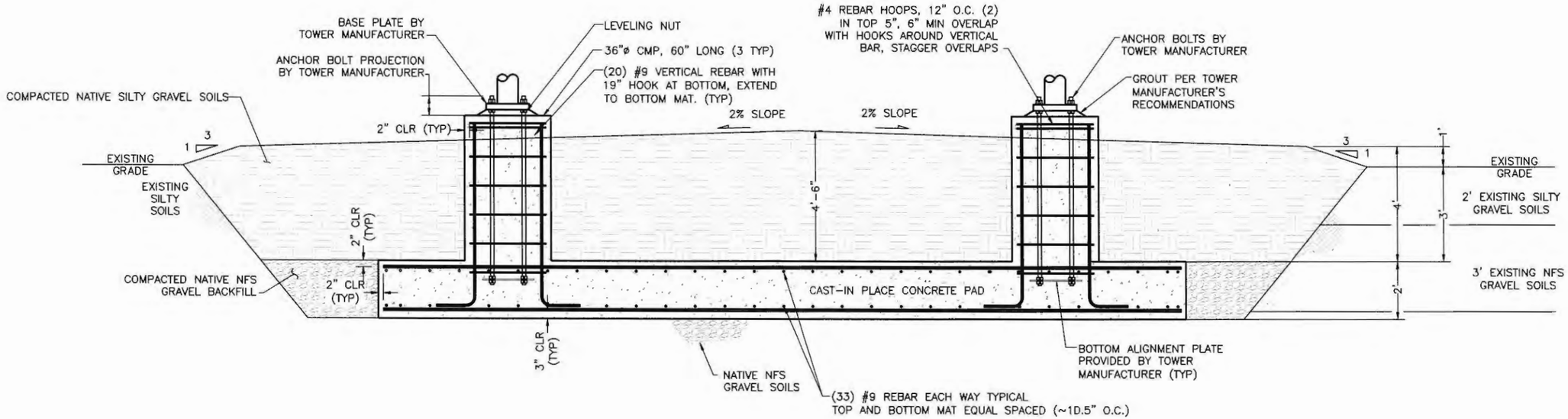
TOWER
FOUNDATION PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

S1.0 REV 0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\S1.0 TOWER FOUNDATION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / S1.1 **TOWER FOUNDATION SECTION**
SCALE: NTS

NOTES:

1. ON SITE TEST HOLE FOUND APPROXIMATELY 6" OF ORGANIC RICH TOPSOIL. THEN 1.5 FT OF SILTY GRAVEL SOILS. THEN NFS GRAVEL SOILS TO BOTTOM OF TEST HOLE AT 9FT.
2. BOTTOM OF TOWER FOUNDATION TO BE PLACED IN THE CLEAN NFS GRAVEL LAYER.
3. IF EXCAVATION FOR TOWER FOUNDATION REVEALS DIFFERENT SOIL CONDITIONS. CONTACT ENGINEER OF RECORD FOR DIRECTION. DO NOT PLACE TOWER FOUNDATION ON MATERIAL OTHER THAN NATIVE NFS GRAVEL.
4. PROOF ROLL BOTTOM OF EXCAVATION TO ENSURE THERE ARE NO SOFT SPOTS. CONTACT ENGINEER OF RECORD FOR DIFFERING CONDITIONS.

STATE OF ALASKA
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Dale R. Browning
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6/23/2016
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REV.	DESCRIPTION	DATE
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NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

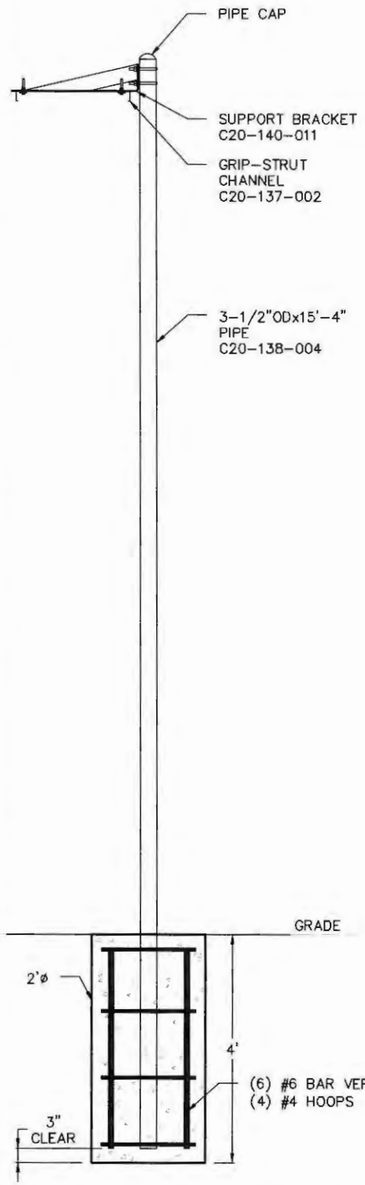
TOWER FOUNDATION SECTION

DWN: JAA CKD. DRB APP. DRB

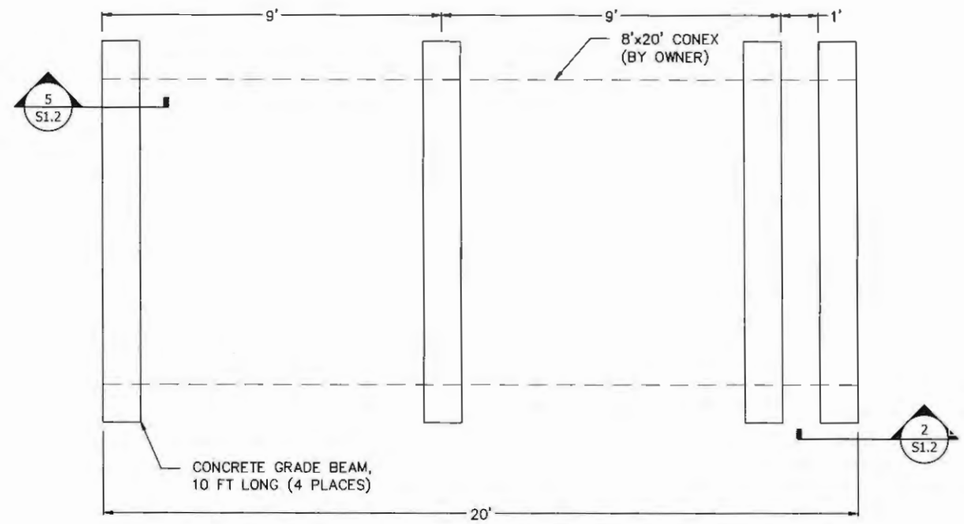
JOB #: 16-0088-20 DATE: 160623

S1.1 REV 0

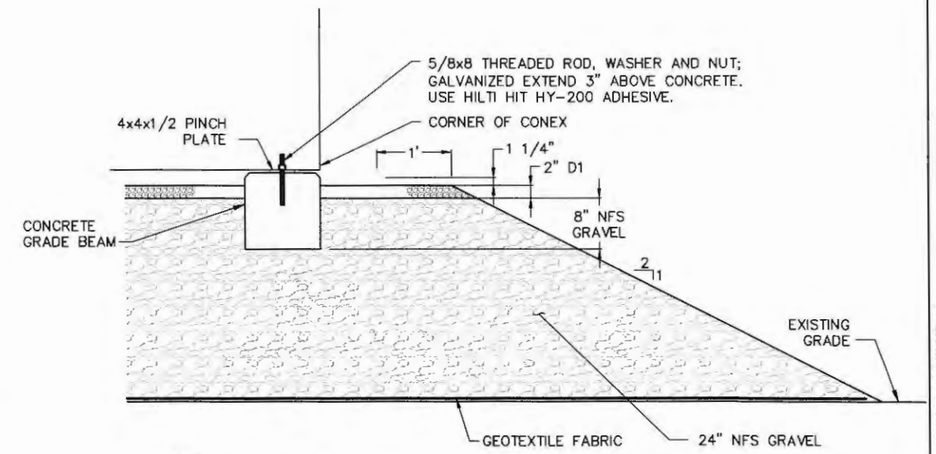
FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\S1.1 FOUNDATION SECTION.DWG | PLOT DATE: 160623 | PLOT SCALE 1:1



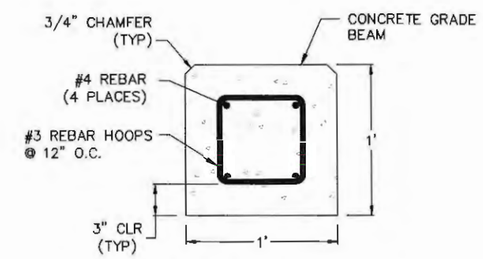
3 S1.2 POST AND FOOTING DETAIL
SCALE: 3/8" = 1'-0"



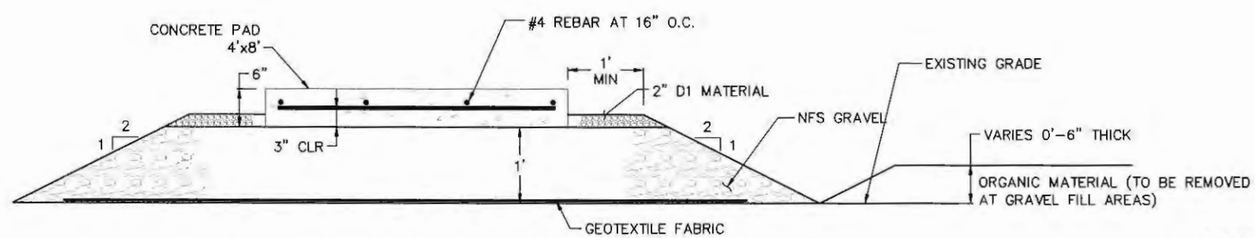
1 S1.2 GRADE BEAM LAYOUT
SCALE: 1/4" = 1'-0"



2 S1.2 GRADE BEAM CONNECTION DETAIL
SCALE: 1/2" = 1'-0"



5 S1.2 CROSS SECTION
SCALE: 1" = 1'-0"



4 S1.2 GENERATOR PAD DETAIL
SCALE: 1/2" = 1'-0"

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Dale R. Browning
SE 14184
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

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NEW HORIZONS TELECOM, INC.

MTA
THP1 LTE SITE

GRADE BEAM
LAYOUT AND DETAILS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0088-20 DATE: 160623

S1.2 REV 0

FILE: X:\16 JOBS\16-0088-20 MTAC THP1 SITE DSGN AND PERMIT\05-CADD\DRAWINGS\S1.2 GRADE BEAMLAYOUT AND DETAILS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1

Exhibit B

FAA Determination

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AAL-444-OE

Issued Date: 06/20/2016

Rod Ewing
MTA Communications, Inc.
1740 S Chugach St
Palmer, AK 99645

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower THP1
Location:	Talkeetna, AK
Latitude:	62-14-35.80N NAD 83
Longitude:	150-04-51.94W
Heights:	422 feet site elevation (SE)
	205 feet above ground level (AGL)
	627 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 12/20/2017 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination does not constitute authority to transmit on the frequency(ies) identified in this study. The proponent is required to obtain a formal frequency transmit license from the Federal Communications Commission (FCC) or National Telecommunications and Information Administration (NTIA), prior to on-air operations of these frequency(ies).

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (800) 478-3576 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AAL-444-OE.

Signature Control No: 293631402-296241982 (DNE)
Robert van Haastert
Specialist

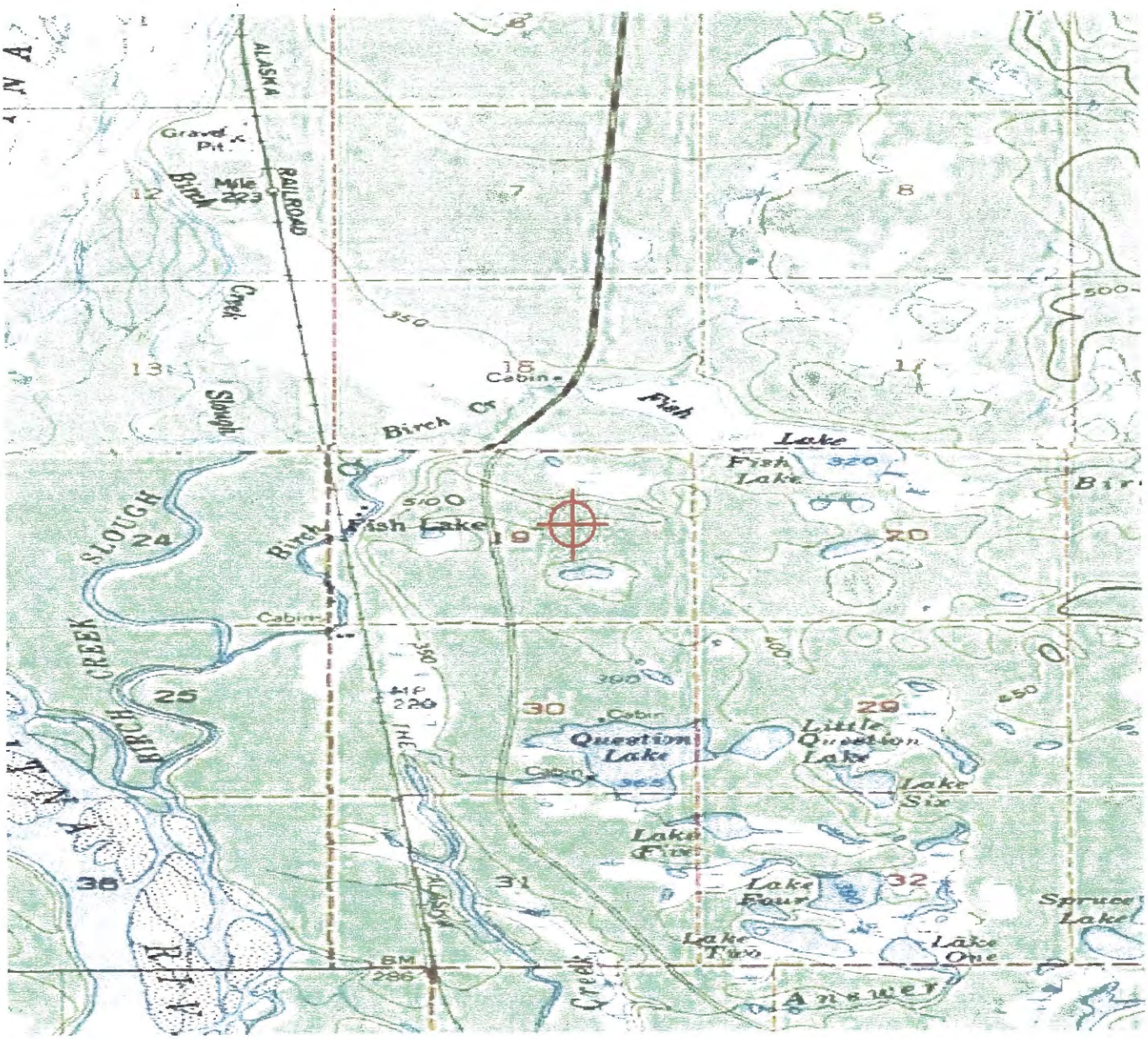
Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2016-AAL-444-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W

TOPO Map for ASN 2016-AAL-444-OE



Sectional Map for ASN 2016-AAL-444-OE

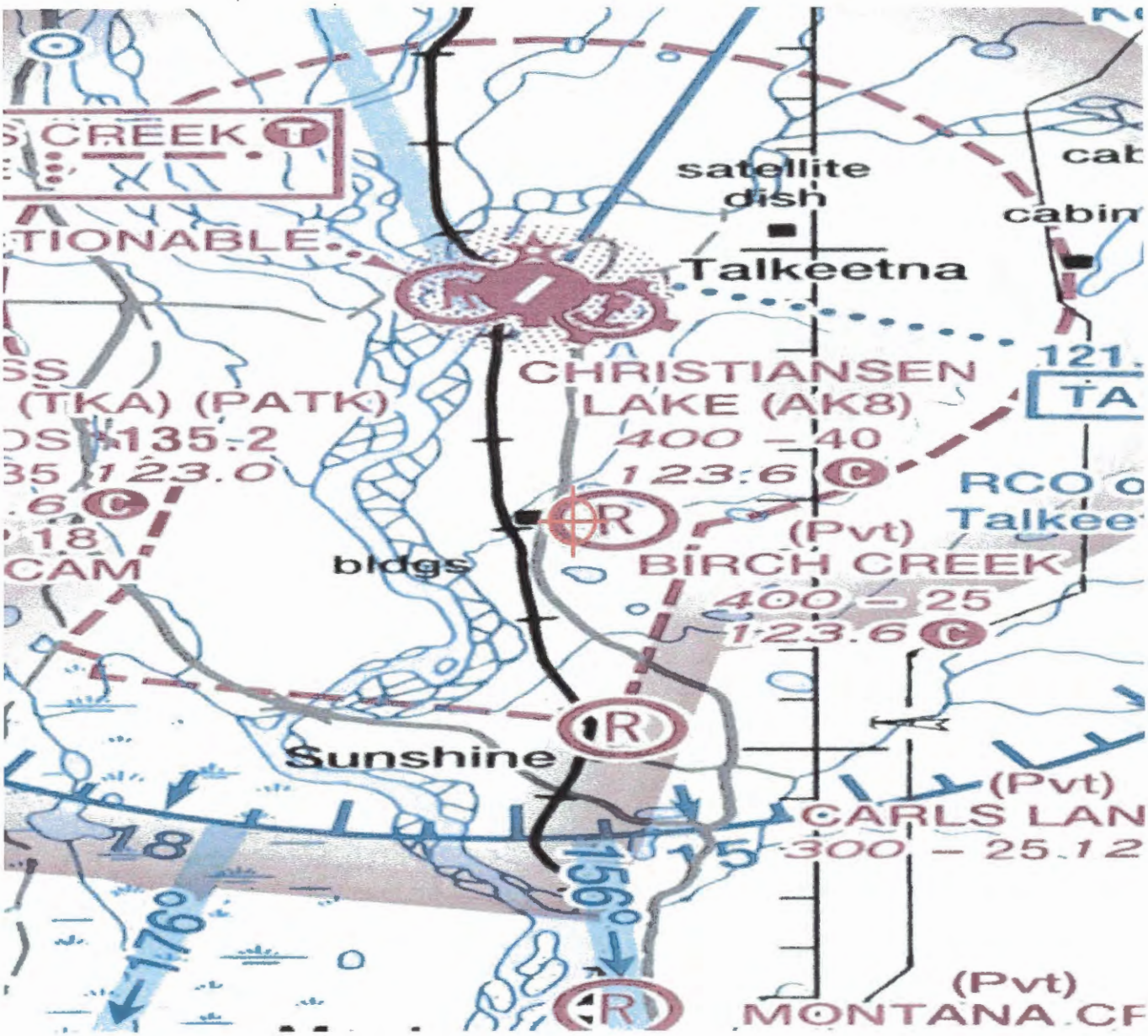


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Exhibit C

Balloon Flight

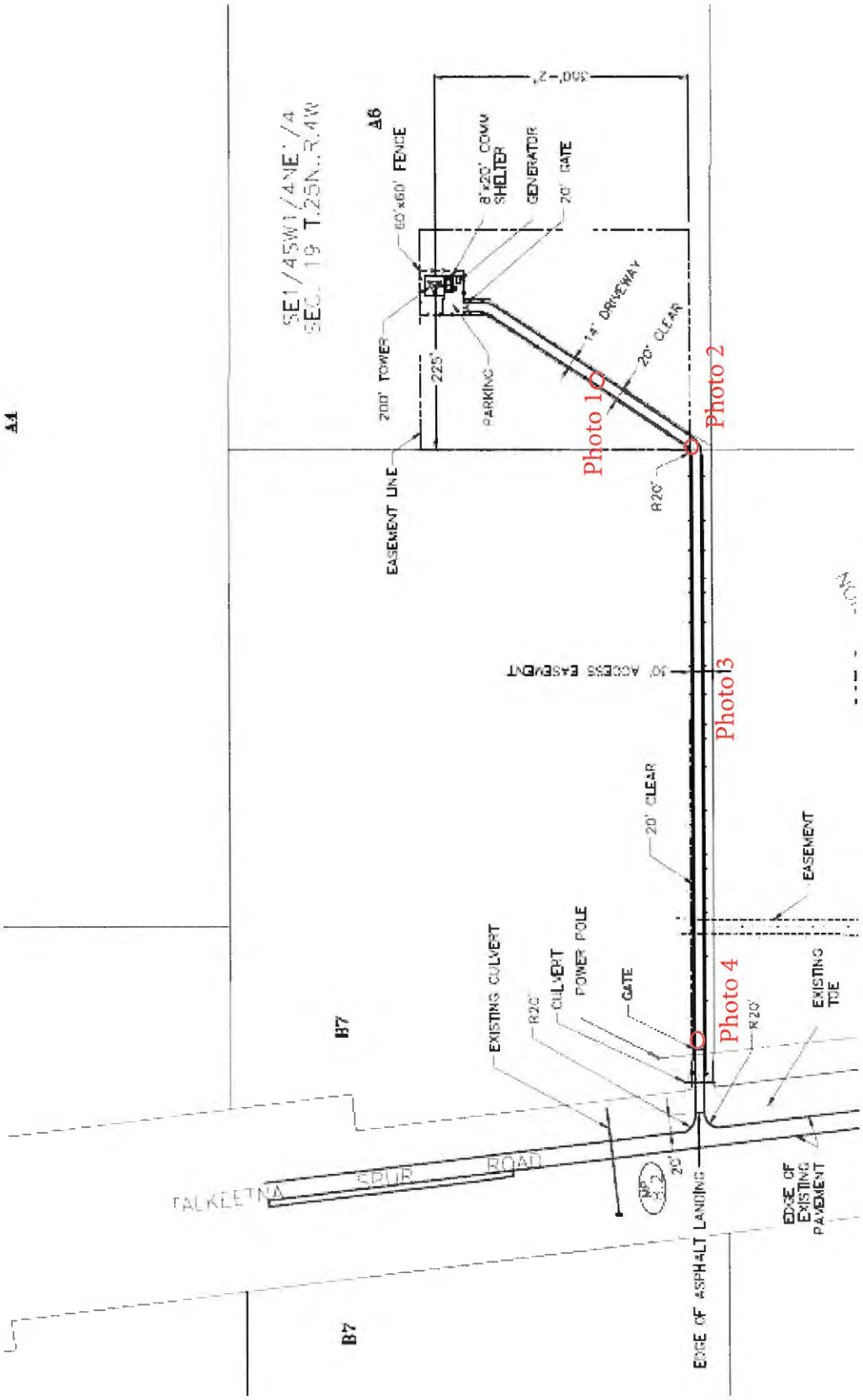
MTA Communications

Site Name THP1

Talkeetna, Alaska

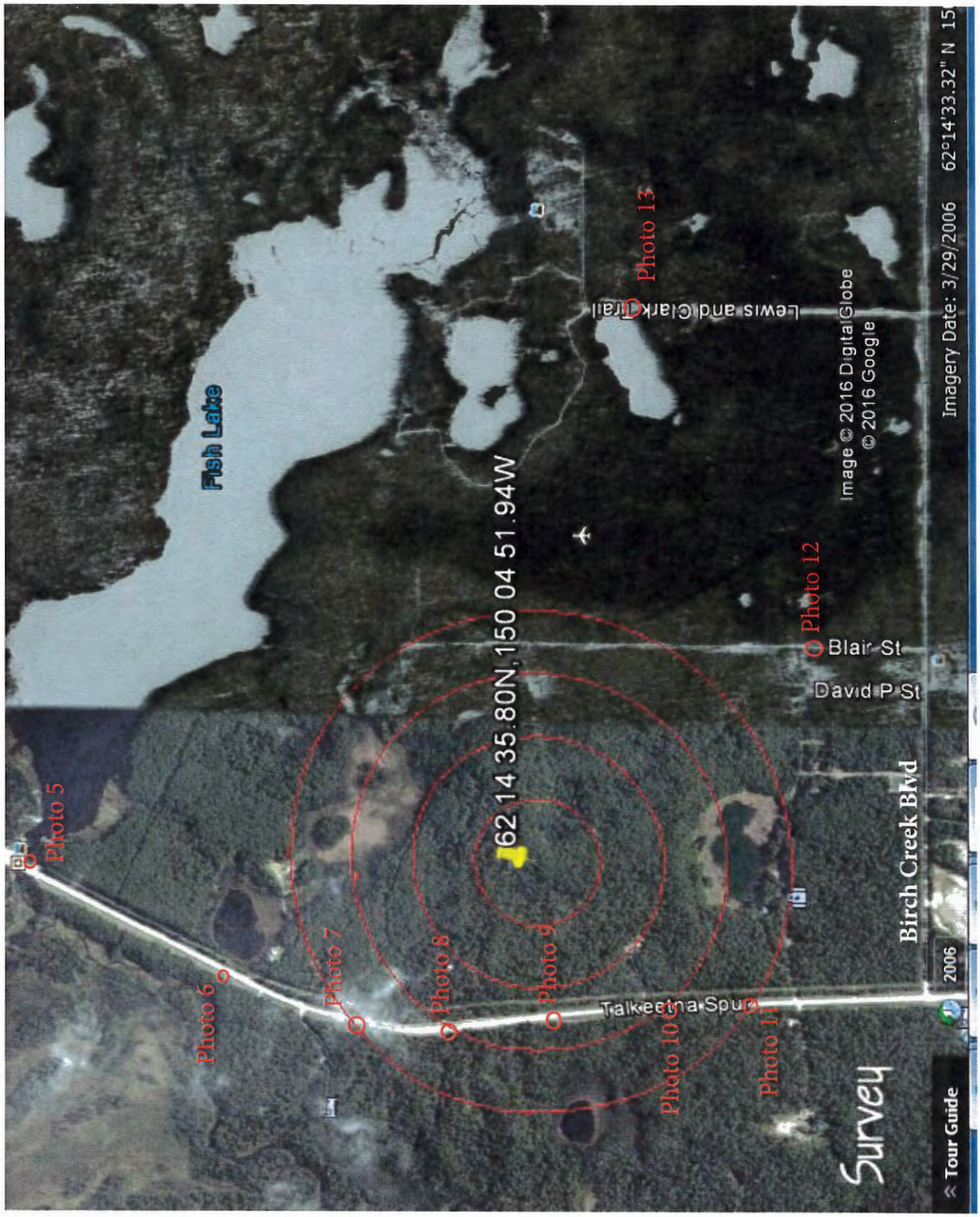
Balloon Test

June 27, 2016



Area overview of proposed driveway and site placement

Photograph numbers are referenced in relation to the plan view.



Area overview with 500 Ft., 1000 Ft., 1500 Ft. and 2000 Ft. radius circles depicted.

Photograph numbers are referenced in relation to the plan view.

Photo 1

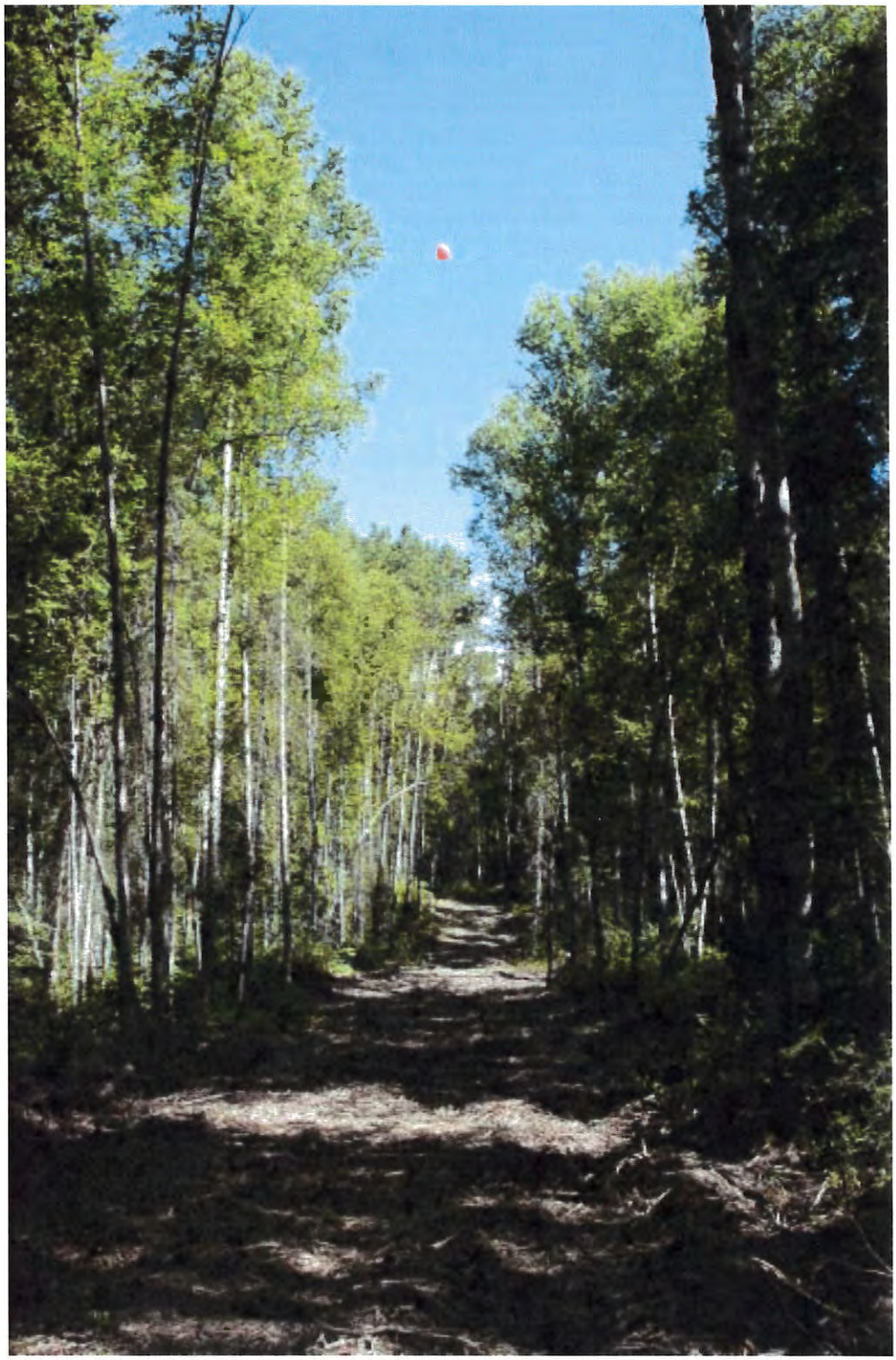


Photo 2

Photo 3

Photo 4

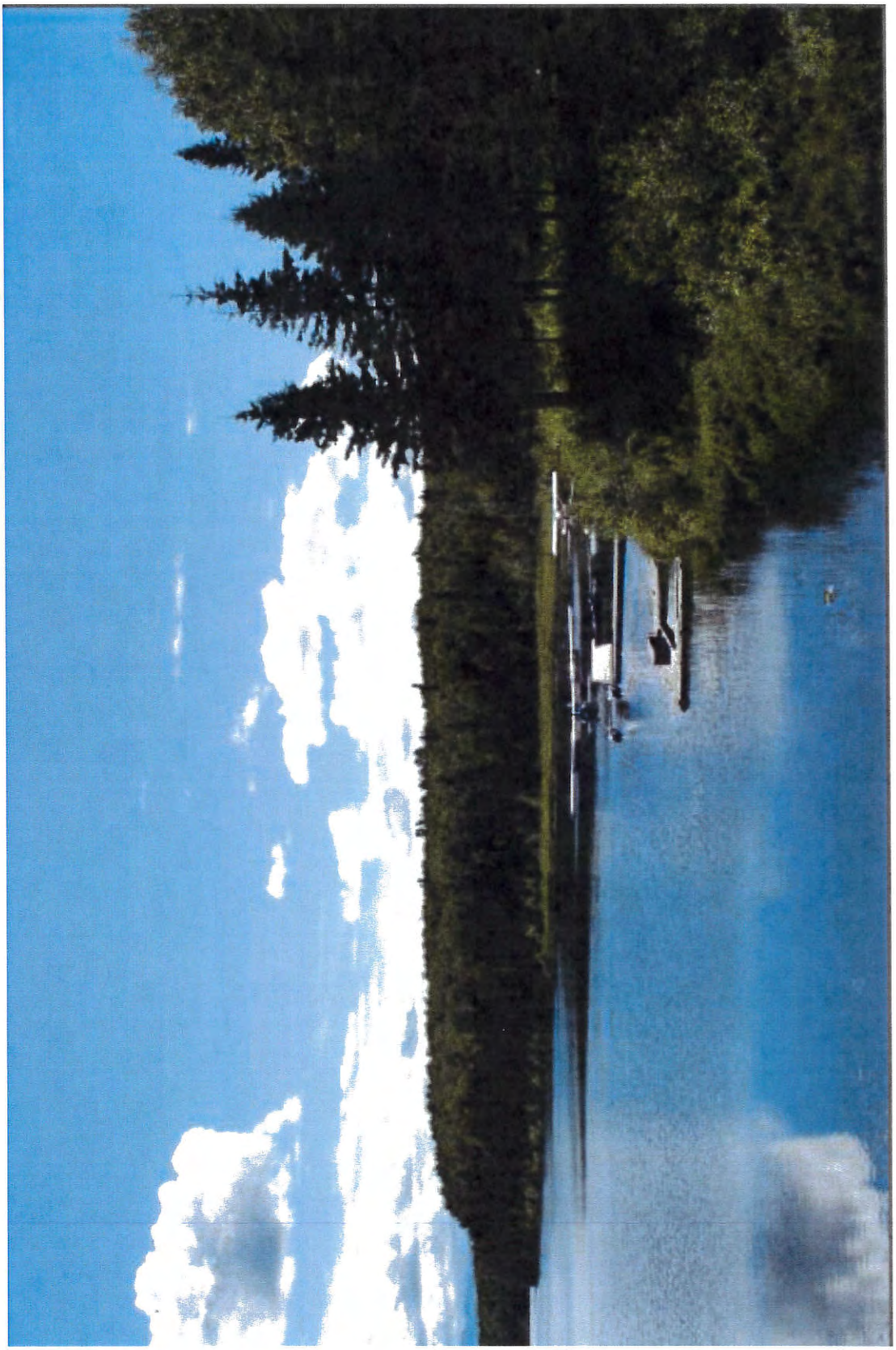


Photo 5

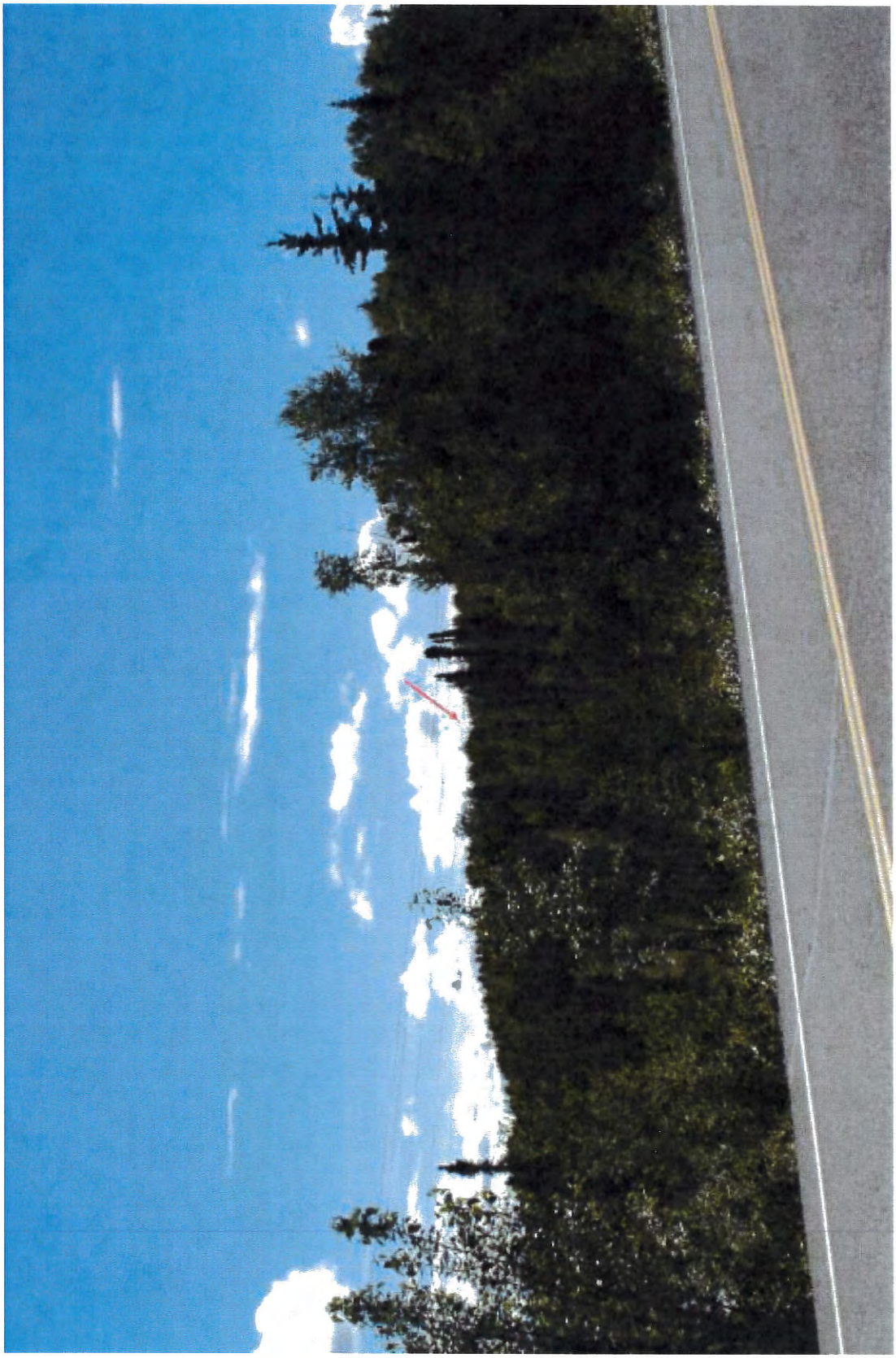


Photo 6

Photo 7

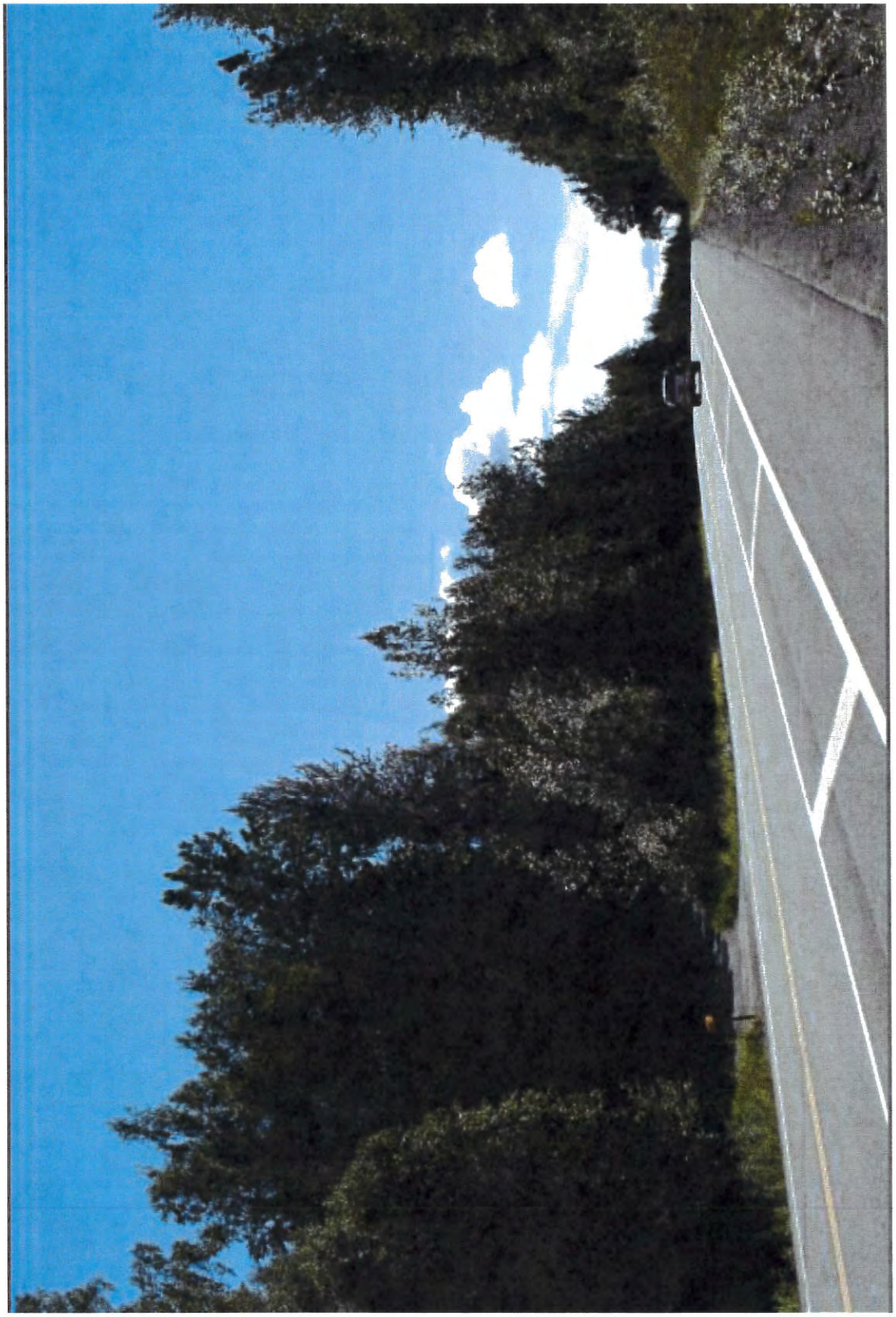


Photo 8

Photo 9

Photo 10

Photo 11

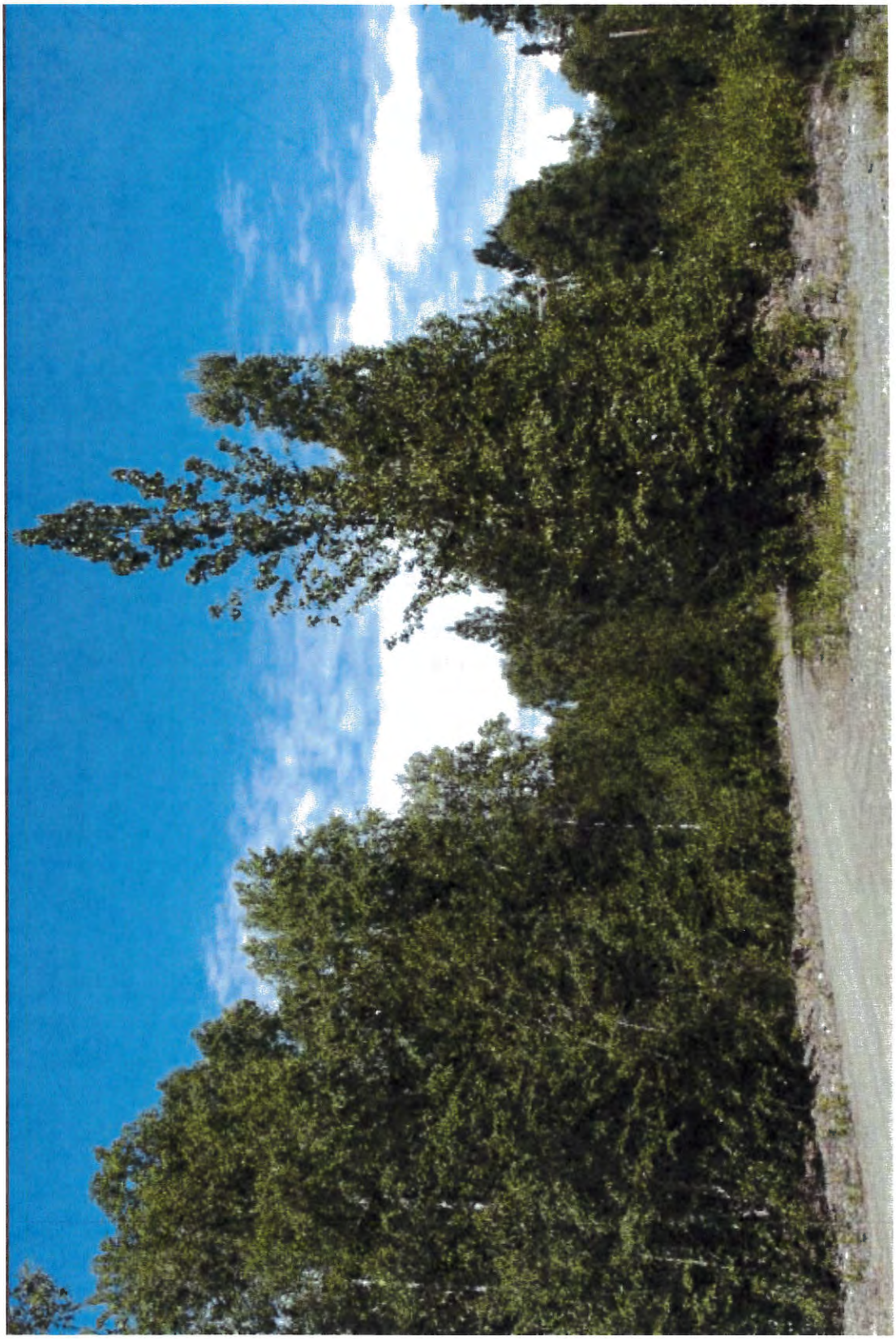


Photo 12

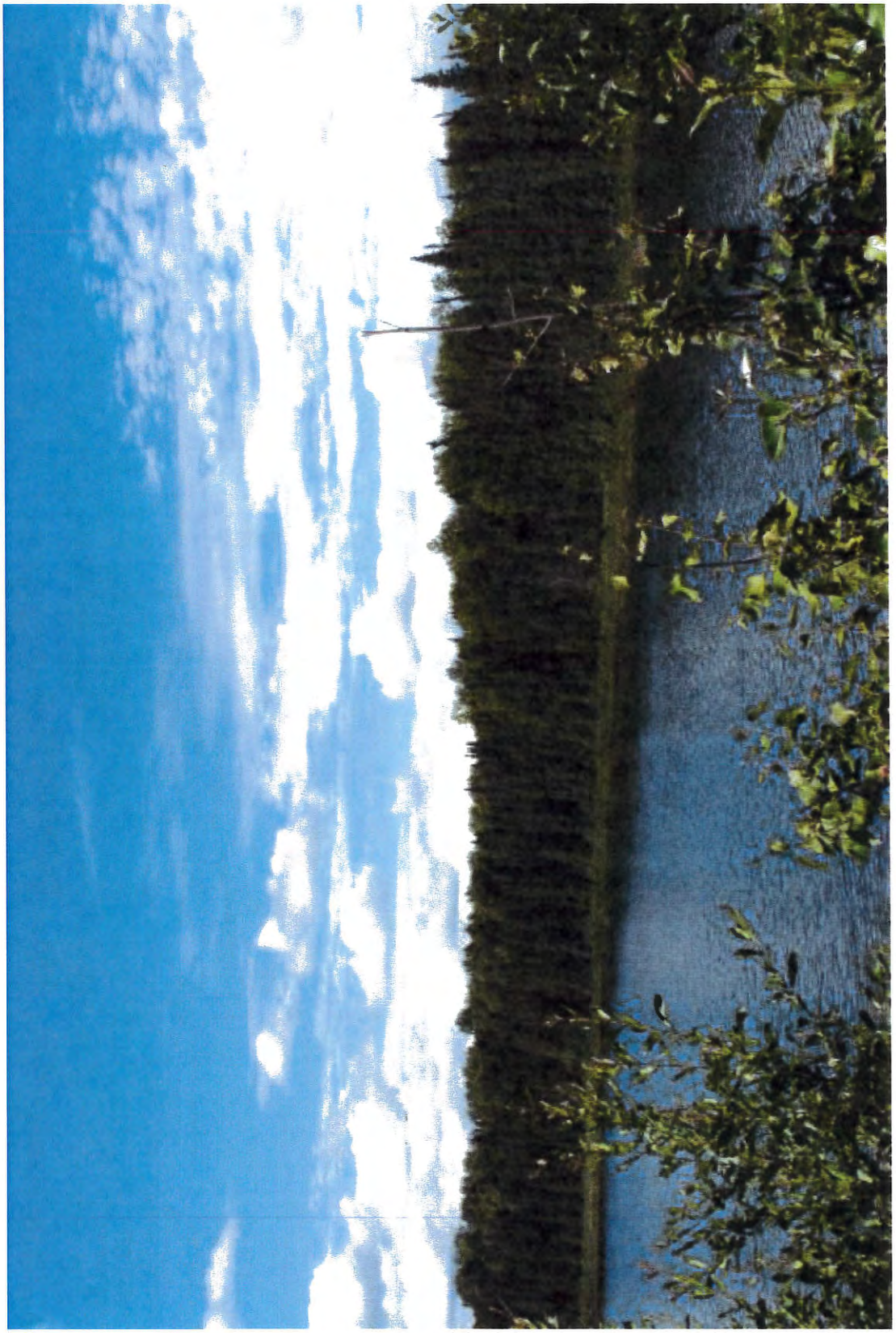


Photo 13

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Exhibit D

Lease Agreement

MATANUSKA-SUSITNA BOROUGH
Community Development Department
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7869 • Fax (907) 861-8635
E-mail: lmb@matsugov.us

COMMUNICATION SITE LEASE

THIS LEASE (the "Lease") is entered into this 21st day of June 2016, by and between:

MATANUSKA SUSITNA BOROUGH (hereinafter "Lessor"), a municipal corporation formed under the laws of the State of Alaska, whose mailing address is 350 E. Dahlia Avenue, Palmer, Alaska 99645;

and

MTA Communications, LLC, a Limited Liability Company (hereinafter "Lessee"); whose mailing address is ATTN: Alisha Naylor, 1740 S Chugach Street, Palmer, Alaska 99645

The parties recite that:

A. Lessor desires to lease to Lessee, and Lessee desires to lease from Lessor, a parcel of land more specifically described and depicted on Exhibit A attached to and for all purposes made a part of this Lease.

B. The parties desire to adopt this Lease as a complete and final statement of all of the promises, covenants, terms and conditions in effect and binding between them.

C. Lessor is entering into this Lease as land owner, exercising its power to manage its own lands under Alaska Statute 29.35.010(8), and the applicable provisions of the Matanuska-Susitna Borough Code ("MSB Code") Section 1.10.010(A)(9) and Title 23. The Matanuska-Susitna Borough Community Development Department, Land and Resource Management Division is responsible for management of borough-owned real property, timber, and gravel resources including lease origination, management, oversight, and enforcement, pursuant to Sections 23.05.010, 23.05.050, 23.05.070, 23.10.060, and 23.10.180 of MSB Code.

In so acting, Lessor is not waiving, and Lessor is explicitly reserving unto itself, all of its governmental authority, sovereignty and power to enact and enforce laws and regulations governing land use and development, or the conduct of any business or activity, anywhere within the Borough. Nothing in this Lease shall waive or otherwise diminish Lessor's governmental authority, sovereignty and power with respect to leased land or Lessee's use or occupancy of it.

D. The Matanuska-Susitna Borough cannot, and does not, through this Lease, make any representations, warranties or guarantees as to the future results of any land use permits, applications, or proposals which are governed by Matanuska-Susitna Borough Code. MTA Communications, LLC must obtain a conditional use permit in conjunction with this lease.

NOW, THEREFORE, in consideration of the promises and covenants set out below, the parties agree as follows:

Section 1. Premises Leased.

1.1 Leased Premises. Lessor, for and in consideration of the rents, covenants and conditions hereinafter specified to be paid, performed and observed by Lessee, leases to Lessee, and Lessee leases from Lessor, land situated Talkeetna Spur Road. The leased land is more particularly described and the site depicted on Exhibit A. Within 180 days of lease effective date Lessee will provide the Borough an Amended Exhibit A with reference to the Record of Survey of the leasehold recorded in the Talkeetna Recording District. At that time, the parties will execute an Amendment to incorporate the Amended Exhibit A into this document. The As-Built Amendment will define the actual acreage of the leasehold. The leased land, together with all rights, easements, privileges and appurtenances attaching or belonging to the described land, but subject to the reservation contained in Section 1.2 below, is referred to hereafter as the "Leased Premises."

1.2 Reservation of Minerals and Resources. All oil, gas, coal, other hydrocarbons, geothermal resources, rock, sand, gravel, peat, timber, and minerals of whatever nature on, in or under the above-described land are excluded from the Leased Premises and reserved to Lessor. Lessor may, nevertheless, grant Lessee a permit to make use of the timber, rock, sand, or gravel found on the Leased Premises in Lessee's development of the Leased Premises, which may require Lessee to obtain any required permit. Lessor has not promised or obligated itself to providing any such permit to Lessee. If Lessor mines and/or extracts any of the reserved minerals or resources, Lessor agrees that the mining and/or extraction shall not interfere with Lessee's business and activities on the Leased Premises or its access to the Leased Premises.

Section 2. Term.

2.1 Lease Term. This Lease shall be and continue in full force and effect for an initial term of twenty (20) years (the "Initial Term") commencing as of August 2, 2016, and expiring at 11:59 p.m. on August 1, 2036, unless earlier terminated as provided in this Lease.

2.2 Option to Renew. Lessee may apply to renew this Lease for up to two (2) additional periods of up to five (5) years each (the "Renewal Term"). To effectively exercise an option to renew, Lessee must not be in default of any of its obligations at the time of the exercise or at the time of the commencement of any Renewal Term. During the Renewal Term(s), all of the provisions of this Lease shall remain in full force and effect, except that the rent Lessee shall pay to Lessor shall be adjusted as is provided for below.

2.2.1 Unless otherwise agreed in writing by lessor and lessee, lessee will apply for lease renewal no more than 180 days prior to lease expiration and no less than 120 days prior to lease expiration. Lease renewal for periods of 5 years may be approved by the Borough Manager.

Section 3. Use and Occupancy.

3.1 Permitted Use. The non-exclusive use of Premises shall be to construct, install, maintain, repair, operate, and manage a communication site, including but not limited to the construction and maintenance of a driveway, a tower 205 feet in height, structural tower base, communications equipment, and an equipment cabinet.

3.1.1 Collocated Communication Equipment. Lessee is encouraged to cooperate with other companies interested in equipment collocation. It is to be noted that collocation of equipment and/or additional collocated cabinets is subject to application for and receipt of an appropriate land use lease from MSB Land and Resource Management Division for surface cabinet space at the site and requires Development Plans from any and all collocators.

3.2 Quiet Enjoyment. Upon Lessee's timely payment of all of rents and other sums required to be paid by Lessee under this Lease, and upon Lessee's full and faithful observance and performance of all of its obligations contained in this Lease, and so long as such observance and performance continues, Lessee shall peaceably hold and enjoy the Leased Premises during the Term without hindrance or interruption by Lessor or anyone lawfully claiming by, through, or under Lessor.

3.3 Repair and Maintenance. Lessee shall, at Lessee's expense and without notice from Lessor at all times during the Term, keep the Leased Premises and all Improvements now existing or hereafter built on the Leased Premises (including but not limited to exterior building walls, windows, doors, fences, signs, landscaping and yard areas, refuse disposal equipment and facilities, pavement, curbs, gutters, exterior lighting, and drainage facilities), in good order, condition, maintenance, operability, and repair and of a neat, clean, and pleasing appearance reasonably satisfactory to Lessor.

3.4 Compliance with Laws. Lessee, at all times during the Term, at its own expense, and with all due diligence, shall observe and comply with all laws, ordinances, rules, and regulations that are now in effect or that may later be adopted by any governmental authority (including Lessor), and that may be applicable to the Leased Premises or any Improvement on it or any use of it.

3.5 Authorized Representative. Immediately after the execution of this Lease, Lessee shall provide Lessor with the name and contact information (including cell phone number and e-mail address) for Lessee's principal point of contact for Lessee's operations on the Leased Premises. Lessor shall be entitled to directly communicate with the named individual for all matters under this Lease. Lessee shall promptly notify Lessor of any change in the person acting as Lessee's Authorized Representative for the Leased Premises.

3.6 Supervision. Lessee shall maintain reasonable and adequate on-site supervision of the Leased Premises to insure that the terms and conditions of this Lease and all applicable federal, state and borough laws, rules, and regulations governing operations within the Leased Premises are enforced.

3.7 Signage. Lessee shall not place on the Leased Premises any signage that is unrelated to any business Lessee is operating on the Leased Premises. Lessee's signage shall conform to the requirements in 17.25 Talkeetna Special Land Use District, if signage is placed on the Talkeetna Spur Road. No electioneering or campaign signs of any kind shall be placed upon the Leased Premises.

3.8 Utilities. Lessee shall pay for all utility services consumed or used on the Leased Premises.

3.9 Waste and Wrongful Use. Lessee shall not commit or suffer any strip or waste of the Leased Premises, or engage in any unlawful activity, or engage in any unauthorized activity that is unsafe, results in any public or private nuisance thereon, or adversely affects the value, character, or utility of Lessor's surrounding property.

3.10 Setbacks. Lessee shall observe all setback requirements applicable to the Leased Premises and shall not construct or maintain any building or other structure whatever between any road or other specified rights-of-way boundary of the Leased Premises and any setback along such boundary, except for fences or walls approved by Lessor. Lessor reserves the right to make use of, and to grant utility easements and other rights to third parties in, the setback areas of the Leased Premises.

3.11 Inspection and Repair. Lessee shall repair, maintain and make good all conditions required under the provisions of this Lease, permit requirements and applicable laws within a time frame provided for curing a default under the terms of this Lease. In the event of an emergency, Lessor's notice may be verbally given and followed after-the-fact by written notice. If Lessee refuses or neglects to provide reasonable and necessary repairs or maintenance for the Leased Premises as required under the terms of this Lease to the reasonable satisfaction of Lessor after written demand, then Lessor, without prejudice to any other right or remedy it has under this Lease or otherwise, may perform such reasonable and necessary maintenance work or make such repairs without liability to Lessee for any loss or damage that may accrue to Lessee's merchandise or other property or Lessee's business by reason thereof. Upon completion of any such repair or maintenance, and no later than thirty (30) days after presentation of an invoice therefore, Lessee shall pay as additional rent Lessor's reasonable costs for making such necessary repairs or performing such maintenance, plus fifteen percent (15%) of the repair cost to cover Lessor's overhead.

3.11.1 Condition of Premises. Lessee has had an opportunity to inspect Premises and enters into this lease solely in reliance on lessee's own examination and not by reason of any representation by the Borough. Lessee accepts the Premises in present condition "AS IS WHERE IS". No reliance shall be placed on any opinion, material, or information provided by or through Borough, and Lessee does so at its own risk, cost, and expense.

Section 4. Rent.

Rent for the initial five years of the lease has been negotiated, using the assessed value of $380 per acre/per month for Parcel 1 and $324 per acre/per month for Parcel 2, for a fair market value rental rate of $704 per month.

4.1 Rent. Rent may be based on a combination of rent for the land and rent for any other collocated authorized users (collectively referred to as "Authorized Users"). Prior to collocation of ground or air structures by another company as an Authorized User they shall obtain a land use lease through Land and Resource Management Division, for cabinet or other structure location.

4.1.1.1 Land Rent. Based on the site plan and acreage, Lessee shall pay in advance the land rent of $250.00 a month during the time necessary to obtain a Tall Tower Conditional Use Permit and for the construction phase. The construction phase includes the access driveway and entire parcel of the tower site. Upon conclusion of construction, Lessee will obtain and record, at Lessee's cost, a Record of Survey for the communication tower site and driveway with a separate acreage shown for the tower site and the driveway.

4.1.1.1.1 Starting in lease year six, and each year thereafter, rent will be increased by 2.5% or CPI, Anchorage, whichever is higher, each July 1.

4.2 Taxes. Lessee shall pay all taxes imposed by MSB on Premises and improvements thereon or any other taxes relating to its operations during the term of the Lease.

4.3 Assessments. Lessee shall pay its pro rata share of assessments charged against Premises. Borough will send a written notice with a detailed explanation of any assessments pertaining to Premises to Lessee. Lessee shall pay assessment within thirty (30) days of receipt of written notice from Borough.

4.4 Failure to Pay. If Borough must pay any tax, assessment, penalty, or interest because of the failure of Lessee to pay such taxes, assessments, penalties, or interest, such obligations shall be considered a debt to Borough.

4.5 Late Charge. In the event Lessee fails to make any payment of rent or any other payments due hereunder upon the date due, Borough shall be entitled to collect from Lessee a late charge equal to six percent (6%) of the amount of the delinquent payment or $50.00, whichever is greater.

4.6 Interest Charge. Failure to pay rent or any other payments due under the Lease on the date due shall be subject to interest at the rate of 10.5% per annum.

Section 5. Special Requirements.

5.1 Electrical Power. Lessee shall pay for all electric power and other charges or expenses incurred for Premises to supply the electric power.

5.2 Compliance with Laws. Lessee shall conform with all local, state, and federal applicable laws and regulations of public authority affecting Premises and the use thereon and assume, at Lessee's sole expense, any costs of such compliance including any fines or penalties. Lessee shall obtain all federal, state, and local permits and licenses necessary to operate under this lease, including but not limited to compliance with Federal Communication Commission (FCC) requirements, Federal Aviation Administration (FAA) requirements, Title 47 CFR, National Telecommunications and Information Administration (NTIA), ANSI/NFPA 70.

5.3 Minerals and Valuable Materials. Lessee shall not remove or sell valuable materials, held by the Borough, including but not limited to gravel and timber without written consent of Borough.

5.3.1 Lessee will reimburse MSB for any gravel from the Premises utilized in construction of the access road or construction site at FMV. Authorization for same may be obtained by providing an application to Resource Specialist, Land and Resource Management Division, (907) 861-8572.

5.3.2 Lessee will make timber removed for construction that is ≥ 4-inch diameter at breast height (DBH) available to the Lessor through notification of the Resource Manager, Land and Resource Management Division, (907) 861-7863.

5.4 Fire. To the extent possible, Lessee shall protect Premises from fire and shall report any fires on Premises to Borough, by phone, as soon as possible, at the phone number shown on the signature page.

5.5 FCC License. Lessee shall operate its equipment and units in compliance with the rules and regulations of the Federal Communications Commission or Lessee's license authority. Within thirty (30) days prior to the beginning of operation and any subsequent collocation, Lessee shall furnish Borough with a copy of its current license and subsequent renewal license to: Matanuska Susitna Borough, Land and Resource Management Division, MSB007139, 350 East Dahlia Avenue, Palmer, Alaska, 99645.

5.6 Hazardous, Toxic, or Harmful Substances.

5.6.1 Deleterious Material. Lessee shall not make, or suffer to be made, any filling in of Premises or any deposit of rock, earth, ballast, refuse, garbage, waste matter, chemical,

biological, or other wastes, hydrocarbons, any other pollutants, or other matter within or upon Premises, except as approved in writing by Borough. If Lessee fails to remove all non-approved fill material, refuse, garbage, wastes, or any other of the above materials from Premises, Lessee agrees that Borough may, but is not obligated to, remove such materials and charge Permittee for the cost of removal and disposal.

5.6.2 Hazardous, Toxic, or Harmful Substances. For the purposes of this Lease, the term "Hazardous Material" means any hazardous or toxic substances, material, or waste, including but not limited to oil, petroleum products and byproducts, gasoline, diesel fuel, stove oil, kerosene, and other hydrocarbons; those substances, materials and wastes listed in U.S. Department of Transportation Hazardous Materials able (49 CFR Part 172.101) or by the U.S. Environmental Protection Agency as hazardous substances (40 CRF Part 302), and amendments thereto; all materials the release of which must be reported under Title 46 of Alaska Statutes; and any such other substance, materials, and wastes that are or become regulated under any applicable local, state, or federal law.

5.6.2.1 Lessee or any authorized users shall not keep on or about Premises, any substances now or hereinafter designated as or containing components now or hereinafter designated as hazardous, toxic, dangerous, or harmful (and/or which are subject to regulation as hazardous, toxic, dangerous, or harmful) by any federal, state, or local law, regulation, statute, or ordinance (hereinafter collectively referred to as "Hazardous Substances") unless such are necessary to carry out Lessee's permitted use under Section 3 and unless Lessee fully complies with all federal, state, and local laws, regulations, statutes, and ordinances now in existence or as subsequently enacted or amended. Any substances designated as hazardous, toxic, dangerous, or harmful that are necessary to carry out Lessee's permitted use will be reported to Lessor, in writing, and copies of required permits will be provided to Lessor.

5.6.2.2 Lessee shall immediately notify Borough of any of the following:

5.6.2.2.1 all spills or re-permits of any Hazardous Substance in, on, or adjacent to Premises,

5.6.2.2.2 all failures to comply with any federal, state, or local law, regulation, or ordinance, as now enacted or as subsequently enacted or amended,

5.6.2.2.3 all inspections of Premises by, or any correspondence, orders, citations, or notifications from any regulatory entity concerning Hazardous Substances affecting Premises,

5.6.2.2.4 all regulatory orders or fines, or all response or interim cleanup actions taken by or proposed to be taken by any government entity or private party concerning Premises.

5.6.2.2.5 on request, Lessee shall provide copies to Borough of any and all correspondence, pleadings, and/or reports received by or required of Lessee or issued or written by Lessee or on Lessee's behalf with respect to the use, presence, transportation, or generation of Hazardous Substances in, on, about, or adjacent to Premises.

5.6.2.3 Lessee shall be fully and completely liable to Borough, and, to the full extent permitted by law, shall indemnify, defend, and hold harmless Lessor and its elected and appointed officials, employees, officers, and agents with respect to any and all damages, costs, fees (including attorney's fees and costs), penalties (civil and criminal), and cleanup costs assessed against or imposed as a result of Lessee or authorized user's use, disposal, transportation, generation, and/or sale of Hazardous Substances or that of Lessee's employees, agents, assigns, contractors, subcontractors, licensees, or invitees.

5.7 Non-Ionizing Electromagnetic Radiation (NIER). Lessee shall comply with standards or requirements in effect for non-ionizing electromagnetic radiation levels as established by the Environmental Protection Agency (EPA) or other governing agencies.

5.8 Weed Control. Weed control shall be approved in writing by Borough prior to beginning such activities. No aerial spraying without prior approval by Borough is allowed.

5.9 Survey. Lessee shall submit a recorded Record of Survey for the Premises within thirty (30) days of completion of the construction phase, stamped by a licensed surveyor or engineer.

Section 6. Assignment, Insurance, and Indemnity

6.1 Assignment. Lessee shall not hypothecate, mortgage, assign, subpermit, transfer, or otherwise alienate this lease ("Assignment"), or any interest therein, without the prior written consent of Borough, which consent shall be at the sole discretion of Borough; however, the Borough will not unduly withhold consent. The consent of Borough to any one assignment shall not constitute a waiver of Borough's right to consent to subsequent assignments, nor shall consent of Borough to any one assignment relieve any party previously liable as Lessee from any obligations under this Lease. The acceptance by Borough of the payment of rent following an assignment shall not constitute consent to any assignment and Borough's consent shall be evidenced only in writing.

Name Change. If during the term of this Agreement Lessee changes its name, Lessee shall provide Borough with documentation legally supporting the name change within 60 days of the effective date of the change. Lessee may contact Matanuska-Susitna Borough, Land and Resource Management Division for a list of acceptable documentation.

6.2 Lessee's Assumption of Liability, and Liability and Casualty Insurance

6.2.1 Assumption of Liability. Borough shall have no responsibility with respect to any aspect of Premises or any activity conducted thereon from and after the effective date of the lease. Lessee shall indemnify and save Borough harmless from any and all liability, damage, expense (including attorney fees and costs), cause of action, suits, claims, or judgments by any reason whatsoever caused or arising out of the use, occupation, and control of Premises by Lessee, Collocated Lessees, invitees, agents, employees, licensees, or permittees except as may arise solely out of the willful act or gross negligence of Borough or Borough's officers, agents, or employees.

6.2.2 Evidence of Insurance. Lessee must furnish evidence of insurance in the form of a Certificate of Insurance satisfactory to Borough, executed by a duly authorized representative of each insurer showing compliance with the insurance requirements set forth below. The Certificate of Insurance must reference the Matanuska Susitna Borough as a certificate holder and shall contain the MSB Agreement number. Before implementing this Agreement, Lessee must provide proof of coverage.

6.2.3 Cancellation. The Certificate(s) of Insurance must provide 45 days written notice to Borough before the cancellation, non-renewal, or material change of any insurance coverage included therein. Notices must be sent to Borough via certified mail.

6.2.4 Minimum Coverage Requirements. The Minimum Coverage Requirements set forth the minimum limits of insurance Lessee must purchase to secure a contract with the Borough. These limits may not be sufficient to cover all liability losses and related claim settlement expenses. Purchase of these minimum limits of coverage does not relieve Lessee from liability for losses and settlement expenses greater than these amounts.

During the term of this Agreement, Lessee must purchase and maintain, and shall require all authorized collocated lessees or independent contractors to maintain while performing work on Premises, the minimum insurance coverages and limits in Exhibit **C**, which may be increased by Borough at its sole discretion:

The Lessee waives all rights against the Borough for the recovery of damages to the extent they are covered by business auto liability or commercial umbrella liability insurance.

6.3 Self-Insurance. In lieu of the coverages required under Exhibit B Insurance "Minimum Coverage Requirements," Borough at its sole discretion, may accept evidence of self-insurance by Lessee, provided Lessee provides the following:

6.3.1 Lessee shall provide a statement by a CPA or actuary; satisfactory to the Borough that demonstrates Lessee's financial condition is satisfactory to self-insure any of the required insurance coverages.

6.3.2 Borough may require Lessee to provide the above yearly to ensure Lessee's continuing ability to self-insure. If at any time Lessee does not satisfy the self-insurance

requirement, Lessee shall immediately purchase insurance as set forth under "Minimum Coverage Requirements".

6.3.4 Aside from any "self-insurance" guaranteed by the Lessee, it is the responsibility of Lessee to ensure that its contractors, agents, employees, guests, invitees, Collocated Authorized Users, or affiliates in, on, under, or above Premises, any adjoining property, or any other property subject to use by Lessee in conjunction with its use of Premises, meet minimum insurance requirements described above.

Section 7. Indemnity

7.1 Lessee assumes all responsibility, risk, and liability for its activities and use of or contact with the Leasehold. The Lessee shall defend, indemnify, save, and hold harmless the Borough, its elected and appointed officials and officers, agents, and employees, from and against any and all demands, causes of action (whether in the nature of an action for damages, indemnity, contribution, government cost recovery, hazardous materials or otherwise), fines, judgments, suits, claims, actions, proceedings, losses, costs (including full reasonable attorney's fees and costs), expenses, charges, forfeitures, liens, liabilities, settlements, penalties, and damages of any kind or nature whatsoever, including, but not limited to those alleging personal injury, wrongful death, nuisance property damage, economic loss, damages, violation of statutes, ordinances, constitutions, or other laws, rules, or regulations, contractual claims, environmental contamination (including any disposal, release, spill or discharge or any threatened disposal, release, spill, or discharge of, or contamination by hazardous materials), and environmental noncompliance (including the Lessee's failure to provide all information, make all submissions, and take all steps required by the authority under the environmental laws or any other law concerning any spill, discharge, or contamination), or any other kind of loss, tangible or intangible, sustained by any person, or property arising out of, in connection with, directly or indirectly from, or otherwise incident to Lessee's, Lessee's officers, agents, employees, partners, attorneys, suppliers, and subcontractors' Leasehold activities or performance related to this lease in any way whatsoever or use of or contact with the Leasehold, except to the extent the sole legal cause of injury or damage is the negligence or willful misconduct of the Lessor or anyone acting on the Lessor's behalf. This defense and indemnification responsibility includes claims alleging acts or omission by the Lessor or its agents which are said to have contributed to the losses, failure, violations, or damage. However, the Lessee shall not be responsible for any damages or claim arising from the sole negligence or willful misconduct of the Lessor, its agents, or employees.

7.1.1 The obligations of the Lessee to indemnify the Lessor under the terms of this lease shall survive transfer, assignment, or other disposition of an interest in this lease as well as the expiration, forfeiture, relinquishment, abandonment, or other termination of this lease.

7.1.2 The Lessee shall name the Lessor as an additional insured on all insurance policies obtained and maintained by the Lessee. Any insurance purchased by the Lessee under this section will not be construed to limit in any way the Lessee's liabilities or responsibilities under this lease.

7.2 If any portion of this clause is voided by law or a court of competent jurisdiction the remainder of the clause shall remain enforceable.

Section 8. Default and Termination.

8.1 Breach by Lessee. In the event of any breach of any provision of this Lease by Lessee, the breach, whether material or not, shall be deemed a default entitling Borough to cancel this Lease and seek any other remedies set forth in this Lease or otherwise available at law or equity, after Borough has delivered to Lessee notice of the breach and a demand that the same be remedied immediately. Lessee shall not be in default if the breach pertains to the payment of money and Lessee cures the breach within twenty (20) days of receipt of the notice, or if the breach pertains to a matter other than the payment of any monies due under this lease, and Lessee promptly commences to cure the breach and cures the breach within forty-five (45) days after receipt of the notice.

8.2 Re-entry. In the event of any default by Lessee, Borough shall have the right, with or without canceling the Lease, to re-enter the Premises and remove all persons and property from Premises and take whatever actions may be necessary or advisable to relet, protect or preserve the Premises. Borough shall not be responsible for any damages or losses suffered by Lessee as a result of such re-entry, removal, storage, or other disposition, and no such action shall be construed as an election to terminate this Lease unless a written notice of termination is given to Lessee.

8.3 Termination of Agreements. Borough may terminate this lease for default by Lessee and subject to any non-disturbance and attornment agreements, if any, Borough shall have a right to terminate any and all subpermits, licenses, concessions, or other arrangement for possession affecting Premises.

8.4 Right to Cure. If Lessee fails to perform any undertaking or promise contained herein, Borough shall have the right but not the obligation to make such performance thirty (30) days after expiration of the notice to cure defaults stated above. Borough's expenditures to correct Lessee's failure to perform shall be reimbursed by Lessee.

8.5 Remedies Cumulative. The specified remedies to which Borough or Lessee may resort under the terms of this permit are cumulative and are not intended to be exclusive of any other remedies or means of redress to which Borough or Lessee may lawfully be entitled in case of any breach or threatened breach by Borough or Lessee of any provision of this permit.

8.6 Insolvency. If a receiver or trustee is appointed to take possession of all or substantially all of the assets of Lessee; or if any action is taken or suffered by Lessee pursuant to an insolvency, bankruptcy or reorganization act; or if Lessee makes a general assignment for the benefit of its creditors; and if such appointment, action or assignment continues for a period of thirty (30) days, it shall, at Borough's option, constitute a material breach by Lessee.

8.7 Termination Upon Notice. Lessor or Lessee may terminate this agreement for any reason or

for no reason upon 180 days prior written notice.

Section 9. Access and Driveway Maintenance.

9.1 Access. Provisions for access to Premises are as follows:

9.1.1 No Access. Access to this site will be from Talkeetna Spur Road. Lessee is solely responsible for constructing legal driveway access to Premises. All driveway construction will be in compliance with current Matanuska Susitna Borough road construction standards. Lessee is responsible for obtaining any necessary permits for driveway construction. Such access must contain a provision that entitles Borough to use the access as a licensee to the extent necessary to administer this lease.

9.1.2 Restricting Access. Lessee will, at its sole expense, restrict public access to the Premises and Tower by construction of at least a 6-foot chain link gated fence around the cell tower site. Access to borough property and tower site property outside the fence will be limited by a locked, gated driveway.

9.2 Driveway Repair/Maintenance. Lessee shall repair or cause to be repaired at its sole cost and expense that damage to said driveway.

9.3 Improvements. Lessee shall construct no improvements to roads where access has been provided by Borough without the prior written consent of Borough, which shall not be unreasonably withheld. Unless Borough agrees to share in the cost of the improvement in writing, the improvements shall be at the sole cost of the improver.

9.4 Insurance. The provisions under Section 6 – Assignment, Insurance, and Indemnity- shall apply to Lessee's use of roads or driveways authorized herein.

9.5 Time Restrictions. Road or driveway maintenance shall take place after June 15 and prior to October 15 of each year. Lessee shall provide Borough with a driveway or road (for any borough roads involved) maintenance plan to be accepted by Borough prior to June 1 of each year. MTA Communications, LLC plans to use snowmachines for winter access, as needed.

Section 10. Improvements.

10.1 Site Plan. Lessee has submitted and Borough has accepted a site plan, which is attached as Exhibit C. Lessee shall not construct any improvement unless such improvements are authorized in an approved site plan. The plan shall not be changed without prior written acceptance by Borough.

10.2 Utilities. Prior to excavation, clearing, or construction, Lessee will employ a utility locator service, at no cost to Borough, to check the permit area for buried utilities.

10.3 Unauthorized Improvements. All improvements made on Premises without the written

consent of Borough are unauthorized and shall, at the option of Borough, be removed by Lessee, be removed by Borough at the cost to Lessee, or become the property of Borough.

10.4 Maintenance and Repair of Improvements. Lessee shall maintain and repair all improvements owned by Lessee, at its own cost.

10.5 Removal of Improvements. Lessee shall remove all Lessee owned improvements, including fixtures, from Premises within sixty (60) days from the Termination Date unless otherwise provided herein. In the event Borough authorizes Lessee owned improvements to remain past the sixty-day period, Lessee shall pay to Borough the contract rent then in effect from the Termination Date until the improvements are removed. If Lessee fails to remove the improvements at the end of the sixty day period where no extension has been granted or at the end of such other period authorized by Borough, Lessee shall be in trespass, and such improvements shall be deemed unauthorized improvements subject to disposition as set forth in Section 9.3.

10.6 As-Built Drawing. Within 30 days after the completion of construction, Lessee shall provide Borough with an 8-1/2 x 11 inch as-built drawing of the site stamped by a licensed surveyor or engineer. As-built drawing must establish the location and dimensions of all improvements constructed or installed, including tower, tower footings, surface structures (cabinets), fences, and utilities, and must provide bearings and distances to an established survey point in a form consistent with generally accepted professional standards and any special survey instructions issued. This As-Built is in addition to the required Record of Survey for the site.

Section 11. Miscellaneous.

11.1 No Partnership. Borough is not a partner nor a joint venturer with Lessee in connection with the business carried on under this permit and shall have no obligation with respect to Lessee's debts or other liabilities.

11.2 Non-Waiver. Waiver by either party of strict performance or any provisions of this permit shall not be a waiver of nor prejudice the party's right to require strict performance of the same provision in the future or of any other provision.

11.3 Venue and Choice of Law. Any dispute arising out of this Lease shall be governed by the laws of the State of Alaska. Venue for resolving such disputes shall be in State of Alaska, Third Judicial District at Palmer and not elsewhere.

11.4 Interpretation and Numbering. This lease has been submitted to the scrutiny of all parties hereto and their counsel if desired, and shall be given a fair and reasonable interpretation in accordance with the words hereof, without consideration or weight being given to its having been drafted by any party hereto or its counsel. Section numbers or titles are not to be considered in interpreting this permit.

11.5 Notices.

11.5.1 Any notice given under this lease shall be deemed received when delivered by hand or three (3) days after deposit in the United States mail with proper first class postage affixed addressed to the parties authorized representatives.

11.5.2 Changes of address may be given in accordance with this section. Lessee shall notify Borough within seven (7) calendar days of any change of address, business name, contact person's name or other changes that may affect the permit.

11.6 Liens. Lessee shall not suffer nor permit any lien to be filed against Lessee's interest in Premises or any improvement thereon by reason of work, labor, services or materials performed or supplied to Lessee or anyone holding Premises or any part thereof under the lease. If any such lien is filed against Lessee's interest or any improvements thereon, Lessee shall cause the same to be discharged of record within thirty (30) days after the date of filing the same unless other arrangements are authorized in writing by Borough. Lessee shall indemnify Borough for any costs, damages or expenses (including attorneys' fees) incurred as a result of the filing of such liens or in obtaining their discharge whether such costs, damages or expenses were incurred prior or subsequent to permit termination.

11.7 Force Majeure. Borough's or Lessee's failure to perform any of its obligations under this lease shall be excused if due to causes beyond its control and without the fault or negligence of Borough or Lessee, including but not restricted to acts of God, acts of the public enemy, vandalism, fires, lightning, floods, epidemics or labor strikes.

11.8 Preservation of Markers. Any legal land subdivision survey corners, reference points or monuments are to be preserved. If such are destroyed or disturbed by Lessee, Lessee shall re-establish them by a licensed land surveyor in accordance with U. S. General Land Office standards at their own expense. Corners, reference points, or monuments that must necessarily be disturbed or destroyed in the process of carrying out the operations allowed by this lease must be adequately referenced and/or replaced. Such references must be approved by Borough prior to removal of said corners, reference points, or monuments.

11.9 Condemnation. If all of Premises is taken by any public authority under the power of eminent domain, this lease shall terminate as of the date possession was taken by said public authority pursuant to such condemnation. If any part of Premises is so taken and, in the opinion of either Borough or Lessee, it is not economically feasible to continue this lease in effect, either party may terminate this lease. Such termination by either party shall be made by notice to the other given not later than thirty (30) days after possession is so taken, the termination to be effective as of the later of thirty (30) days after said notice or the date possession is taken. If part of Premises is so taken and neither Borough nor Lessee elects to terminate this lease, or until termination is effective, as the case may be, the rental shall be abated in the same proportion as the portion of Premises so taken bears to the whole of Premises. All damages awarded for the taking or damaging of all or any part of Premises, or Borough-owned improvements thereon, shall belong to and become the property of Borough and Lessee hereby assigns to Borough any and all claims to such award. However,

Borough shall not claim any interest in or to personal property or authorized improvements belonging to Lessee.

11.10 Discriminatory Acts Prohibited. Lessee in its use or occupancy of the Leased Premises, shall not discriminate against any person or class of persons by reason of sex, race, color, creed, or national origin and shall comply with all federal regulations and laws in regard to discrimination.

11.11 Recordation of Lease. This Lease shall be recorded, along with all Exhibits and attachments therefrom, and which recording expense shall be borne by the Lessee.

11.12 Proprietary Information/Public Disclosure. Materials or information submitted as required in this Agreement shall become public records within the meaning MSB 1.50.030 and A.S. 40.25.110.

Any submitted materials or information that the Lessee claims as exempt from disclosure under the provisions of MSB 1.50.040 and A.S. 40.25.110 must be clearly designated. The page must be identified and the particular exemption from disclosure upon which the Lessee will rely upon in making the claim for exemption must be identified. Making the entire submitted materials or information exempt from disclosure is not acceptable unless warranted.

The Borough will consider a Lessee's request for documents to be exempt from disclosure; however, the Borough will make an independent decision on the applicability of any claimed exemption. If a public records request is made regarding materials that the Lessee has requested be exempt, the affected Lessee will be given notice of the request and allowed to seek a court injunction against the requested disclosure prior to the Borough fulfilling the public records request.

Section 12. Exhibits. This Lease is subject to the terms and conditions of exhibits referenced herein, which are attached hereto and by this reference, made a part hereof.

List of Exhibits

Exhibit A	Legal Description
Exhibit B	Driveway and Site
Exhibit C	Insurance
Exhibit D	Record of Survey to Amend Exhibit A

IN WITNESS WHEREOF, Lessor and Lessee have duly executed and acknowledged this Lease for on the dates indicated below.

MATANUSKA SUSITNA BOROUGH

John Moosey
Borough Manager

STATE OF ALASKA)
)ss.
THIRD JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this 11th day of August, 2016, by John Moosey, the Manager of MATANUSKA-SUSITNA BOROUGH, on behalf of the municipal corporation.

Official Seal
STATE OF ALASKA
Notary Public
Rachael Richardson
Commission Expires: 4-20-20

Rachael Richardson
Notary Public in and for Alaska
My Commission Expires: April 20, 2020

MTA COMMUNICATIONS, LLC

ERIC ANDERSON
DIRECTOR, MTA COMMUNICATIONS LLC

STATE OF ALASKA)
)ss.
THIRD JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this 11 day of August 2016, by Eric Anderson, the authorized representative of MTA Communications, LLC, on behalf of the limited liability company.

TRACY ANNE RESSLER
Notary Public - State of Alaska

Notary Public in and for Alaska
My Commission Expires: 3-23-19

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EXHIBIT A

The Leased Premises are legally described as follows:

Parcel 1:
Township 25 North, Range 4 West, Seward Meridian
Section 19: SE1/4SE1/4NW1/4, SW1/4SW1/4NE1/4.
Containing 20 acres, more or less,
According to the official U.S. Survey Plat of a portion of Township 25 North, Range 4 West, Seward Meridian, examined and approved by the U.S. Surveyor General's Office in Juneau, Alaska on January 15, 1919.; and

Parcel 2:
Township 25 North, Range 4 West, Seward Meridian
Section 19: SW1/4SW1/4NE1/4
Containing 10 acres, more or less,
According to the official U.S. Survey Plat of a portion of Township 25 North, Range 4 West, Seward Meridian, examined and approved by the U.S. Surveyor General's Office in Juneau, Alaska on January 15, 1919.

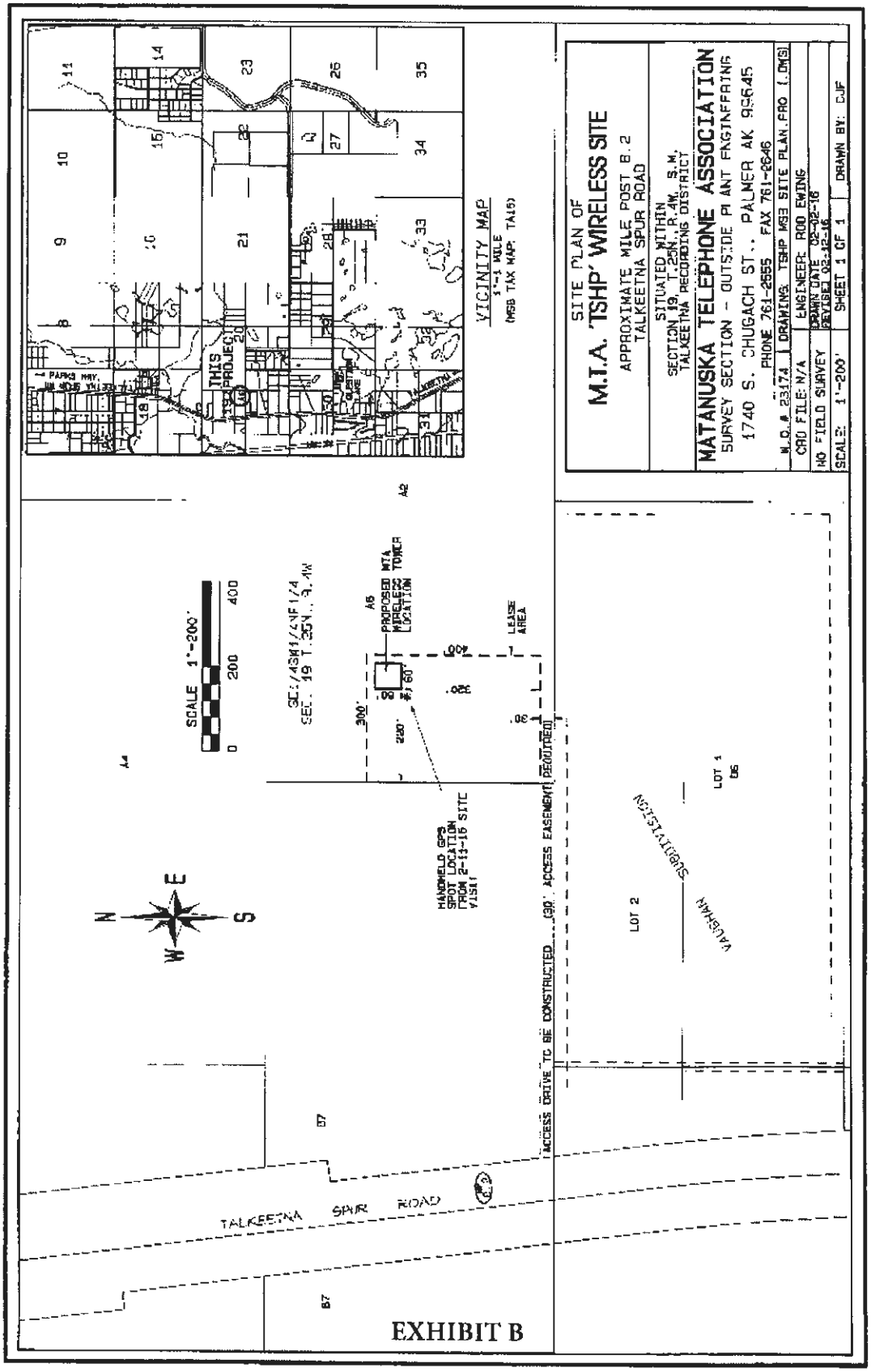
SITE PLAN OF
M.T.A. 'TSHP' WIRELESS SITE
APPROXIMATE MILE POST B.2
TALKEETNA SPUR ROAD
SITUATED WITHIN
SECTION 19, T.25N., R.4W., S.M.,
TALKEETNA RECORDING DISTRICT
MATANUSKA TELEPHONE ASSOCIATION
SURVEY SECTION - OUTSIDE PLANT ENGINEERING
1740 S. CHUGACH ST., PALMER AK 99645
PHONE 761-2655 FAX 761-8646
W.O.# 23174 DRAWING: TSHP M33 SITE PLAN.DWG (.DWG)
CAD FILE: N/A ENGINEER: ROD EWING
NO FIELD SURVEY DRAWN DATE 02-02-16
REVISED 02-12-16
SCALE: 1"=200' SHEET 1 OF 1 DRAWN BY: DJF
VICINITY MAP
1"=1 MILE
(MSB TAX MAP: TA15)
THIS PROJECT
SCALE 1"=200'
0 200 400
SEC. 19 T.25N., R.4W.
PROPOSED MTA WIRELESS TOWER LOCATION
LEASE AREA
HANDHELD GPS SPOT LOCATION FROM 2-13-16 SITE VISIT
ACCESS DRIVE TO BE CONSTRUCTED
30' ACCESS EASEMENT REQUIRED
LOT 1
LOT 2
SUBDIVISION
VACGHAN
TALKEETNA SPUR ROAD
N
S
E
W

EXHIBIT B

EXHIBIT C

INSURANCE
(Lessee/Permittee/Manager)

It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of the Agreement to create in the public or any member thereof a third party benefit hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

It is highly recommended that the Lessee/Permittee/Manager confer with their respective insurance companies or brokers to determine if their insurance program complies with the Lesssor's Insurance requirements.

The Lessee/Permittee/Manager shall procure and maintain the following insurance:

A. Minimum Scope of Insurance

Coverage shall be at least as broad as:

1. Insurance Services office form number CG 0001 (Edition 10/01) covering Commercial General Liability.
2. Insurance Services office form number CA 0001 (Edition 10/99) covering Automobile Liability, symbol 1 "any auto."
3. Worker's Compensation insurance as required by the State of Alaska and Employers Liability Insurance.
4. Builders risk for any leasehold development to cover:
    a. building materials (installed and uninstalled) and supplies on the job site, in storage, and in transit;
    b. temporary structures, foundations, and excavation sites;
    c. equipment, scaffolding, and fences;
    d. theft, flood, sinkholes, fire, earthquakes, and other weather-related damage; and
    e. design error, faulty workmanship, changes in laws;
5. Protection and Indemnity Insurance if operating a vessel or engaged in any activities creating liability traditionally covered by maritime insurance, if applicable. Insurance shall cover crew and third-party liability and coverage shall not be less than $1,000,000 per occurrence.
6. Environmental/Pollution Liability insurance to cover any activities arising out of the Lessee's operations.

B. Minimum Limits of Insurance

Lessee/Permittee/Manager shall maintain limits no less than:

1. General Liability:

   $1,000,000 combined single limit per occurrence for bodily injury, property damage, personal injury and advertising injury. The general aggregate limit shall be $1,000,000 minimum. The general aggregate limits shall apply separately to each project.

   General liability insurance shall be maintained in effect throughout the term of the Agreement.

   If the general liability insurance is written on a claim made form, the Lessee/Permittee/Manager shall provide insurance for a period of two years after termination or expiration of this Agreement. The policy(s) shall evidence a retroactive date, no later than the beginning of this Agreement.

2. Auto Liability:
   $1,000,000 combined single limit per accident for bodily injury and property damage.

3. Worker's Compensation and Employers Liability:
   Worker's Compensation shall be statutory as required by the State of Alaska. Employer's liability shall be endorsed to the following minimum limits:

Bodily injury by Accident -	$100,000 each accident
Bodily injury by Disease -	$100,000 each employee
Bodily injury by Disease -	$500,000 policy limit

4. Builders risk: Minimum would be determined by cost of project. This insurance may be provided by the Lessee or Lessee's contractor.

5. Protection and Indemnity (P&I),
   If applicable, minimum $1,000,000.

6. Environmental/Pollution Liability.
   A policy providing coverage for claims involving transport, remediation, storage, disposal, or other handling of hazardous materials or waste arising out of the Lessee's operations. Such Pollution Liability policy shall provide at least $1,000,000 per occurrence/aggregate coverage for bodily injury and property damage.

7. Excess Liability:
In order to meet the required minimum limits of insurance it is permissible for the Lessee/Permittee/Manager to combine an excess liability or umbrella policy with the general liability, auto liability or employer's liability. In the instance where the Lessee/ Permittee/ Manager purchases an excess liability or umbrella policy the occurrence limit and the aggregate limit may be of the same amount.

C. Deductibles and Self-Insured Retention

Prior to occupancy, any deductible or self-insured retention must be declared and approved by the Lesssor. Lessee/Permittee/Manager may be requested to demonstrate how the deductible or self-insured retention will be funded in the event of a claim. At the option of the Lesssor, the Lessee/Permittee/Manager shall reduce or eliminate such deductibles or self-insured retention as respects the Lesssor, its officers, officials, employees and volunteers; or the Lessee/Permittee/Manager shall procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

D. Other Insurance Provisions

The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability, Automobile Liability

a. The Lesssor, its Administrator, officers, officials, employees, and volunteers shall be covered as additional insured as respects: liability arising out of activities performed by or on behalf of the Lessee/Permittee/Manager; products and completed operations of the Lessee/Permittee/Manager; premises owned, occupied or used by the Lessee/ Permittee/ Manager or automobiles owned, leased, hired or borrowed by the Lessee/Permittee/Manager. The coverage shall contain no special limitation on the scope of protection afforded to the Lesssor, its Administrator, officers, officials, employees, and volunteers.

b. The Lessee/Permittee/Manager's insurance coverage shall be primary insurance as respects the Lesssor, its Administrator, officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the Lesssor, it's Administrator, officers, officials, employees, and volunteers shall be excess of the Lessee/Permittee/Manager insurance and shall not contribute to it.

c. The Lessee/Permittee/Manager insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Worker's Compensation and Employer's Liability

The insurer shall agree to waive all rights of subrogation against the Lesssor, its Administrator, officers, officials, employees, and volunteers for losses arising from work performed by the Lessee/Permittee/Manager or any subcontractor of the Lessee/Permittee/Manager in relation to this Agreement.

3. All Insurance

Each insurance policy required by this Agreement shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after 30 days prior written notice for nonpayment of premium or fraud on the part of the Lessee/Permittee/Manager or 60 days prior written notice for any other reason by certified mail, return receipt requested, has been given to the Lesssor. ***Such notice shall be mailed to the attention of the Lesssor's Land Management representative.***

E. Acceptability of Insurers

Insurance is to be placed with insurers with a Best's rating of no less than A-VII.

F. Verification of Coverage

Lessee/Permittee/Manager shall furnish the Lesssor with certificates of insurance and with certified copies of all endorsements effecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates are to be on forms acceptable to the Lesssor. All certificates are to be received and approved by the Lesssor before occupancy commences. The Lesssor reserves the rights to require complete, certified copies of all required insurance policies, at any time.

G. Subcontractors

Lessee/Permittee/Manager shall include all subcontractors and as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverage for subcontractors shall be subject to all requirements stated herein.

H. Lapse in Insurance Coverage

A lapse in insurance coverage, any change that restricts, reduces insurance provided, or changes name of insured without Lesssor approval is a material breach of this agreement, which shall result in immediate termination of the agreement.

EXHIBIT D – RECORD OF SURVEY TO AMEND EXHIBIT A

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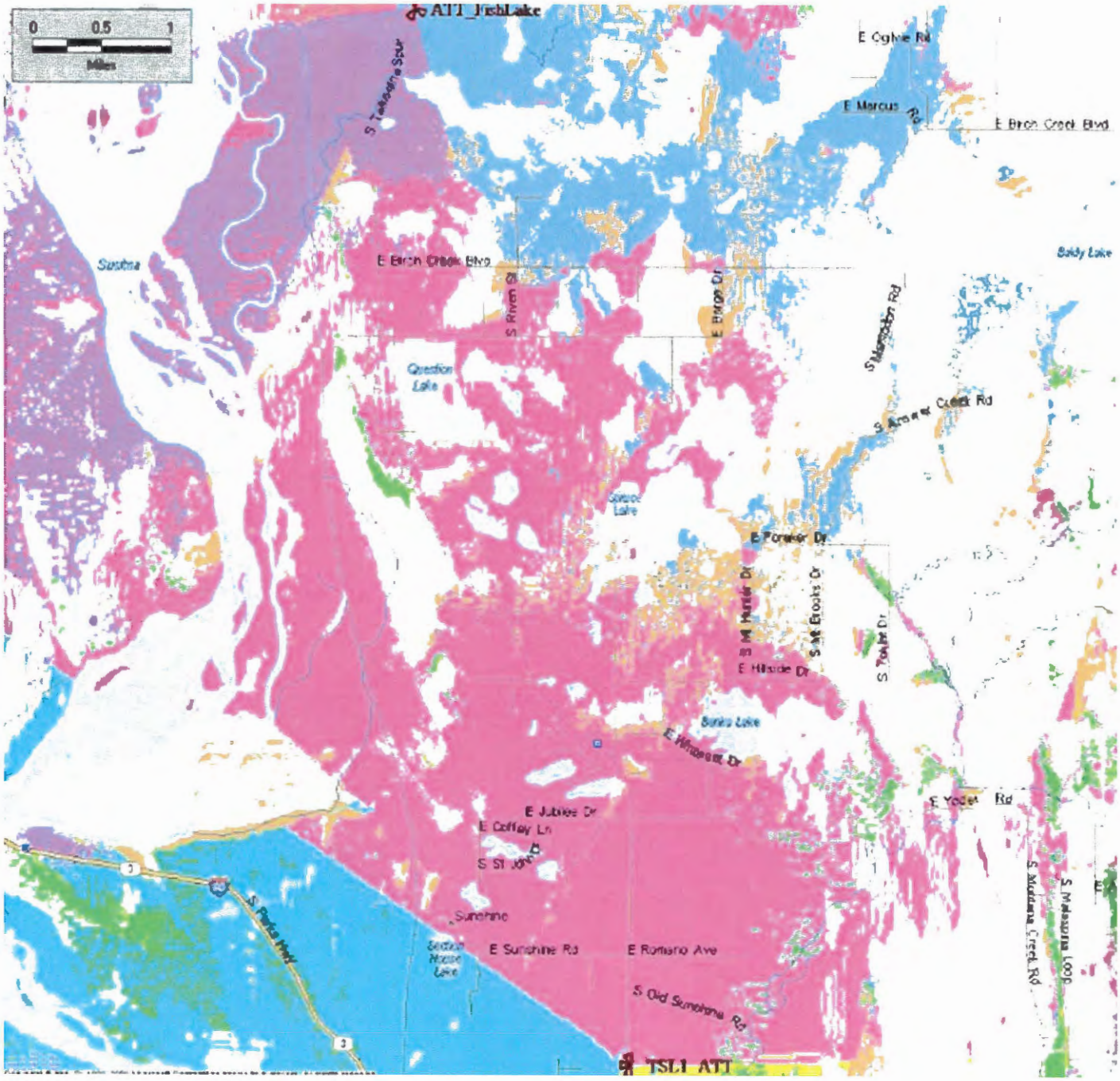
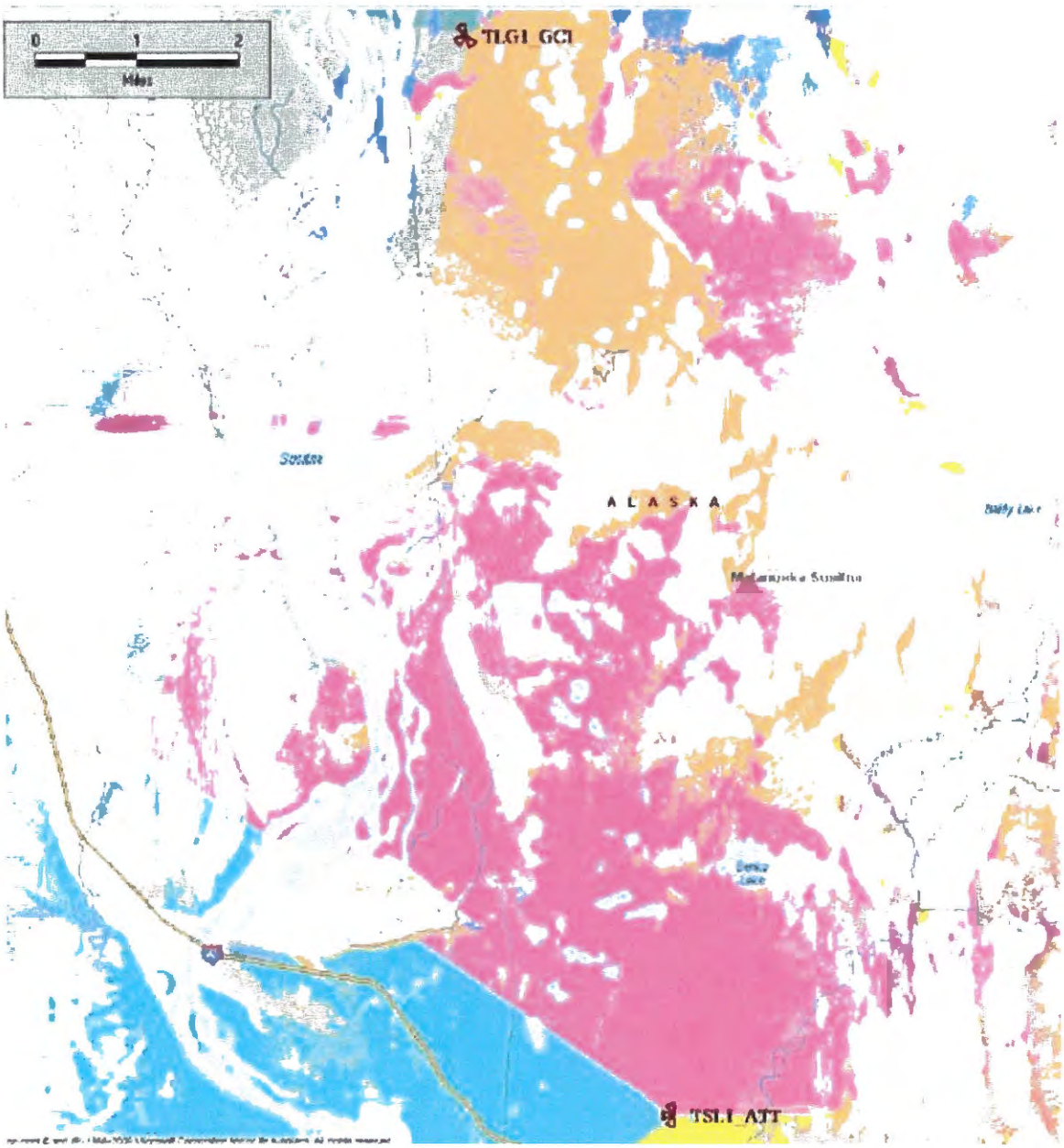
Exhibit E

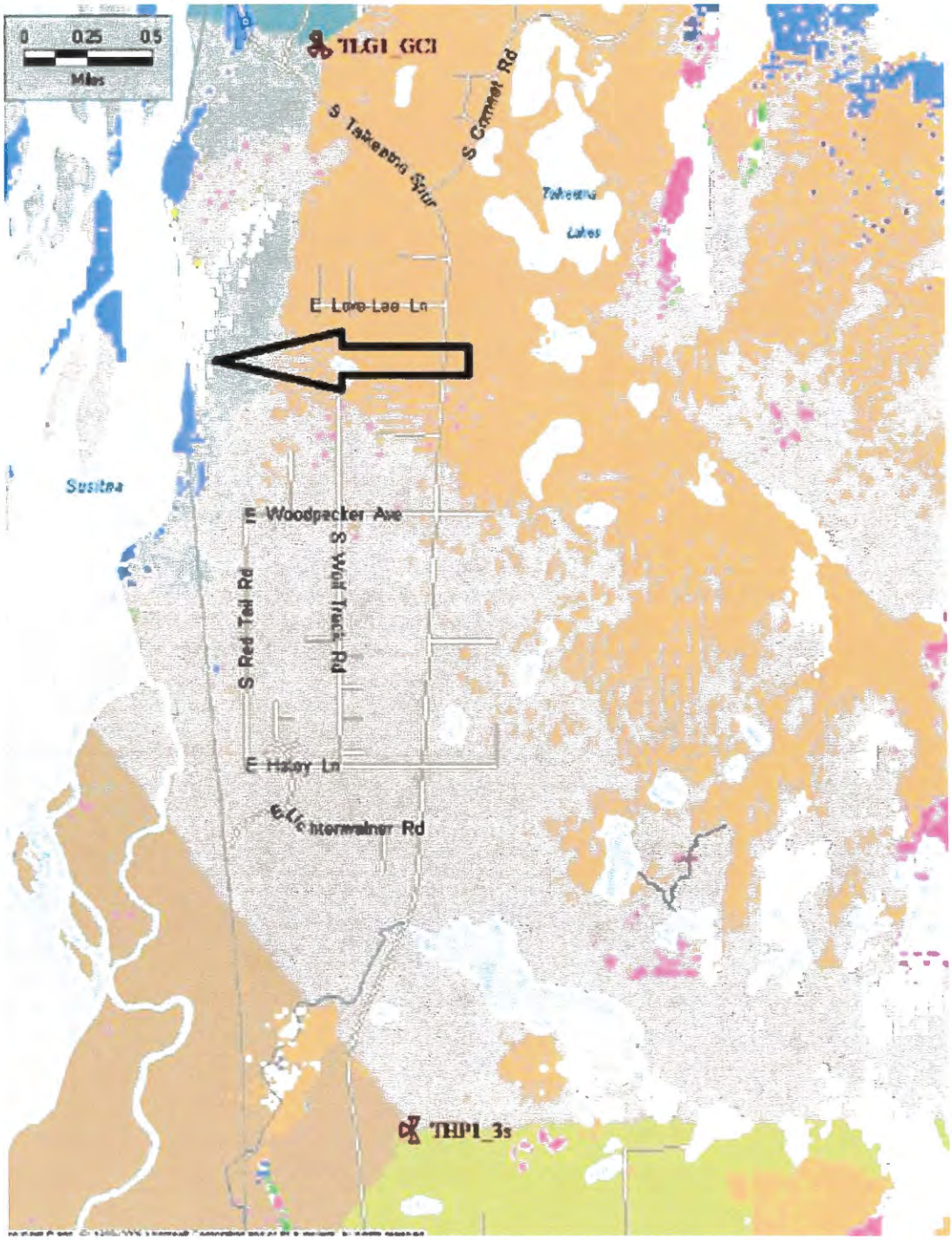
Propagation Maps



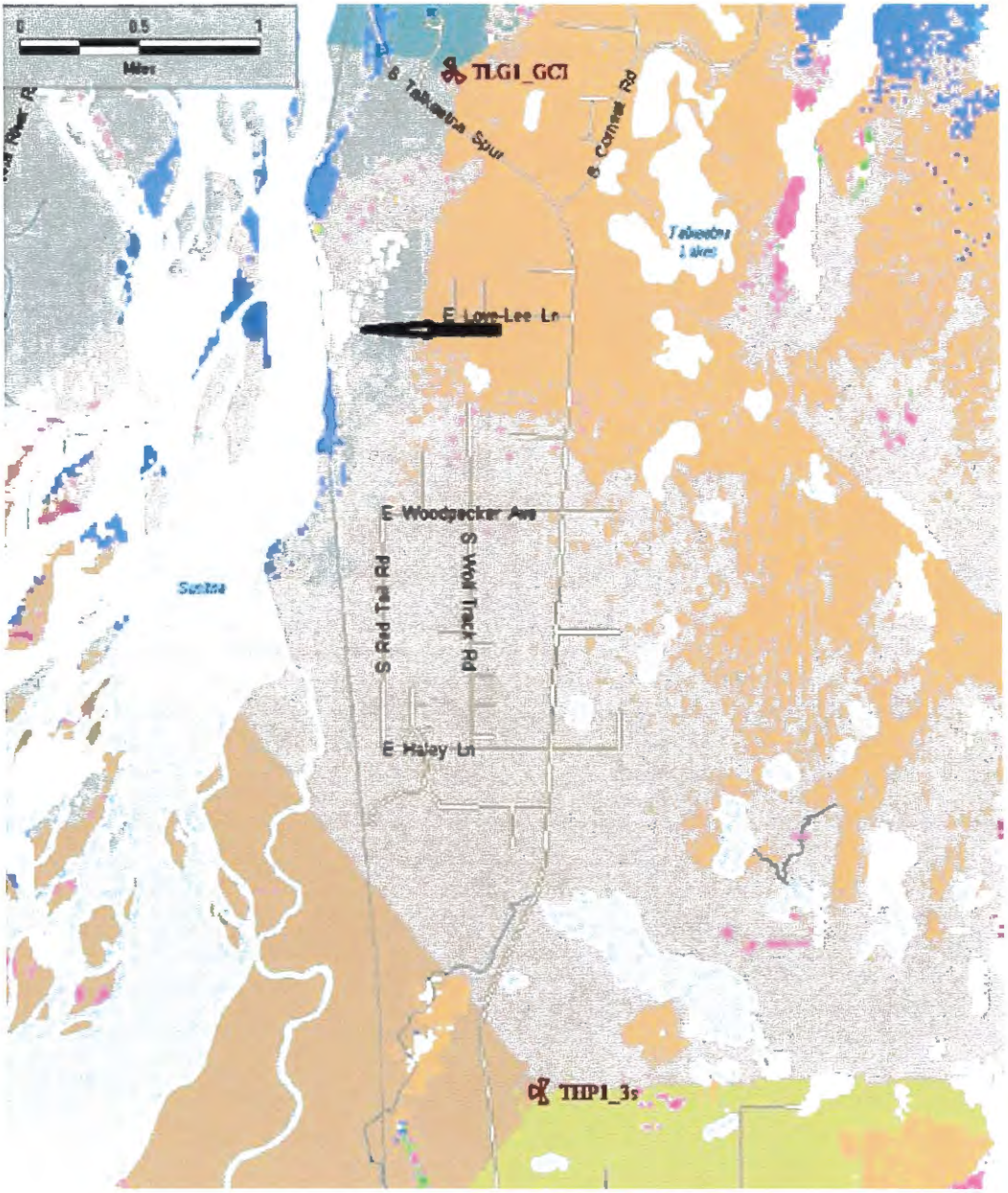
Fish Lake South Existing Monopole Co-Lo Evaluation



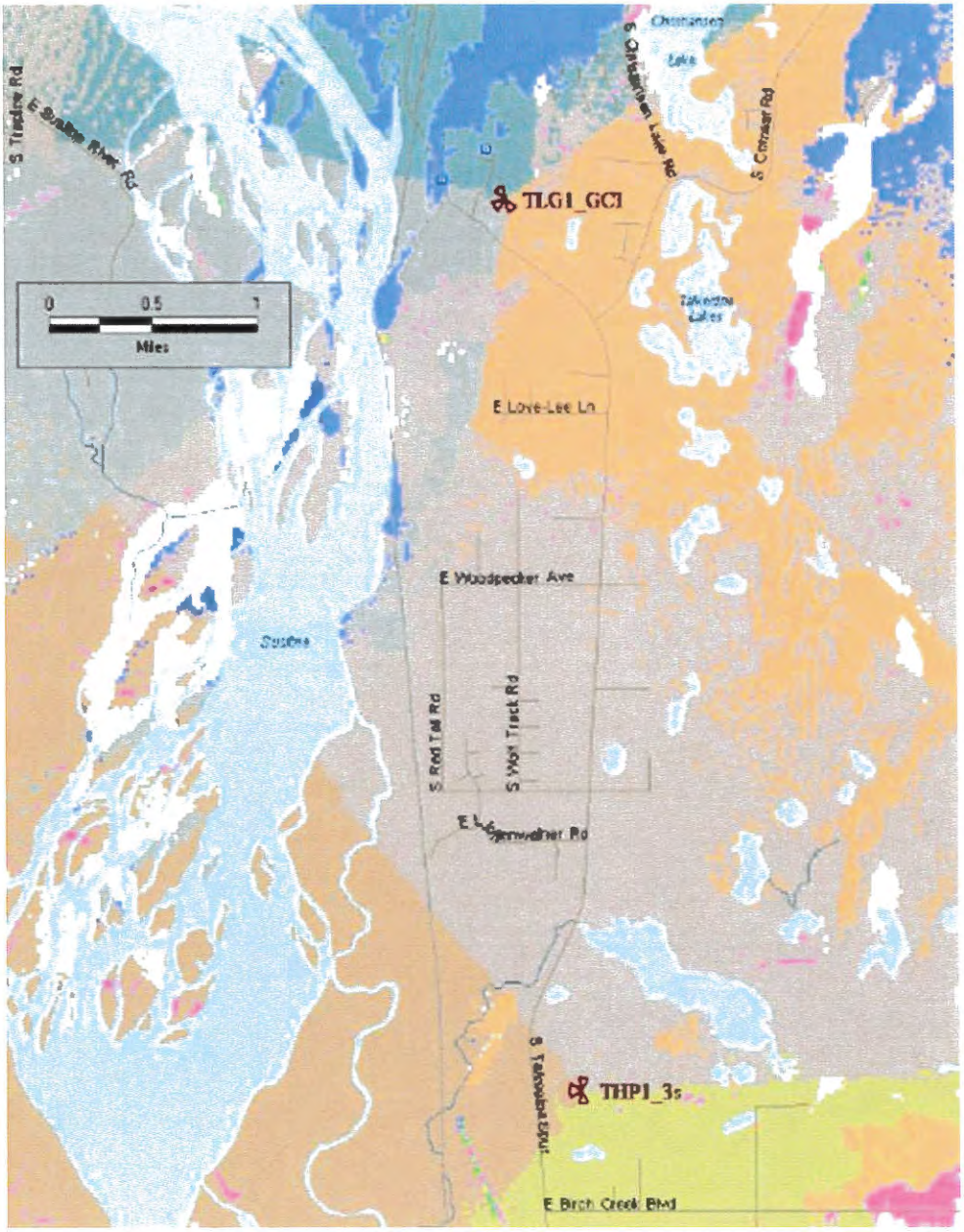
THP1 Site – Inactive (current coverage)



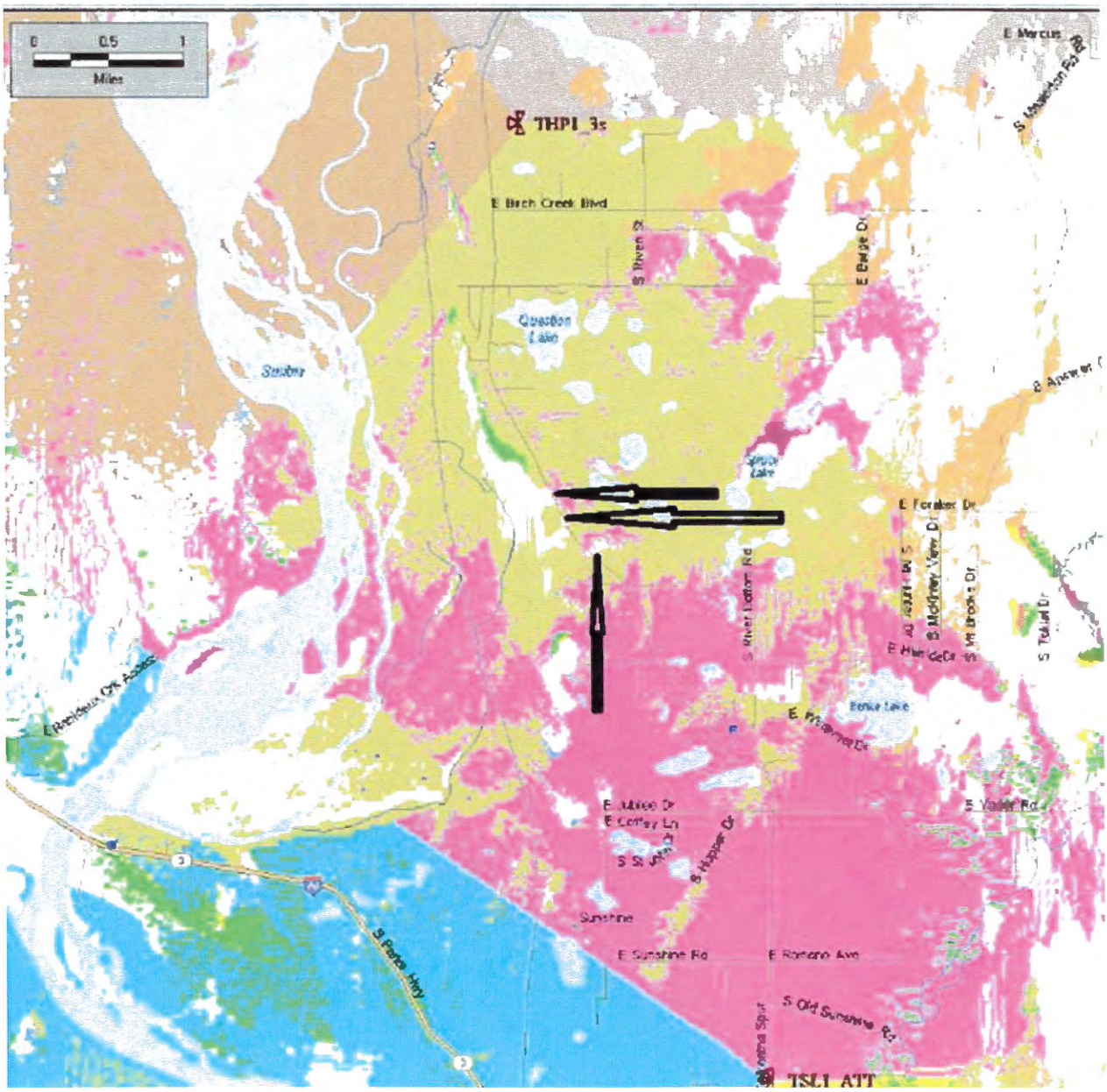
THP1 Site – 120 feet North



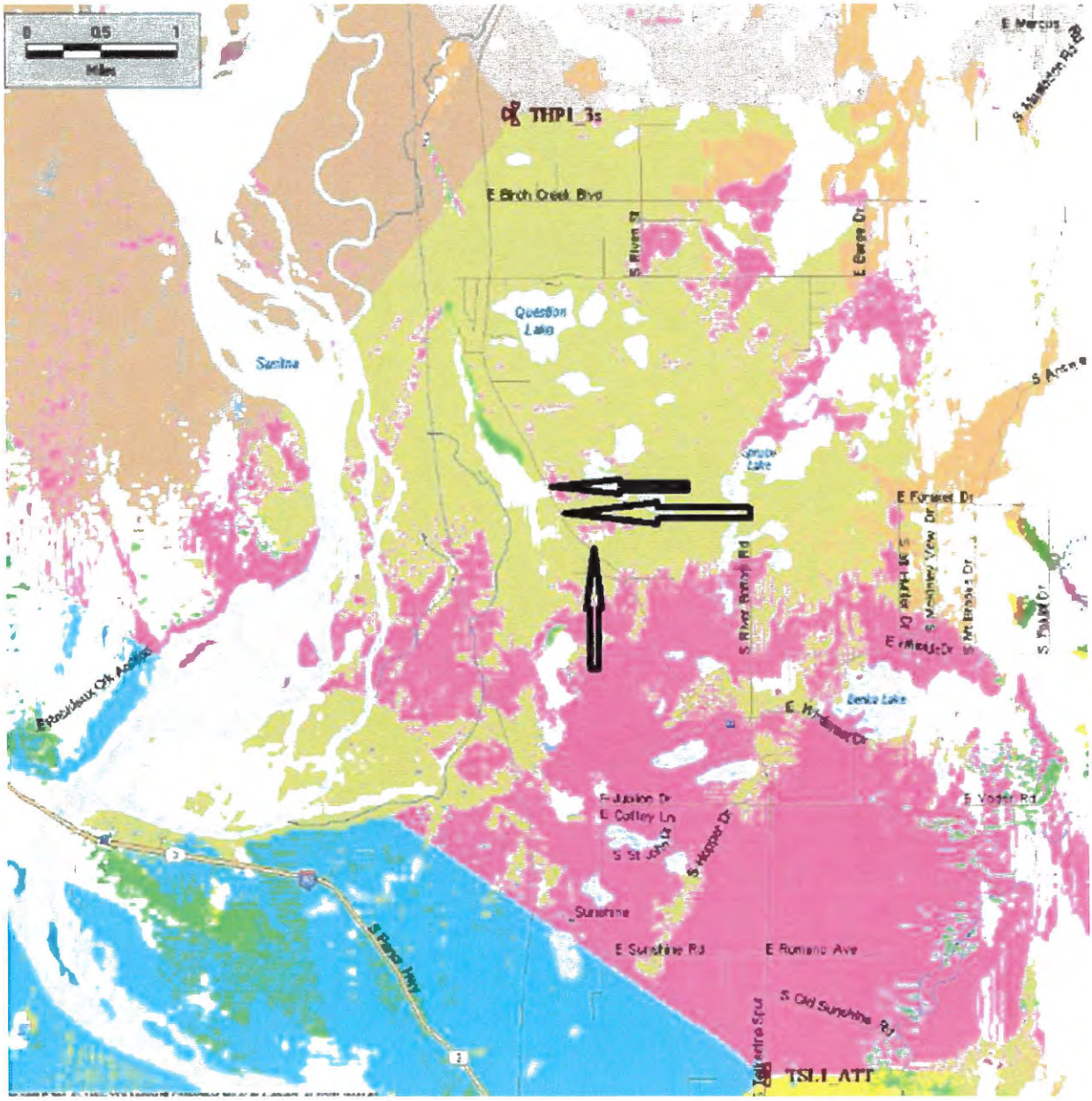
THP1 Site – 150 feet North



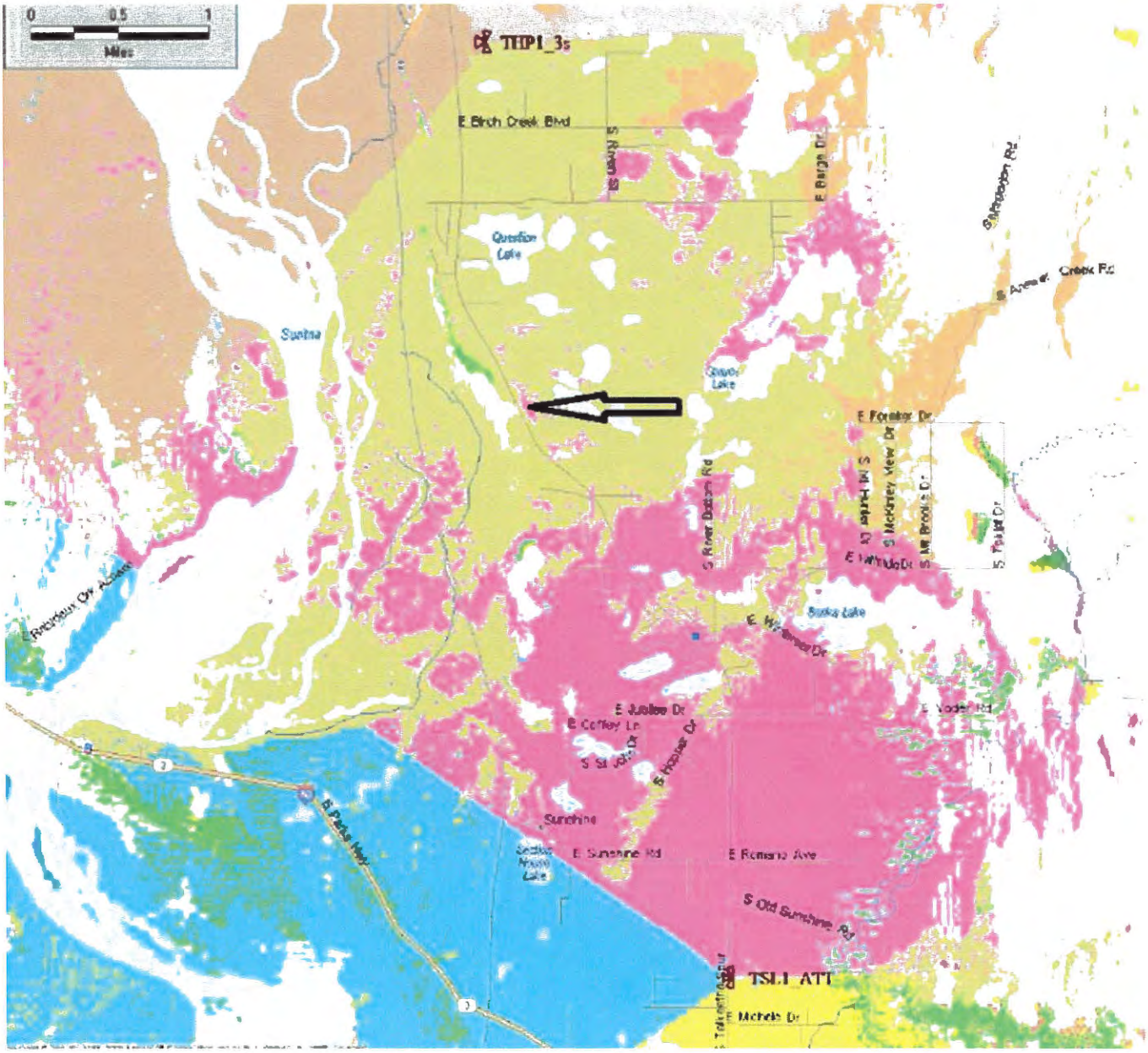
THP1 Site – 200 Feet North



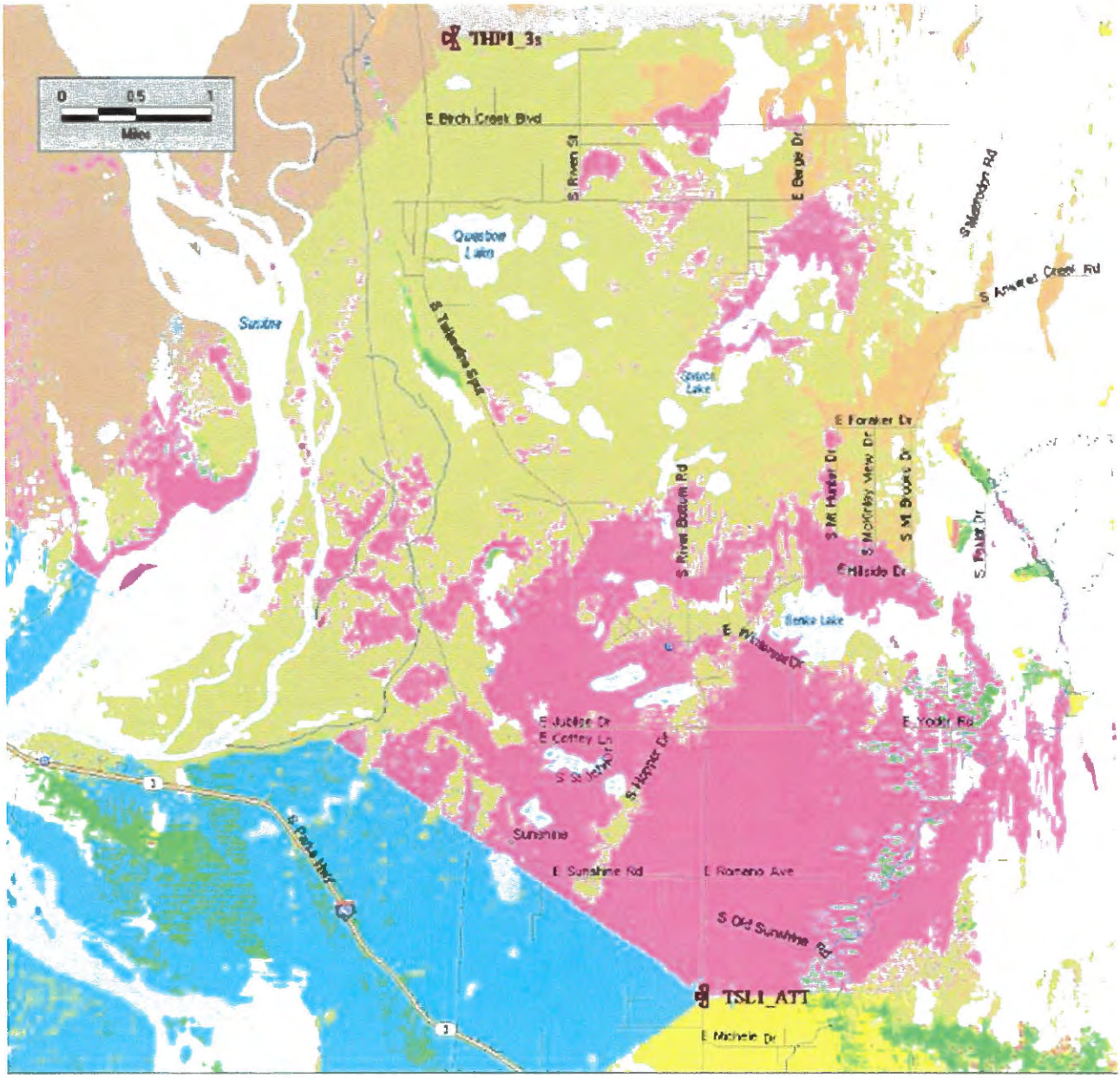
THP1 Site – 120 feet South



THP1 Site – 150 feet South



THP1 Site – 180 Feet South



THP1 Site – 200 Feet South

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Exhibit F

Notification Letter, Mailing List,

Meeting Sign in, and Meeting Summary

NEW HORIZONS TELECOM, INC.

Program & Project Management, Engineering Design, Permitting, Construction, Installation, Integration
~ Your Turnkey Providers ~

June 3, 2016

TO: Neighbors of 29625 S Talkeetna Spur
Legal Description - Township 25N Range 4W Section 19 Lot A6

This letter is to notify area Neighbors that MTA Communications (MTAC) will be making an application for Site THP1 a Conditional Use Permit for the placement of a 205 foot tall lattice type self-supporting antenna structure (200 foot tower and 5 foot lightning rod) on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off Talkeetna Spur Road.

MTAC will present the proposed placement on Monday, June 20, 2016, at the at the Talkeetna Public Library. The meeting begins at 6PM and the address is 24645 Talkeetna Spur Road, Talkeetna, Alaska.

The construction of this antenna structure will provide enhanced and improved wireless communications for personal, business and emergency service in the area. Representatives from MTAC will be present to answer questions or concerns from the community.

As a nearby property owner to the proposed facility you are entitled to this information pursuant to Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code. For your convenience, the language provided for this notification is as follows:

Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting.

New Horizons Telecom, Inc. is the agent for MTAC for this conditional use application. If you have any questions pertaining to the proposed notification, please contact Sherrie Greenshields; Site Acquisition Consultant, with New Horizons Telecom Inc., 901 Cope Industrial Way, Palmer, AK 99645, at the information below.

Respectfully,

Sherrie Greenshields, Site Acquisition Consultant
sgreenshields@nhtiusa.com
907-761-6057 office; 907-315-3201 cell

Attachments: Mat-Su Borough Comment Form; Permit Center ½ mile offset from Parcel; Antenna Structure Proposed Site Location

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Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Site Name THP1, Conditional Use Permit - 205 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, June 20, 2016, 6 to 8 PM

Meeting Location: Talkeetna Public Library, 24645 Talkeetna Spur Road, Talkeetna , Alaska

Legal Description of Project: Township 25N Range 4W Section 19 Lot A6

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) is making an application for Site THP1 a Conditional Use Permit for the placement of a 205 foot tall lattice type self-supporting antenna structure (200 ft tower with 5 ft lightning rod) on the parcel referenced above. The attached MatSu Borough Land Info Parcel Report and google earth image, show the parcel location and proposed tower placement. Site access will be from a proposed driveway off of Talkeetna Spur Road.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Address:*** _____

Location/Legal Description of your property: _____

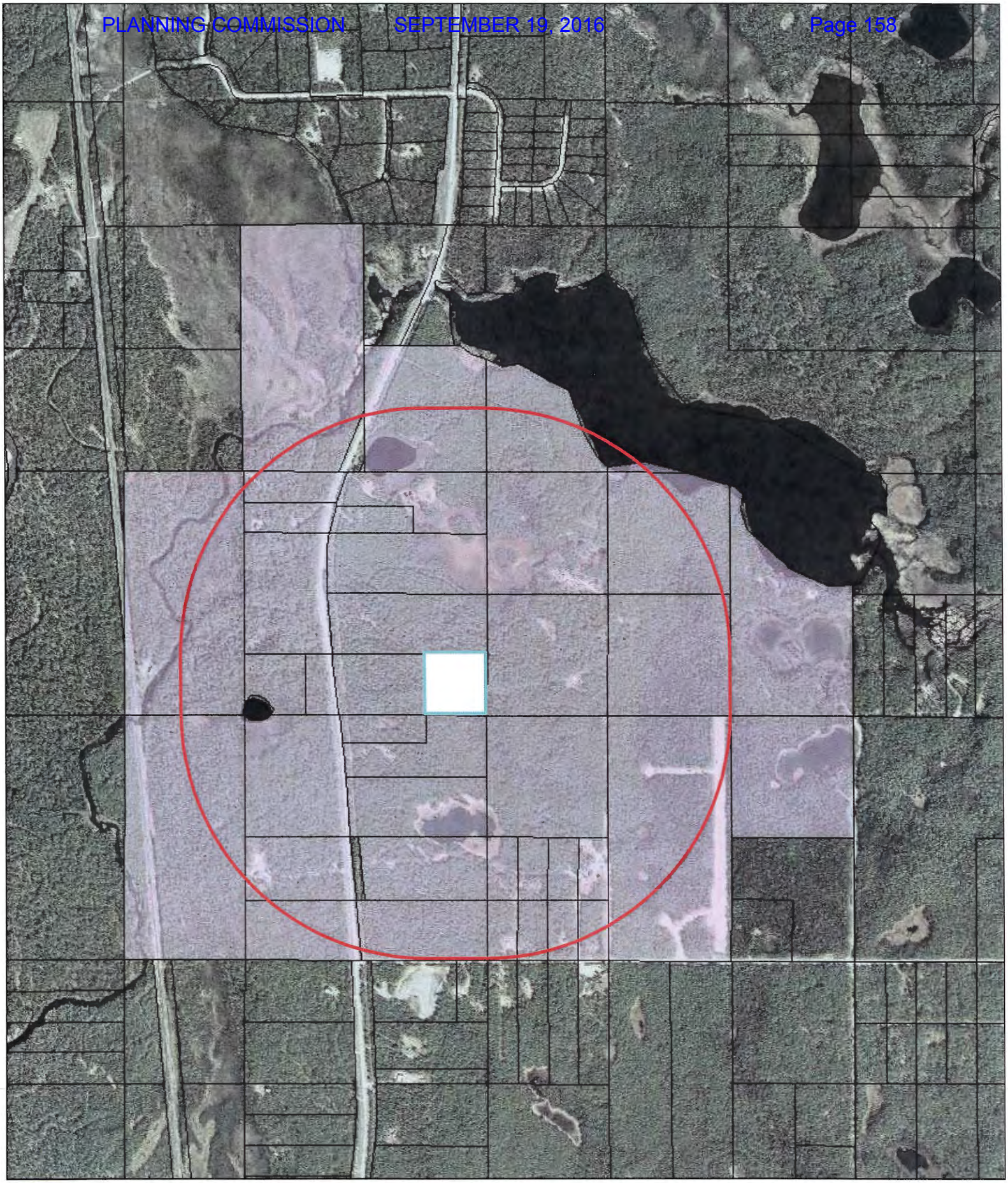
Comments: _____

_____

_____

_____

_____



Matanuska Susitna Borough
Permit Center

Date: 5/31/2016

0 0.25 0.5 Miles

N

This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and polices related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4801.

THP1 – Proposed MTA Communication Site Location

Yellow Pin depicts proposed antenna strucure on property

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UNITED STATES POSTAL SERVICE®

Certificate of Mailing — Firm (Domestic)

Name and Address of Sender

NEW HORIZONS TELECOM, INC.
901 COPE INDUSTRIAL WAY
PALMER, AK 99645

TOTAL NO. of Pieces Listed by Sender: 41

TOTAL NO. of Pieces Received at Post Office™: 41

Postmaster, per *(name of receiving employee)*

PALMER, AK 99645 JUN - 3 2016 USPS

Affix Stamp Here
Postmark with Date of Receipt.

US POSTAGE $ 07.65
Mailed From 99645
06/03/2016
032A 0061807387

USPS® Tracking Number / Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
Please see attached List					

PS Form **3665**, January 2016 (Page ___ of ___) PSN 7530-17-000-5549

See Reverse for Instructions

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225N04W19D009
ALBEE SUSAN
C/O SUSAN BARRETT
PO BOX 297
TALKEETNA, AK 99676-0297

225N04W19D010
BARRETT JOHN R JR & SUSAN A
PO BOX 297
TALKEETNA, AK 99676-0297

225N04W19D012
BARRETT SUSAN A
PO BOX 297
TALKEETNA, AK 99676-0297

225N04W19C003
BENSON SARA
C/O DEAN BADERSTSCHER
1724 TWP RD 28
BLUFFTON, OH 45817

225N04W19A007
BESECE CARL C & BRENDA G
PO BOX 173
TALKEETNA, AK 99676-0173

57118000L002
BLOMBERG ANDREW & MEGHAAN
PO BOX 146
TALKEETNA, AK 99676-0146

225N04W19A002
BONNETT BRENDAN
ANDREWS MARIKA
1615 BIRCHWOOD ST
ANCHORAGE, AK 99508-2920

225N04W19D016
COOK MARION
PO BOX 422
TALKEETNA, AK 99676-0422

225N04W19B005
COSTELLO TIMOTHY M TR
COSTELLO TIMOTHY M TRE
PO BOX 1023
TALKEETNA, AK 99676-1023

225N04W20C007
CREATIVE DEVELOPMENTS LLC
PO BOX 1023
TALKEETNA, AK 99676-1023

225N04W19C002
CUMMINS RANDY C & KIMBERLY L
PO BOX 235
TALKEETNA, AK 9976-0235

225N04W18D003
FISH LAKE PROPERTIES LLC
PO BOX 190867
ANCHORAGE, AK 99519-0867

225N04W18D004
FISH LAKE PROPERTIES LLC
PO BOX 190867
ANCHORAGE, AK 99519-0867

225N04W19D001
JORDON ANTHONY J & M K
4013 BALCHEN DR
ANCHORAGE, AK 99517

225N04W20B005
LETTNER MONICA
VOGEL JASON
PO BOX 231232
ANCHORAGE, AK 99523-1232

225N04W19A008
LONDON MICHAEL
PO BOX 912
TALKEETNA, AK 99676-0912

225N04W19A006
MATANUSKA-SUSITNA BOROUGH
350 E DAHLIA AVE
PALMER, AK 99645-6488

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MATANUSKA-SUSITNA BOROUGH
350 E DAHLIA AVE
PALMER, AK 99645-6488

225N04W19B007
350 E DAHLIA AVE
PALMER, AK 99645-6488

225N04W19A001
MCKEE ANNA MARI
HC 89 BOX 8515
TALKEETNA, AK 99676-9705

225N04W19D014
PARISEAU WM
HC 89 BOX 8105
TALKEETNA, AK 99676

225N04W19D002
PIJUAN MARIA M
PO BOX 1125
TALKEETNA, AK 99676-1125

22504W19C004
POWELL WM S
1501 GWENN DR
ANCHORAGE, AK 99515-3951

225N04W19C001
POWELL WM S & NANCY L
1501 GWENN DR
ANCHORAGE, AK 99515-3951

225N04W19B003
POWELL WM & NANCY L
1501 GWENN DR
ANCHORAGE, AK 99515-3951

225N04W19B006
POWELL WM S & NANCY L
1501 GWENN DR
ANCHORAGE, AK 99515-3951

225N04W19B002
POWELL WM S & NANCY L
1501 GWENN DR
ANCHORAGE, AK 99515-3951

225N04W19A003
QUILLIAM RONALD A & MABEL
HC 89 BOX 8103
TALKEETNA, AK 99676

225N04W19A004
QUILLIAM RONALD & MABEL
HC 89 BOX 8103
TALKEETNA, AK 99676

225N04W19D015
RADANO PETER M & ANJA S
PO BOX 341
TALKEETNA, AK 99676-0341

225N04W19D013
ROBINSON LUETTA L TR TRE
PO BOX 224
TAKEETNAK AK 99676-0224

225N04W20B006
SANDERS EDW R #205
222 E 7TH AVE
ANCHORAGE, AK 99501

225N04W20B003
SOUSA GERALD & HOLDEN K
MCKAY PATRICK SALMON MARGARET
1755 LINGENBERRY CT
PALMER, AK 99645-9059

225N04W17C001
SOUSA GERALD L
PO BOX 922
TALKEETNA, AK 99676-0922

225N04W19D004
THOMAS MAURICE R
PO BOX 28
VOLCANO, HI 99785-0028

225N04W19D011
TOWNE DAVID C
Po BOX 944
TALKEETNA, KK99676-0944

57118000001
VAUGHAN DEBORAH A
PO BOX 146
TALKEETNA, AK 99676-0146

225N04W20C004
WALDHAUS KIRK F & SUSAN M
13126 CAPE CIR
ANCHORAGE, AK 99515

225N04W19B004
WILTON SCOTT E & SALLY
PO BOX 299
TALKEETNA, AK 99676-0299

225N04W19D003
YADON FRANK E & ANN M
PO BOX 1022
TALKEETNA, AK 99676-1022

TALKEETNA COMMUNITY COUNCIL
PO BOX 608
TALKEETNA, AK 99676

MTA Communications – THP1 Proposed Tower Site
Community Meeting – June 20, 2016

Name	Address	Phone number	Email
Ron Quilliam	Mile 8.4 Talkeetna Spur	733-4574	ra.william@[illegible]
Deborah Vaughan	Mile 8.1 Talkeetna Spur	733-2485	dvaughan@mtaonline.net
Kathleen Fleming	Mile 9.8 TKA Spur	733-7827	
Andy Blomby	29685 S. Talkeetna Spur	733-1222	
Ruth Wood	PO Box 766, Talkeetna	733-6874	tothedogs@mtaonline.net
Laura Wright	PO Box 120, TKA	733-2510	laurawright99@hotmail.c
Whitney Wiff	POB 96 TKA	733-2711	traleika@alaska.net

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Monday 6/20/16

MTA Communications Site THP1
Township 25N Range 4W Section 19 Lot A6
29625 S Talkeetna Spur

Pre-Application Meeting at Talkeetna Public Library

Talkeetna Public Library Attendees
Julie Rowse (MTA), Ruvin Lerman (MTA), Sherrie Greenshields (NHTI)

Ron Quillian, Deborah Vaughan, Kathleen Fleming, Andy Blomberg, Ruth Wood, Laura Wright, Whitney Wolff (Local Landowners)

Purpose of meeting
The MTA Communications team sent notification letters as required under Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code for a proposed tall tower, site name of THP1.

MTAC was present to hear concerns about the proposed tower structure.

Comments received
Discussion items included the following items.

Comments made regarding leasing Borough land to MTAC for construction of a cell tower. Borough land is in short supply and several meeting participants opinioned that the land could be used for other community interests to include future park or sport field (soccer, ballfield).

Concerns voiced about the proposed tower height. Several landowners voiced concerns that the tower would be visible from their homes. ***Response - MTAC will conduct a balloon flight and collect photographs from all four compass directions and varying distances from the proposed tower.***

Concerns voiced about the lighting requirement. The tower is proposed at 205 feet (200 foot tower and 5 foot lightning rod) and lighting would be mandatory.

Discussion on why the site was needed. ***Response - Ruvin Lerman, MTAC Engineer, gave an explanation of the propagation maps in the power point presentation explaining significant gaps in coverage and why the site was needed.***

Question asked about placing antenna's along the Talkeetna Spur route on existing buildings. ***Response – FCC separation requirements from the ground on transmitting antennas is approximately 30 feet. There are no buildings that meet height requirement.***

Question regarding co-location on the existing AT&T tower near Fish Lake.
Response – Ruvin Lerman explained that the height available on the existing tower did not meet requirements to cover significant gaps. MTAC did investigate using this site since preference is to co-locate on existing towers where possible.

Exhibit G

Summary Page & Written Public Comments

Date	Comment Received	Commenter	Land Parcel	Concerns	Comments	Response
4/12/2016	Letter	Talkeetna Community Council	No Site Specified	Concerns that the proposed tower is to close to the boundary of the Talkeetna Special use District (SPUD) and will impact views along the road. Concerns the proposed tower will impact aviation activities on Fish Lake 1/2 mile from the proposed location. Not sure if this is the best use of land, considering there growing community. Concerned that not having a gate on the property will encourage trespassing and illegal activities. Concerned how the tower will impact the neighbors on surrounding properties.	This was a letter written on behalf of the entire TCCI Board.	The ballon flight conducted showed that views directly from Talkeetna Spur Road where blocked due to the existing tree line. FAA Determination of No Hazard to air navagation if the strucutre is lighted. A gate should prevent access to the site.
6/10/2016	E-mail	Melitta White	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns apply to all proposed sites.	Tower is required to fill significant gap in service.
6/15/2016	E-mail	Bonnie Church	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns apply to all proposed sites.	Tower is required to fill significant gap in service.
6/20/2016	Phone Call	Susan Barrett	25N 4W Section 19 Lots 9, 10 & 12	Concerned with the height of the light on tower and it shining in her windows and obstructing views.	Concerns are for all 3 lots.	Susan Barrett lots are located off of E. Birch Blvd. The lots are lower in elevation. Photographs were collected along this road during the balloon flight. Due to existing trees the ballon (top of tower) was not visible.
6/20/2016	Comment form from Letter	Ron Quilliam	Mile 8.4 T. Spur	Has the lot ajoining to the south and would like to be able to use the access road to get to his lot.		MTAC lease agreement does not allow access to the driveway. MTAC proposed site plan includes a gate to restrict driveway access. The plan also calls for a fence with locked gate surrounding the tower and equipment shelter.
6/21/2016	Letter	Ruth Wood	Not Mentioned	Does not think the tower will be beneficial in current location. Mention of co-lo status at Talkeetna Lodge. Worried proposed tower will obstruct views of the mountains.	Letter written after meeting in Talkeetna	MTAC has not been denied a colocation opportunity on an existing tower at the Talkeetna Lodge. This site remains under consideration, but even if successful this site would not provide sufficent coverage to the area that the THP1 site will cover. MTAC conducted a balloon flight at 200 feet. From photographs taken from public access points it is difficult to see the tower. From Talkeetna Spur road the existing tree line screens the tower. The attached balloon flight exhibit shows the location of photographs taken and the balloon.

From: **Whitney Wolff** wolffwhit@gmail.com
Subject: Comments from TCCI re. CUP app. Site THP1 / MTAC
Date: June 20, 2016 at 1:35 PM
To: permitcenter@matsugov.us

Please see the attached comments from the Talkeetna Community Council, Inc. (TCCI) regarding the application for Site THP1 Conditional Use Permit for a 205 foot tall cell tower by MTAC.

Note: TCCI received the public notice for this application by USPS mail after our regular monthly June 6th meeting. (notice date 6/3 - received 6/7)
TCCI requests that future public comment notification be sent via email as well as by USPS to insure we receive notices in a timely manner. This will insure meaningful comments from both the TCCI and the public. Please add tccsecretary@yahoo.com to the TCCI notification contact list . This address is officially listed on the MSB web site and is archived with the MSB clerk for any future reference.

The comments we have provided were originally submitted regarding the MSB lease for the tower location in April 2016 . These comments include concerns specifically regarding the tower as well. Due to the delay in receiving the application notification, TCCI could not address the current tall structure information independently while adhering to the Alaska open meeting laws.

Sincerely,
Whitney Wolff
Chair / TCCI

Whitney L. Wolff

PDF

Talkeetna Community Council, Inc.
A non-profit, community service organization

April 12, 2016

Dear Ms. Smith,

I am writing on behalf of Talkeetna Community Council Inc. (TCCI) with regard to the application by MTA (the Matanuska Telephone Association) to lease Parcel A006 of Section 25N04W19 to erect a cell tower. A copy of the required public notice of this proposed action from the borough was postmarked March 31, 2016 and received by Talkeetna Community Council Inc. shortly thereafter.

By unanimous vote at its April 4 regular monthly meeting, the TCCI Board of Directors wishes to go on the record as opposing the lease of borough land in this location for this purpose. The reasons for this are as follows:

- The public notice is lacking may of the particulars of the tower itself that are necessary to allow an informed judgement to be made, such as the size, type and height of the proposed tower, any technical specifications such as signal strength, lighting requirements, etc., the length of the proposed lease, and the amount of revenue that the borough will realize from this lease. Most if not all of this information must have been provided by the utility to the borough as part of their application and we are mystified as to why it has not been provided with the public notice.

- We have since learned that MTA is proposing to erect a 200-foot high tower on the site. This is about 1000 feet from the Spur Road and only about 250 feet from the eastern boundary of the "Spur Road South" section of the Talkeetna Special Use District (SPUD). We are concerned that a tower of this height will adversely affect viewshed along a long stretch of the Spur Road, and further is entirely too close to the boundary of the SPUD, where the limit on towers is 100 feet in height.

- Fish Lake, approximately ½ mile north of the proposed tower site, is a busy seasonal float plane base. We are concerned that a tower of this

Talkeetna Community Council, Inc.
P.O. Box 608, Talkeetna AK 99676

height may represent a substantial safety risk to the nearby aviation activities.

- If a beacon is required atop the tower, either because of the 200-foot height or the proximity to the float plane base, this will have a further adverse impact on both the viewshed of the Spur Road and the residents living nearby.

- With our chartered interest in ensuring that the community values expressed in the Talkeetna Area SPUD are maintained, we encourage the colocation of this type of communication equipment on shared towers; there is a tower of a similar usage immediately north of Dragonfly Hollow Drive, approximately one mile north of the proposed site. We would urge the borough and MTA to fully explore the possibilities of collocating before allowing erection of a new tower.

- The proposed lease directly affects two borough-owned parcels with a combined assessed value of $121,000. The Talkeetna area is experiencing sustained growth in population and with this as the case, publicly-owned land with ready access to the Spur Road will continue to increase in value on both a strictly monetary basis and as an asset for the community either as open space or more community-benefitting development. We do not know the amount of the lease payments the borough is expecting to receive from MTA for the use of these parcels, but we question if a long-term lease as a cell tower site this is the best use of a borough asset of this value.

- We are concerned about the construction of an access road along the southern boundary of Parcel B007 and part of the southern boundary of Parcel A006. We understand that this is would be a public easement and as such could not be gated. Without any means of restricting access, we are concerned that this may encourage trespassing and undesirable/illegal activities on not only the borough parcels but those of the adjoining neighbors.

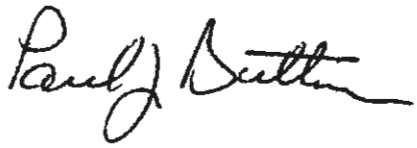
- The proposed tower site is on a very small parcel, set back only about 300 feet from adjoining private properties. The extreme height of the proposed tower structure coupled with the possible lighting requirements will have a deleterious effect on these neighbors, their livelihood (the owners immediately to the south of the tower site run a B&B whose

primary selling point is the peace and quiet of a stay in an untrammeled birch forest), and the value of their property.

In conclusion we urge the borough to fully explore all alternatives to granting this lease to MTA as currently described, including but not limited to colocation of communications equipment on an already existing tower structure or leasing a larger parcel, with greater setbacks, at a greater distance from the float plane base, the Talkeetna SPUD boundary, and the Spur Road.

Thank you for providing us the opportunity to review and comment on this proposed action, and we look forward to working with you and MTA to arrive at a solution that meets the needs of all three parties in this matter – the borough, MTA, and the Talkeetna community.

Sincerely,



Paul J. Button
Member, Board of Directors
Talkeetna Community Council, Inc.

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Leann Krey

From: Alex Strawn <Alex.Strawn@matsugov.us>
Sent: Friday, June 10, 2016 9:22 AM
To: Sherrie Greenshields
Cc: Mark Whisenhunt
Subject: FW: Cell towers along the Parks Highway

From: Michelle Olsen **On Behalf Of** Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Leann Krey

From: Mark Whisenhunt <Mark.Whisenhunt@matsugov.us>
Sent: Wednesday, June 15, 2016 10:50 AM
To: Sherrie Greenshields
Subject: FW: 3 cell towers in Willow

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

-----Original Message-----
From: Alex Strawn
Sent: Wednesday, June 15, 2016 10:39 AM
To: Mark Whisenhunt
Subject: FW: 3 cell towers in Willow

-----Original Message-----
From: Michelle Olsen On Behalf Of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

Leann Krey

From: Sherrie Greenshields
Sent: Monday, June 20, 2016 8:12 PM
To: Sherrie Greenshields
Subject: question on THP1 phone call 8:11PM 6/20

susan barrett sec 19 D 25n 4w sec 19 lot 9 10 and 12

not what is height of light elevation of red light

elev 420 feet
north view mtns and northern lights

concerns about light into
home, she has no curtains all
open windows for view

907-733-1232

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Site Name THP1, Conditional Use Permit - 205 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, June 20, 2016, 6 to 8 PM

Meeting Location: Talkeetna Public Library, 24645 Talkeetna Spur Road, Talkeetna , Alaska

Legal Description of Project: Township 25N Range 4W Section 19 Lot A6

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) is making an application for Site THP1 a Conditional Use Permit for the placement of a 205 foot tall lattice type self-supporting antenna structure (200 ft tower with 5 ft lightning rod) on the parcel referenced above. The attached MatSu Borough Land Info Parcel Report and google earth image, show the parcel location and proposed tower placement. Site access will be from a proposed driveway off of Talkeetna Spur Road. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to permitcenter@matsugov.us. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

6/20/2016

Name: Ron Quillian ***Address:*** Mile 8.4 T. Spur

Location/Legal Description of your property: The lot adjoining to the South

Comments: would like the tower Access road to be available to sup off of for a road the the back of my lot.
Why wasn't a borough Rep at meeting?
Best use for Borough Land?

Cc: Nicholas Spiropoulos; John Moosey
Subject: FW: Public hearing MSB OR 16-078 on June 21, 2016

Mayor and Assembly:

Please see attached comments from Ruth Wood re: OR 16-078. A hard copy will be in your red folder tonight.

Thank you,
Lonnie

-----Original Message-----
From: Ruth Wood [mailto:tothedogs@mtaonline.net]
Sent: Monday, June 20, 2016 11:37 PM
To: Lonnie McKechnie
Subject: Public hearing MSB OR 16-078 on June 21, 2016

Please distribute the attached letter to the Assembly for their consideration on June 21st during the public hearing on MSB OR 16-078.

Thanks,
Ruth Wood, Talkeetna

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Dear Assemblyman Kowalke,

I am not able to attend the Assembly meeting tomorrow night to testify against Ordinance Serial No. 16-078: An OrdinanceTo Classify Borough Land As General Purpose Lands And Enter Into A Lease Of Borough-Owned Real Property To Construct, Install, Maintain,Repair, Operate, And Manage A Communication Site.

This Ordinance should not proceed because there is not enough Borough-owned land in Talkeetna to meet our future public needs, and this is a use that will not benefit the residents of Talkeetna nor the Borough.

Tonight, I attended the public meeting that MTA is required to hold for the Conditional Use Permit. The MTA and New Horizons representatives were not able to answer our questions, but we learned some very disturbing things. First, MTA could co-locate on a tower near the Talkeetna Lodge, but the owner of the tower won't let them. Second, they showed us a map that shows the gaps they will cover with this tower. The map wasn't very good, but it looks like the Spur Road is covered already. The gap doesn't appear to be significant. The representatives had no information as to the number of people the tower would serve, just that it would fill a gap. The AT&T towers already fill this gap, and most people up here use AT&T. From the vague responses we heard, it seems that the tower won't really benefit MTA customers, but it will allow MTA to rent space on its tower to Verizon and other companies. I know that I can make these comments when the Conditional Use Permit comes up, but I don't think it should get that far because there are even more compelling reasons not to lease these properties to MTA.

A few years ago, the Borough needed to construct a Cold Storage Building in Talkeetna. The Borough picked a site that was not popular with the community. We recognized the need for the Cold Storage Building, but we did not like the proposed location. I looked at every Borough-owned parcel of land in the Talkeetna Community Council boundary, and there just wasn't another one that would work. This is because there isn't much Borough-owned land that isn't already being used for a public purpose. So, we acquiesced to the public need. We were promised things in the CUP that never happened. Regardless, our community will grow, and we must have Borough property in reserve for future public uses - such as schools and fire halls. .

While the tower itself will be 205 feet (including the lightening rod), it is going to be placed on the highest point MTA could find on the parcel. So, the actual height will be closer to 600 feet. It will be visible for miles, and from some vantage points, it will look like it is right smack in the middle of Denali. This cannot possibly be the best use of these two Borough properties, but we don't know because no one has assessed the situation.

I am sorry that I cannot drive down to Palmer to testify, but hope you will consider my comments and vote against this Ordinance. Thanks for listening.

Sincerely,
/s/
Ruth Wood, Talkeetna

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PUBLIC HEARING

QUASI-JUDICIAL

Resolution No. 16-30

MTA Telecommunication Tower (NSL1) CUP

23619 W. Parks Highway

(Page 185 - 344)

PUBLIC HEARING

STAFF REPORT

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
www.matsugov.us

DEVELOPMENT SERVICES DIVISION STAFF REPORT

File Number:	176720160001
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	Gerald Keene
Request:	Request for a conditional use permit in accordance with MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures
Location:	23619 W Parks Hwy (Tax ID# 18N04W11A001); within Township 18 North, Range 4 West, Section 11, Seward Meridian
Size of Property:	63 acres
Reviewed By	Alex Strawn, Development Services Manager
Staff:	Mark Whisenhunt, Planner II
Staff Recommendation:	Approval, with conditions

EXECUTIVE SUMMARY

A conditional use permit application under MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, has been submitted by Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications to construct a 180-foot tall telecommunication tower. A tall structure exceeding 85 feet in height is only permitted upon the issuance of an administrative or conditional use permit. Unless this type of use is maintained under and in accordance with a lawfully issued permit, a tall structure is declared to be a public nuisance. Maintenance of such a land use without a permit is prohibited.

LAND USE

Existing Land Use:
The subject parcel is 63 acres in size and largely undeveloped. A residential cabin is centrally located on the parcel. The Parks Highway and Alaska Railroad bisect the lower portions of the property.

Surrounding Land Use:
The parcel is surrounded by large parcels, with the smallest being 6.63 acres. The area is largely undeveloped with a significant about of wetlands. There are some parcels developed with residential homes to the northwest and southeast.

COMPREHENSIVE PLAN

The site is located within the Willow Area Community Organization planning area. The Willow Area Community Comprehensive Plan does not specifically address telecommunications towers. One goal in the plan states:

> ***Land Use Goal 2:*** *Respect existing private property rights while minimizing impacts to neighboring property owners;*
> ***Recommendations:***
> *a. Encourage a fair and reasonable balance between private property rights and community interests.*
> *b. Work with the Borough to ensure land use regulations are consistent with this comprehensive plan.*
> *c. Encourage Willow Area residents to be active in the planning process to ensure their interests and rights are adequately protected.*
> *d. Recognize the importance of general aviation to the community by supporting the existence of private airstrips and discouraging encroachment that would impact their use.*

This site is also located within the boundaries of the Matanuska-Susitna Borough Comprehensive Development Plan (2005 Update) planning area. The plan does not specifically address telecommunications towers. A Land Use Goal and Policy of the plan states:

> *Policy LU3-1: Develop and implement regulations that provide for non-residential development.*
> *Policy LU3-2: Allow local communities through local community based plans, to refine borough-wide regulations addressing development patterns and impacts while maintaining consistency with the goals and policies of the Borough-wide Comprehensive Plan.*

As proposed and with conditions, the telecommunications tower is consistent with both the Willow Area Community Comprehensive Plan and the Matanuska-Susitna Borough Comprehensive Plan (2005 Update).

REVIEW OF APPLICABLE CRITERIA AND FINDINGS

Public Notification

Notices were mailed to all property owners within one-half mile of the subject property. A total of 17 notices were mailed. The public hearing notice was published in the July 27, 2016 Frontiersman. The application material was posted on the Borough's web site. The property is located within the Willow Area Community Council boundary. The Willow Area Community Council did not submit any comments for this request. The MSB Fire Code Official submitted comment pertaining to access requirements. On August 24, a new site plan was submitted to the satisfaction of the MSB Fire Code Official. The State DOT agent submitted comments pertaining to a pending driveway permit and three written comments from the public were received in opposition. Their concerns in general are:

- Negative impact to the wilderness views
- General opposition to cell towers in Willow
- Health concerns from radio frequency (RF) radiation
- Concern for impact to migratory birds

Section 17.67.040 Types of Permits Available

(A) There are three types of permits available for tall structures:

(1) Administrative permit: new tall structures that are greater than 85 feet but less than or equal to 125 feet. The applicant may request that the decision on an administrative permit be made by the planning commission. The request shall be in writing at the time of application and all requirements for a conditional use permit shall be followed.

(2) Conditional use permit: new tall structures greater than 125 feet; or tall structures that exceed the height threshold at which a conditional use permit within a special land use district is required.

(3) Network improvement permit: allows legally constructed telecommunication towers to be increased in height in accordance with MSB 17.67.110.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The subject lot is not within a special land use district.

Finding: Currently, there are no existing tall structures at the subject property.

Conclusion of Law: Based on the above findings, the proposed use meets the criteria to qualify for conditional use permit for the construction of a 180-foot tall structure (MSB 17.67.040(A)(2)).

Section 17.67.050 Pre-Application Requirements for New Tall Structures That Require a Conditional Use Permit

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;
(2) The meeting shall be held at least 15 calendar days after mailing of the notification;
(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;
(4) Notification of the meeting shall, at a minimum, include the following:
(a) legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;
(b) description of the proposed development including height, design, lighting, potential access to the site, and proposed service;
(c) date, time, and location of informational meeting;
(d) contact name, telephone number, and address of applicant; and
(e) comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.
(5) At a minimum, the notification area for the meeting shall include the following:
(a) property owners within one-half mile of the parcels under consideration for the proposed tall structure; and
(b) the nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:
(1) dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;
(2) content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;
(3) sign-in sheet(s) used at the meeting, that includes places for names, addresses, phone numbers, and other contact information such as email addresses;
(4) a list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices, newsletters, or other written materials;
(5) the number of people who attended meetings;
(6) copies of written comments received at the meeting;
(7) a certificate of mailing identifying all who were notified of the meeting; and
(8) a written summary that addresses the following:
(a) the substance of the public's written concerns, issues, and problems;
(b) how the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and
(c) concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

Finding: According to the application material, the applicant held a public meeting on June 1, 2016 at the Willow Community Center.

Finding: A certified mailing notification shows the notice was mailed on May 17, 2016 to all property owners within one-half mile of the subject property and to the Willow Area Community Council.

Finding: The notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options.

Finding: Exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant.

Conclusion of Law: Based on the above findings, the applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050).

Section 17.67.080 Standards for Approval of New Tall Structures

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: According to the site plan, the proposed tall structure site is 185 feet away from the Parks Highway right-of-way.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the Parks Highway right-of-way is greater than the height of the tower.

Finding: The proposed access is "dog-legged" to make use of the heavily treed property for screening.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized (MSB 17.67.080(B)(1)).

> *(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;*

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible form direct line of view from the access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: The Matanuska-Susitna Borough Trail Plan identifies the Hessler-Norris Sled Dog trail as a winter only trail.

Finding: The Hessler-Norris Sled Dog trail, at its closest point is approximately 780 feet from the base of the proposed tower.

Finding: The subject property is heavily treed, which will aid in screening the proposed conditional use.

Finding: The Hessler-Norris Sled Dog trail, and other winter trails are located throughout the area of Willow.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)).

> *(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and*

Applicant's Response: *Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.*

Finding: According to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area.

Finding: According to a Federal Aviation Administration determination issued on June 21, 2016, the proposed tall structure will not be a hazard to air navigation.

Conclusion of Law: Based on the above findings, the proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)).

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

Applicant's Response*: The proposed site will not be harmful to the public health, safety, convenience and welfare.*

Finding: The tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire.

Finding: According to the application material, the proposed tower has been engineered in accordance with all state building codes.

Finding: The applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards.

Finding: According to the application material, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission.

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above findings, the proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.67.080(B)(4)).

Section 17.67.090 Operation Standards for New Tall Structures

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

***Applicant's Response**: The proposed site conforms to MSB 17.55.*

Finding: According to the site plan, fencing that surrounds the supporting telecommunication equipment will be 150 feet away from the closest (western) property line.

Conclusion of Law: Based on the above finding, the proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)).

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

***Applicant's Response**: The proposed tower setback is a distance equal to the height of the tower.*

Finding: According to the site plan, the proposed tall structure site is 185 feet away from the Parks Highway right-of-way.

Finding: According to the site plan, the proposed tall structure site is 185 feet away from the western lot line.

Finding: According to the application material, the proposed tall structure site is approximately 620 feet away from the northern lot line.

Finding: According to the application material, the proposed tall structure site is approximately 1,115 feet away from the eastern lot line.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the Parks Highway right-of-way and all property lines is greater than the height of the tower.

Conclusion of Law: Based on the above findings, the minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)).

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

***Applicant's Response**: Refer to Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.*

Finding: According to the application material, two parking spaces will be provided at the proposed site.

Conclusion of Law: Based on the above finding, adequate vehicle parking has been provided (MSB 17.67.090(B)(1)).

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

***Applicant's Response**: MTAC will comply with signage requirements.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Finding: According to the application material, signs will be posted on the surrounding 6-foot tall fence.

Conclusion of Law: Based on the above findings, adequate signage has been provided (MSB 17.67.090(C)(1)(a)).

(b) if more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

***Applicant's Response**: MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.*

Finding: According the application material, the site requires 240-volts for the operation of the facility.

Finding: According to the application material, a "high voltage – dangerous" sign will be located at the base of the facility.

Conclusion of Law: Based on the above findings, a "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)).

(c) a 24-hour emergency contact number.

***Applicant's Response**: a 24 hour contact number will be referenced on signage.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above finding, a 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c)).

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

***Applicant's Response**: Please refer to Appendix A (Site Document and Design Documents).*

Finding: According to the application material, a 6-foot tall chain link fence will surround the tower and supporting telecommunication equipment.

Conclusion of Law: Base on the above finding, a fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2)).

STAFF RECOMMENDATIONS

This application does meet all of the applicable standards of MSB 17.67 and staff recommends approval of this conditional use permit with the following conditions:

1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).
3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).
4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.
5. The following informational signage shall be visibly posted at the tower site:
   - The antenna structure registration number required by the Federal Communications Commission.
   - The party responsible for the operation and maintenance of the facility.

- Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".
- A 24-Hour emergency contact number.

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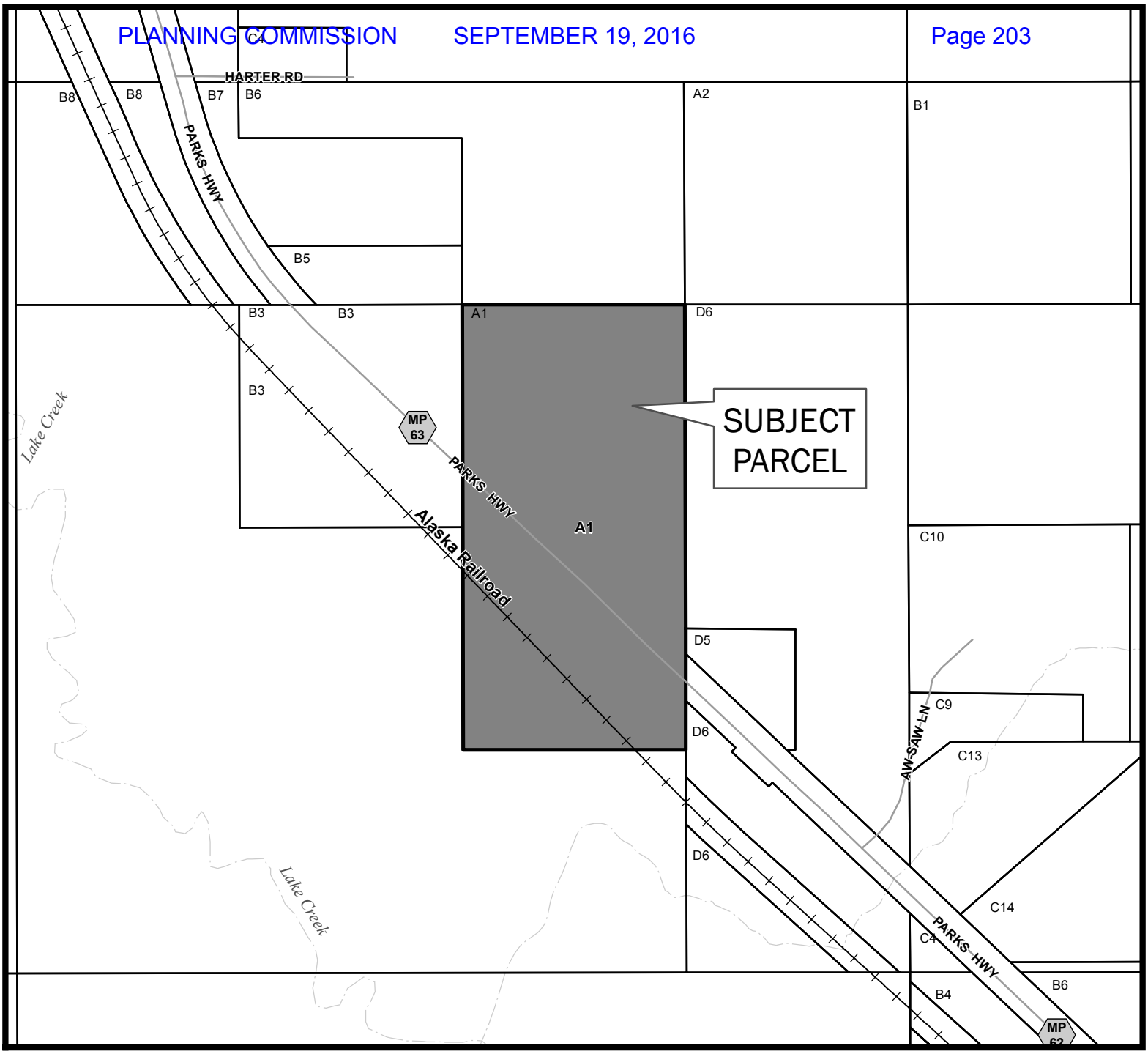
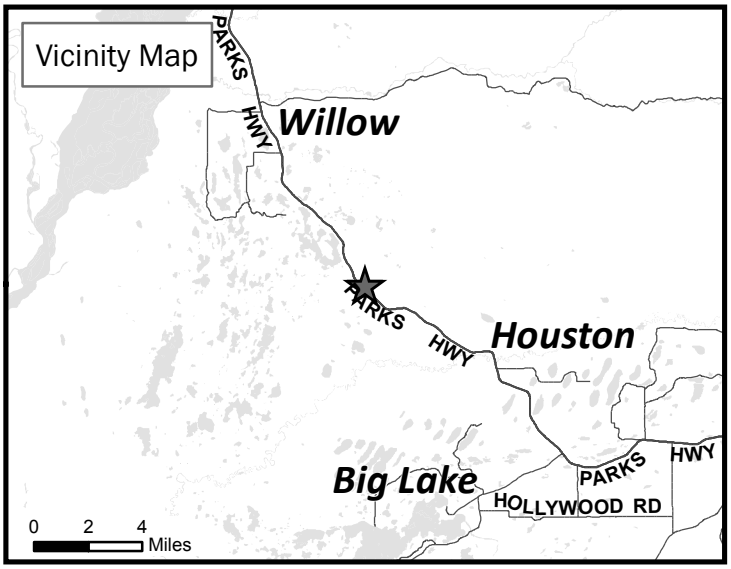
VICINITY MAP



18N04W11A001



N

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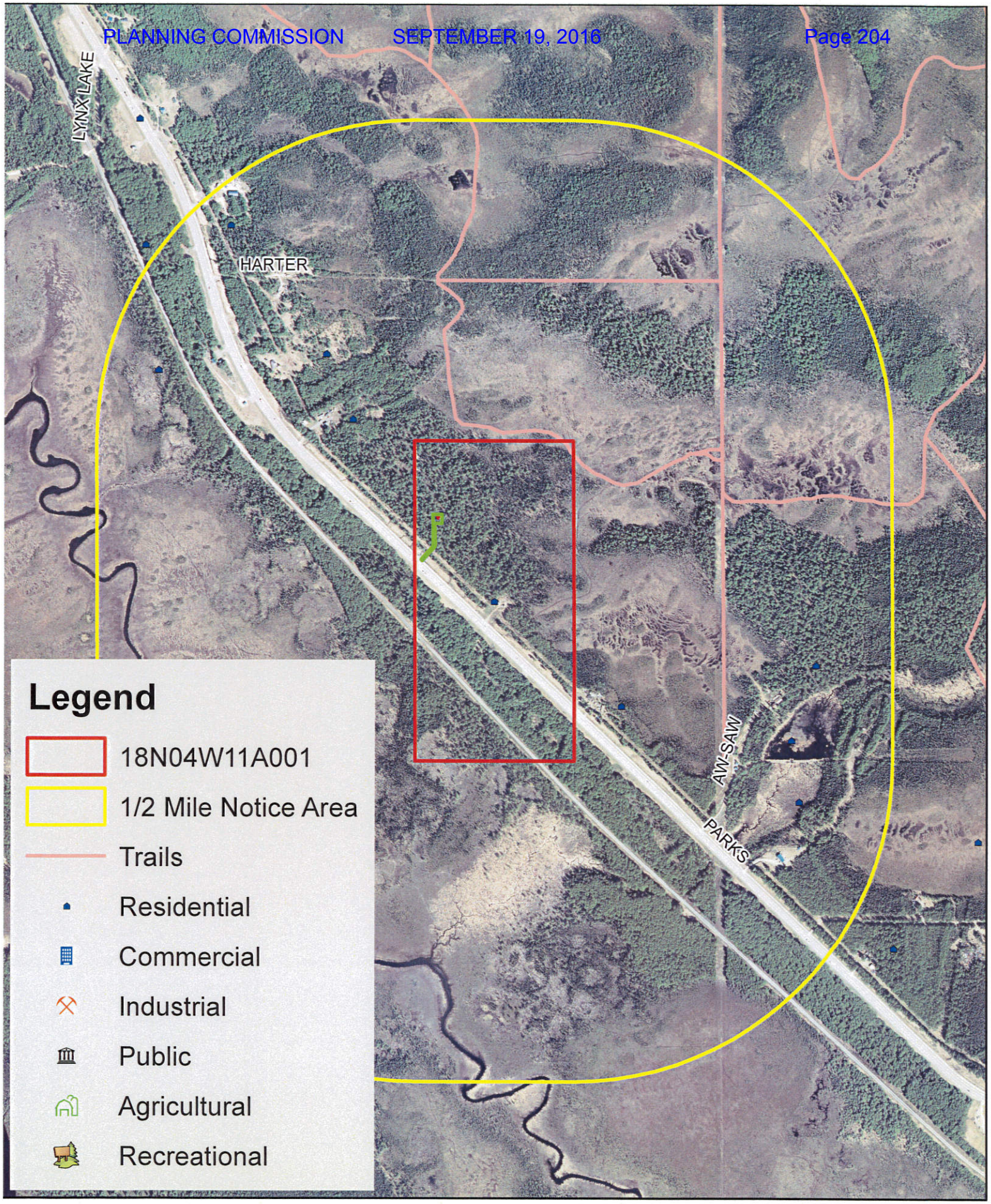
MSB Information Technology/GIS
June 13, 2016

0 500 Feet



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1 inch = 1,000 feet

0 1,000 2,000 Feet

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1 inch = 300 feet

0 300 600 Feet

N

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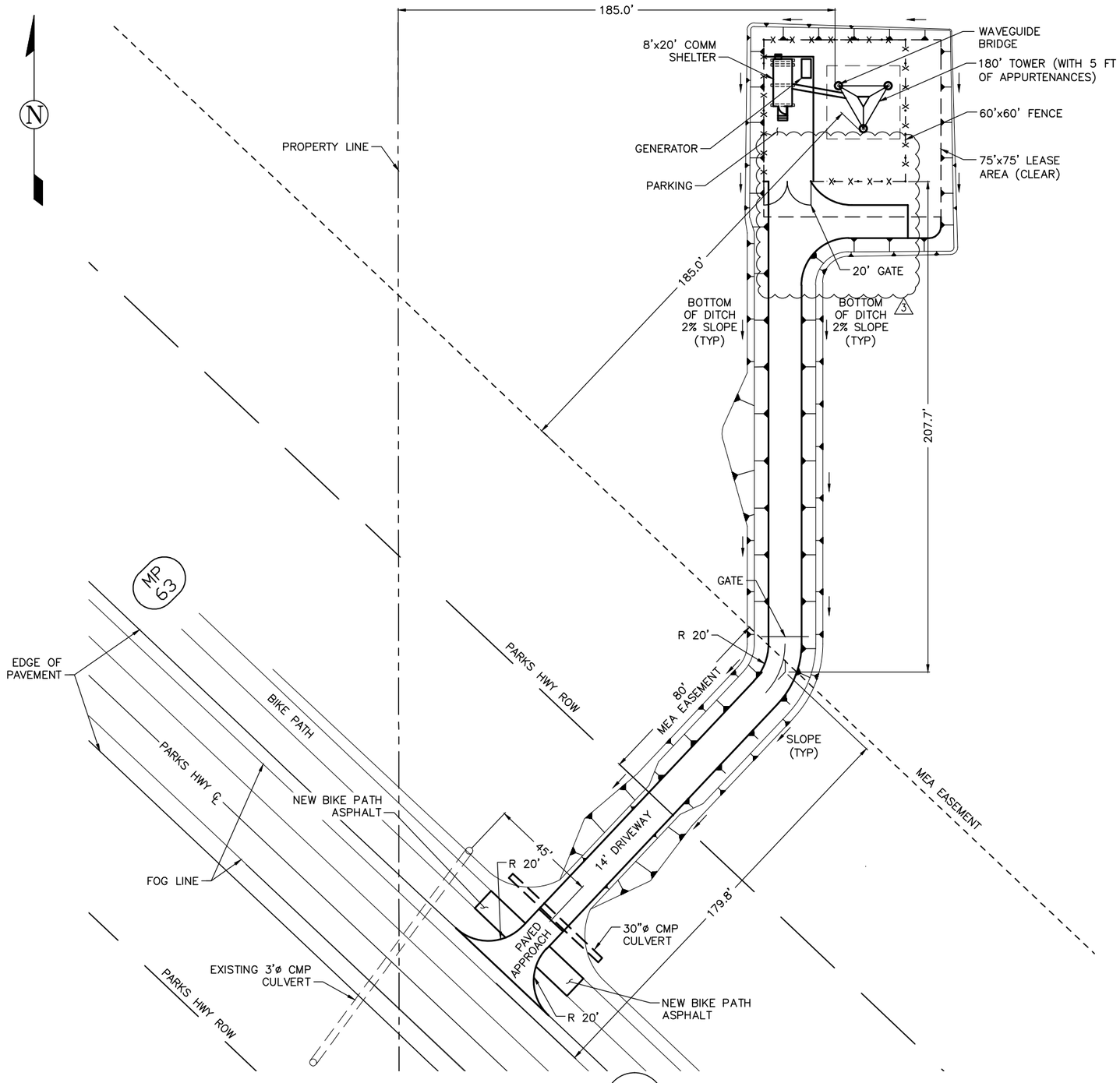
SITE PLAN



1 / C1.0 SITE PLAN
SCALE: 1' = 50'

NOTE:

1. CONSTRUCT BOTTOM OF DITCH TO DRAIN SITE PRIOR TO EXCAVATION OF TOWER FOOTING.
2. PAVED APPROACH TO EXTEND 30 FT BEYOND EDGE OF ROAD PAVEMENT.

REV.	DESCRIPTION	DATE
3	ADDED TURNAROUND	160823
2	MOVED TOWER	160714
1	CLARIFIED DITCH SLOPES	160706
0	INTERNAL REVIEW	160623

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
NSL1 LTE SITE

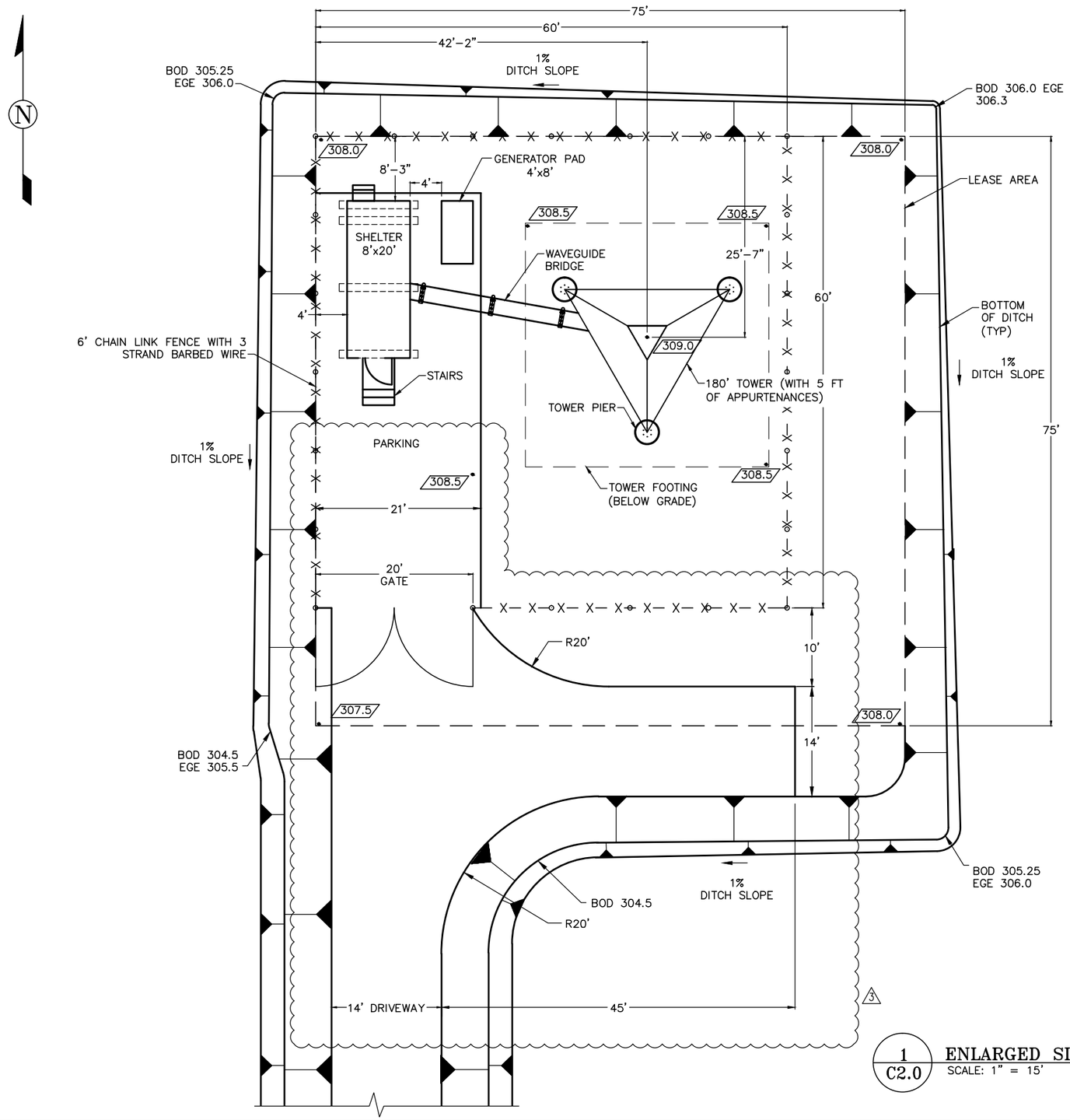
SITE PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0052-20 DATE: 160623

C1.0 REV 3

FILE: X:\6 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\C1.0 SITE PLAN.DWG [PLOT DATE: 160823 | PLOT SCALE: 1:1



1 C2.0 ENLARGED SITE PLAN
SCALE: 1" = 15'

NOTES:

1. FINAL GRADE OF LEASE AREA TO BE 2 FT MIN ABOVE EXISTING GRADE.

LEGEND:

BOD	BOTTOM OF DITCH
XXX.X	FINAL GRADE
EGE	EXISTING GROUND ELEVATION

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
3	ADDED TURNAROUND & CHANGED DWG SCALE	160823
2	MOVED TOWER	160714
1	PROVIDED EXISTING AND FINAL ELEVATIONS	160706
0	INTERNAL REVIEW	160623

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE

ENLARGED SITE PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0052-20 DATE: 160623

C2.0 REV 3

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\C2.0 ENLARGED SITE PLAN.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1

APPLICATION MATERIAL

RECEIVED
JUL 07 2016
PERMIT CENTER

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: permitcenter@matsugov.us

NSL1

APPLICATION FOR A TALL STRUCTURE – MSB 17.67

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Application fee must be attached:
__x__ **$1,000** for **Conditional Use Permit** - > 125 feet in height
_____ **$ 500** for **Administrative Permit** – 85' to 125' in height
_____ **$ 100** for **Network Improvement Permit** – In accordance with MSB 17.67.110.

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made ***prior*** *to the application presentation before the Borough Planning Commission or Planning Director decision.*

Subject Property Township: 18N, Range: 4W, Section: 11, Meridian____
MSB Tax Account # 18N04W11A001
SUBDIVISION: None BLOCK(S): _____, LOT(S): A1
STREET ADDRESS: 23619 W Parks Hwy
(US Survey, Aliquot Part, Lat. /Long. etc) _____

Ownership A *written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? o Yes o No o N/A

Name of Property Owner
Gerald Keene
Address: PO Box 958
Willow, Alaska 99688-0958
Phne: Hm _____ Fax _____
Wk _____ Cell _____
E-mail _____

Name of Agent/ Contact for application
Sherrie Greenshields
Address: 901 Cope Industrial Way
Palmer, Alaska 99645
Phne: Hm 907-761-6000 Fax 907-761-6001
Wk 907-761-6057 Cell 907-315-3201
E-mail Sgreenshields@nhtiusa.com

Special Land Use District *(if applicable)*: _____

Pre-Application Requirements for New Tall Structures that Require a Conditional Use Permit	
Prior to applying for a conditional use permit for a new tall structure, the applicant shall hold at least one community meeting.	
1. The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized.	
2. The meeting shall be held at least 15 calendar days after mailing of the notification.	
3. The meeting shall not start prior to 5:00 p.m. and no later than 7:00 p.m.	
4. Notification of the meeting shall, at a minimum, include the following: • Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility. • Description of the proposed development including height, design, lighting, potential access to the site and proposed service. • Date, time, and location of the informational meeting. • Contact name, telephone number, and address of applicant. • Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.	
5. At a minimum, the notification area for the meeting shall include the following: • Property owners within one-half mile of the parcels under consideration for the proposed tall structure. • The nearest community council and any community council whose boundary is within 1200 feet of the parcels under consideration for the tall structure.	
A written report summarizing the results of the community meeting shall be prepared that includes the following information:	**Attached**
1. Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal.	X
2. Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters and other publications.	X
3. Sign-in sheet(s) used at the meeting, that includes places for names, address, phone numbers and other contact information such as e-mail addresses.	X
4. A list of residents, property owners, and interested parties who have requested in writing that they keep informed of the proposed development through notices, newsletters, or other written materials.	X
5. The number of people who attended meetings.	x
6. Copies of written comments received at the meeting.	x
7. A certificate of mailing identifying all who were notified of the meeting.	x
8. A written summary that addresses the following: • The substance of the public's written concerns, issues, and problems. • How the applicant has addressed, or intends to address, concerns, issues and problems expressed during the process. • Concerns issues, and problems the applicant has not addressed or does not intend to address and why.	X

General application requirements for Administrative and Conditional Use Permits	**Attached**
1. Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect.	X
2. Citizen participation report *(if applying for a Conditional Use Permit)*	x
3. Certified site plan *(As defined in MSB 17.125.010)*	x
4. Copy of a determination of no hazard to air navigation from the Federal Aviation Administration.	X
5. If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.	X

In order to grant a Conditional Use Permit or Administrative Permit the Planning Commission or Planning Director must find that each of the following criteria has been met. Explain the following in detail:	**Attached**
1. To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized.	X
2. Visibility of the tall structure from public parks, trails recognized within adopted MSB plans, and waterbodies has been minimized to the extent that is technically feasible and potentially available.	X
3. The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the MSB Regional Aviation System Plan or by the Alaska State Aviation System Plan.	X
4. That granting the permit will not be harmful to the public health, safety, convenience, and welfare.	X

Application requirements for a Network Improvement Permit	**Attached**
1. A description of the proposed modifications to the telecommunication tower, including a description of the height, type, and lighting of the new or modified structure and the existing structure.	
2. A certified site *(as defined in MSB 17.125.010)* for purposes of setback verification.	
3. Design drawings for the proposed modified or new structure, drawn to scale, and certified by a registered engineer or architect.	

In order to grant a Network Improvement Permit the Planning Director must find that each of the following criteria has been met. Explain the following in detail.	**Attached**
1. The proposed development conforms to setback requirements of MSB 17.55.	
2. The telecommunication tower being extended was lawfully constructed at the time of application for a Network Improvement Permit.	
3. The proposed modification does not violate permit conditions of any valid permits that have been issued to the existing facility, provided that the condition being violated does not limit height of the structure.	

Operation Standards for New Tall Structures – Conditional Use Permit, Administrative Permit, and Network Improvement Permit	**Attached**
1. The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55	X
2. Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.	X
3. Adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way to enable emergency vehicle access. No more than two spaces per provider shall be required.	X
4. Information signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility shall be visibly posted at the equipment compound.	X
5. If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".	X
6. A 24-hour emergency contact number shall be visibly posted at the equipment compound.	X
7. A fence or wall not less than six (6) feet in height with a secured gate shall be maintained around the base of the tower.	X

Additional Standards for <u>Wind Energy Conversion Systems</u> (WECS) – In addition to the operations standards for new tall structures, the following standards shall apply to WECS	**Attached**
1. WECS shall be equipped with an automatic overspeed control device designed to protect the system form sustaining structural failure such as splintered or thrown blades and the overturning or breaking of towers due to an uncontrolled condition brought on by high winds.	
2. WECS shall have a manually operable method that assures the WECS can be brought to a safe condition in high winds. Acceptable methods include mechanical or hydraulic brakes or tailvane deflection systems which turn the rotor out of the wind.	

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 45528 and,
I hereby apply for approval conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.67 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Signature: Property Owner Printed Name Date

Sherrie Greenshields 7/7/2016

Signature: Agent Printed Name Date

MSB USE ONLY

Date application submitted:

Date application determined complete: _____

Susan Lee

From: Alex Strawn
Sent: Monday, July 11, 2016 9:37 AM
To: Susan Lee
Subject: FW: KSH1 and NSL1 owner letters
Attachments: KSH1 Owner authorization.pdf; NSL1 Owner Authorization.pdf

From: Sherrie Greenshields [mailto:SGreenshields@nhtiusa.com]
Sent: Monday, July 11, 2016 9:00 AM
To: Alex Strawn
Subject: KSH1 and NSL1 owner letters

Alex,

Please see owner letters attached for KSH1 and NSL1 sites.

Sherrie

From: Rod Ewing [mailto:rode@mtaonline.net]
Sent: Monday, July 11, 2016 7:03 AM
To: Sherrie Greenshields <SGreenshields@nhtiusa.com>
Cc: Julie Rowse <jrowse@mta-telco.com>; ANaylor@mta-telco.com
Subject: KSH1 and NSL1 owner letters

Sherrie,

Attached are copies of the signed owner authorization letters for NSL1 and KSH1 CUP applications. Alisha Naylor can assist you with the DLY1 authorization letter.

Rod

Rod Ewing
Project Mgr
MTA Communications, LLC
907-354-7400
rode@mtaonline.net

July 8, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 Ease Dahlia Avenue
Palmer Alaska 99645

Re: Application for Tall Structure – MSB 17.67
MTAC Site Name NLS1
Legal – T18N R4W Section 11 Lot A1
Address – 23619 W Parks Hwy
MSB Parcel ID - 45528

Dear Sir/Madam,

Please consider this letter authorization for MTA Communications and their agent New Horizons Telecom, Inc. to apply for application of a Tall Structure under MSB 17.67 for property defined above.

As the landowner, we acknowledge restrictions associated with the permit application as defined under MSB 17.67.

Respectfully,

Gerald Keene

Gerald P. Keene

Alaska Department of Transportation & Public Facilities/ Division Name]

Driveway and Approach Road Permit Application Display

Application Information

Application Number: 26753

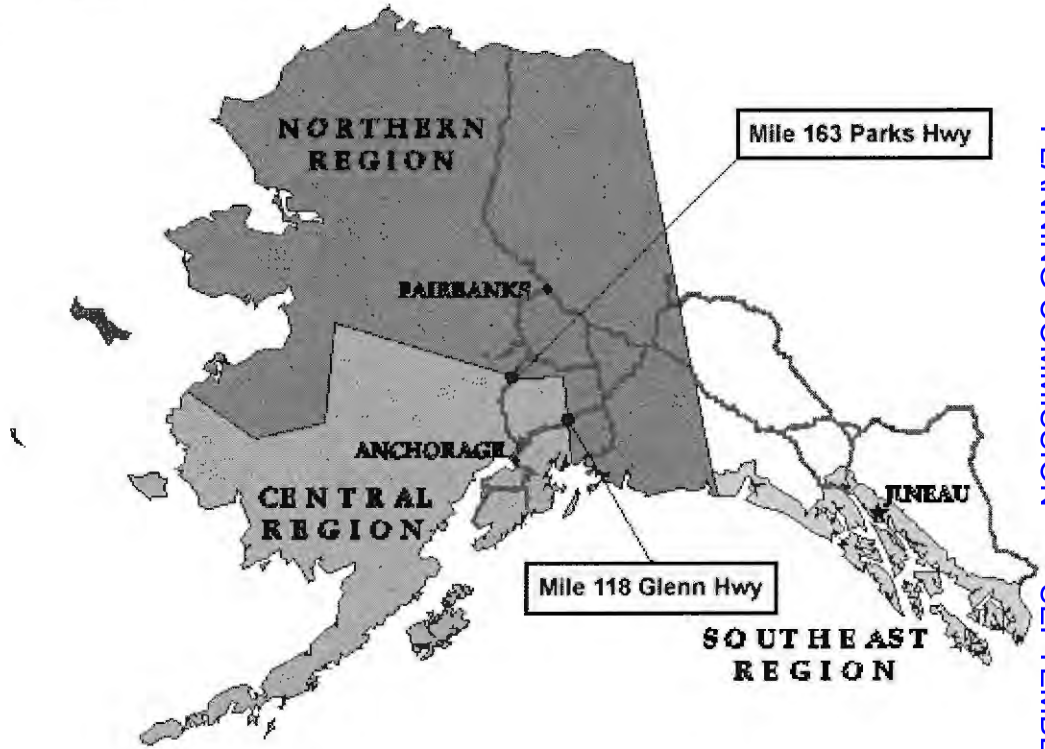
Status: Initial Status

Customer Information

NHTI
Dale Browning
901 Cope Industrial Way
Palmer, AK 99645
(907) 761-6069

Location Information

Central Region



Willow DW - 23619 W Parks Hwy Willow, AK 99688; MP 63 Tax ID: 45528 - Lot A1, T18N,R4W,SEC11

Physical Address

Street Number	**23619**
Milepost	**63**
Street Name	**Parks Highway**
Address Line 2	
City	**Willow**
State	**AK**
Zip	**99688**

Legal Description

Survey Number		Meridian	**Seward**
Survey Number Type	**No Survey**	Township	**18N**
Lot	**A1**	Range	**4W**
Block		Section	**11**
Subdivision		Recording District	**No District**

Property Tax ID Number **45528** Plat Number

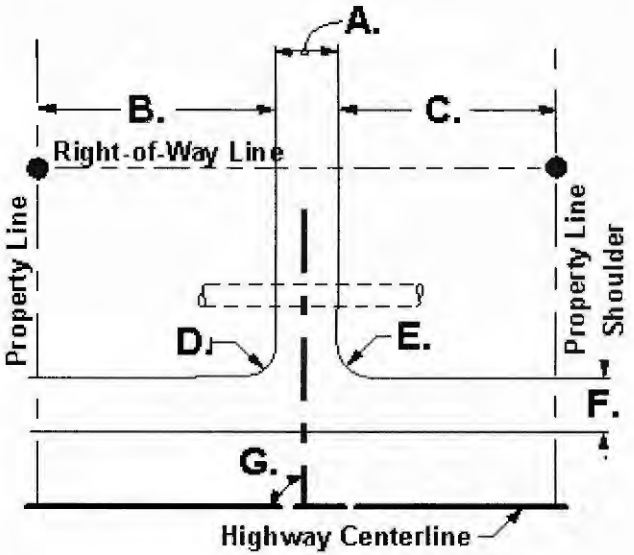
GPS Coordinates

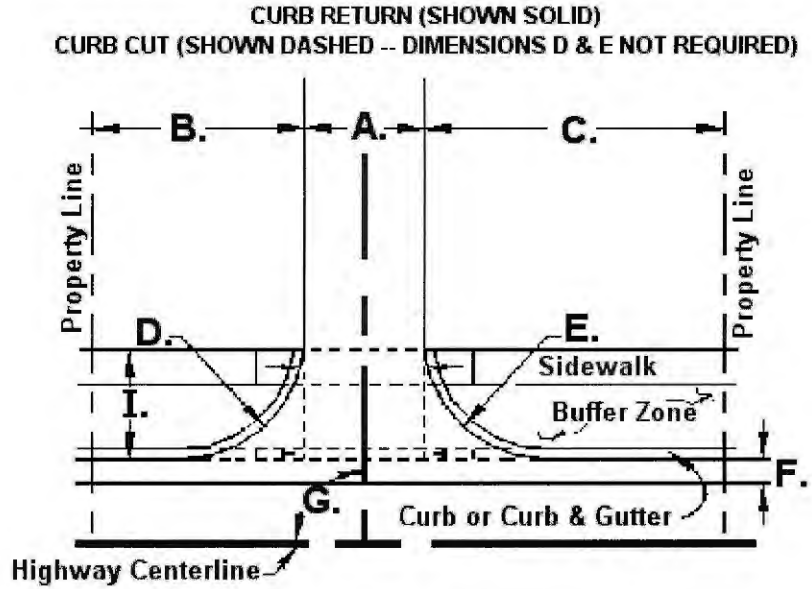
	Decimal	Degrees	Minutes	Seconds
Latitude	**61.6661**	**61**	**39**	**58**
Longitude	**149.9483**	**149**	**56**	**54**

Driveway Information

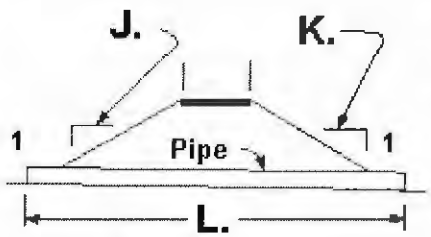
Is access available from other public rights of way:	**NO**
Is driveway/road within a platted right of way:	**YES**
How many lots will the driveway/road serve:	**1**
Size of the tract served by driveway/road:	**5625** square feet
Is driveway located within a zoning authority:	**NO**
Zoning designation:	
Is the driveway/road proposed or existing:	**Proposed**
Date applicant/permittee to complete work in accordance with attached plan:	**11/30/2016**
Maximum number of vehicles which will use the driveway/road in any one hour:	**1**
Driveway/approach road main use:	**Commercial**
Speed Limit:	**55** mph
Sight distance left:	**630** feet
Sight distance right:	**1600** feet
Proposed land use for tract served by driveway/road:	**Communications Site**

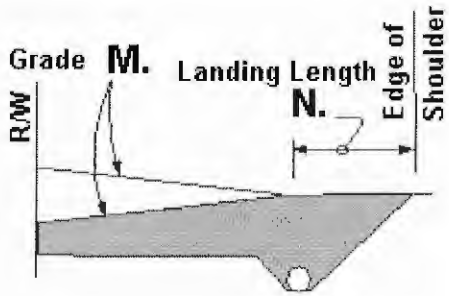
Driveway Specifications





A. Driveway width	**14** feet
B. Left edge clearance	**53** feet
C. Right edge clearance	**1764** feet
D. Left return radius	**20** feet
E. Right return radius	**20** feet
F. Shoulder width	**2** feet
G. Approach angle	**90** degrees
H. Curb type	**None**
I. Curb to sidewalk distance	





J. Left culvert foreslope	**1:**
K. Right culvert foreslope	**1:**

L. Culvert length	**65** feet
M. Landing grade	**2** percent
N. Landing length	**30** feet
O. Culvert diameter	**30** inches
P. Culvert type	**Corrugated Metal Pipe (CMP)**
Q. Ditch depth	**6** feet
R. Shoulder type	**Gravel**
S. Road surface type	**Paved**
T. Driveway landing surface type	**Asphalt**

Attachments

06/27/2016	Plat	AK_DOT_Permit_26753_MTA_NSL1_Land_Plats.pdf (211.89 KB)
06/27/2016	Photos	IMG_0001.jpg (161.96 KB)
06/27/2016	Photos	IMG_0006.jpg (283.14 KB)
06/27/2016	Photos	IMG_0007.jpg (402.29 KB)
06/27/2016	Photos	IMG_0057.jpg (246.58 KB)
06/27/2016	Photos	IMG_0931.jpg (190.19 KB)
06/27/2016	Proof of Ownership	26753_MTA_NSL1_Cell_Site_Land_Lease_Agremement.pdf (84.66 KB)
06/27/2016	Site Plan	160623_NSL1_IFC_REV_0.pdf (2.14 MB)
06/27/2016	Site Plan	160623_NSL1_IFC_REV_0.pdf (2.14 MB)
06/27/2016	Photos	26753_Photos_Initial.pdf (1.34 MB)

Add Attachment

Provisions

This permit applies only to the State right of way.

This permit grants permission for a driveway allowing access to and from your property onto a State maintained highway. It does not permit the following within the right of way or within that portion of a driveway that is within the right of way: (1) Parking of vehicles "for sale"; (2) Obstructions of any kind (i.e. logs, cables, fencing, etc.); (3) Advertising signs or banners/flags; (4) Parking vehicles with signs/advertising on the side.

A driveway or approach road constructed under permit within a highway right-of-way is the property of the State, but all cost and liability arising from the construction, operation, or maintenance of a driveway or approach road is at the sole expense of those lands

served. The Department is not obligated to change its maintenance practices to accommodate a driveway or approach road constructed under a permit, or to incur any additional expense removing snow berms or other obstructions from a driveway or approach road within a right of way resulting from the Department's activities, or activities under a permit issued under 17 AAC 15.

Permittee is responsible for adjusting or relocating the driveway or approach road without cost or liability to the Department if the use or safety of the highway requires that the driveway or approach road be adjusted or relocated.

This permit is not a property right but a temporary authorization, revocable by the State upon violation of any permit terms or conditions, or for other reasons. All reasonable attorney's fees and costs associated with legal or enforcement actions related to the terms and conditions of this permit will be borne by the Permittee.

Any survey monument or monument accessory that is disturbed or destroyed during construction or maintenance of the driveway will be restored or replaced by a Land Surveyor licensed in the State of Alaska.

The Permittee will be responsible for all necessary Federal, State, and Municipal permits and licenses required by law, pay all taxes and special assessments lawfully imposed upon the permitted area, and pay other fees and charges assessed under applicable law.

Placement of fill material in waters of the U.S., including wetlands and streams, requires prior authorization from the U.S. Army Corps of Engineers. It is the responsibility of the owner to contact the Corps before filling activities take place.

The Permittee shall construct and maintain a driveway in such a manner that the highway, and all of the highway's appurtenances or facilities, including drainage facilities, pipes, culverts, ditches, traffic control devices, street lights, pathways, and sidewalks are not impaired or endangered in any way by the construction or maintenance. (17 AAC 10.020(b) If you damage any improvements within the State owned right of way, you will be responsible for returning them to their previous condition. The Department will inspect and approve the restored improvements. (17 AAC 10.065)

Permittee shall indemnify, defend and hold harmless the State, and its officers, employees, and contractors, from any and all claims or actions resulting from injury, death, loss, or damage sustained by any person or personal property resulting directly or indirectly from Permittee's use of or activities in the permitted area.

Landings from all paved roads must be paved and maintained from edge of the road to the length of the landing as stipulated in this permit.

If a culvert is required by this driveway permit, culvert ends must be installed at the time of installation and maintained continuously by the owner.

No person shall place, leave or deposit upon any street, avenue, alley, sidewalk or other public right of way any snow or ice which has been removed from a private driveway, private parking area, or the adjacent property. Permittee is responsible for his snow removal contractor's actions concerning placement of snow from Permittee's property.

If driveway construction or maintenance interferes with the public's safety and/or use of facilities within State owned right of way, you will be directed to stop work until adjustments are made.

While doing construction or maintenance activities do not park equipment or stockpile material on the shoulder during non-working hours.

Permittee is responsible for sight distance clearing of brush and obstructions adjacent to their property.

Driveway landings as stipulated in the permit must be paved and maintained from pavement edge on all paved roads.

Please contact the Department for information about acceptable driveway markers (i.e., size, materials, distance, etc.) for placement within the right of way.

The State will not change its maintenance practices to accommodate your driveway or incur additional expense to clear snow berms or other obstacles resulting from the Department's activities.

Special Conditions

Fees and Payments Information

Please make all checks payable to the **State of Alaska**.

Fee Type	Amount	When to pay
Application Fee	$ 100.00	Submit with permit application.

Payments

Date	Fee Type	Payment Type	Amount

Please send fees and attachments to the following address:

State of Alaska

Department of Transportation and Public Facilities

Right of Way Section

PO Box 196900

4111 Aviation Way

Attn:Right of Way - Mail Stop: 2525

Anchorage, AK 99519-6900

Attachments may be faxed to: (907) 248-9456

Edit

- **Edit:** Modify the data above

Main Menu

Logout

Department of Transportation
& Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)
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MTA Communications

July 14, 2016

Matanuska - Susitna Borough
Development Services
JUL 14 2016
Received

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: Response to MSB Review Comments - Site NSL1 Conditional Use Application
Location 18N04W11A001

MTA Communications, LLC (MTAC) responses to Matanuska-Susitna Borough review comments received July 12, 2016 are detail below.

1. What color is the proposed tower?

   Response: The tower will be galvanized steel which is a silvery gray.

2. Will adequate power supply be installed to accommodate the number of carriers the tower is designed for?

   Response: The site will have a 3 gang meter base installed. This will allow 3 carriers to each have a separate 200 amp electrical service for the tower.

3. MSB Code section 17.67.090(A)(2) states "Minimum setback for the tower base shall be a distance equal to the height of the tower. " The setback from the tower base to the west property line must be a minimum of 185 feet. The setback from the tower base to the west property line needs to be shown on the site plan.

   Response: Drawing C1.0 Rev_2 Site Plan and Drawings C2.0 Rev_2 Enlarged Site Plan have been revised to reflect the 185 ft. set back from the tower base to the property line.

4. Section 2.2 Tower and Site Design of the application material states "The proposed site is located on a parcel of land which is undeveloped." The Borough Assessment record indicates that there is a cabin on the property.

   Response: The proposed site is located on a parcel of land that is developed which has a cabin located southeast of the proposed site. Please see new site plan Drawing C0.1 Rev_0 Reduced Site Plan that shows the approximate location of the cabin

MTA Communications, LLC
1740 S. Chugach Street
Palmer, Alaska 99645

907-745-3211
www.mtasolutions.com

MTA Long Distance, MTA Wireless, MTA Solutions and MTA Vision are registered trade names of MTA Communications, LLC

Long Distance
Wireless
Business Solutions
Internet
Television

5. Provide a more zoomed out site plan that also shows the existing development on the property.

   Response: Drawing C0.1_Rev_0 Titled Reduced Site Plan has been created to reflect the approximately location of the cabin that is southeast of the project site.

6. Exhibit E - Propagation Maps. Provide an explanation of the map titled Tower co-locations at existing AT&T sites. It is unclear as to what this map is trying to depict.

   Response: MTAC researched co-locating at the "Zero Lake" site and the "Nancy Lake" site. The two sites were originally built and owned by ATT Wireless. ATT still occupies the top most antenna locations with the existing co-locators mounted below. MTAC antennas would need to be mounted below the other carriers in order to avoid interfering with the existing carriers at both sites. Our study indicates the lower tower elevations would compromise our highway coverage with areas of dropped calls. Our propagation studies indicated gaps in coverage between the two existing sites in those areas marked 1 and 2 and between Zero Lake site and the VZW site in Houston. The mauve (pink) color represents the coverage from MTAC antennas if located on the existing Nancy Lake tower. While the aqua color represent predicted coverage from MTAC antennas if they were located on the Zero Lake tower. The White areas of no color represent areas of either no caverage or unacceptable weak coverage.

7. Exhibit G- Summary Pages and Written Public Comments. There are written comments from Heidi Jenkins, however, her comments are not addressed in the Summary Sheet. The Summary Sheet also shows that Eric Moore, DNR submitted comments, however, a copy of his comments were not provided. Copies of all comments submitted must be provided and the Summary Sheet amended to show all the comments.

   Please reference attached Exhibit G Summary Pages and Written Public Comments. Incarrect Exhibit G was submitted in original application.

MTAC appreciates the timely review of the original application. Please let us know if you have any questions or comments regarding the responses provided to MSB application information request.

Respectfully,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

Attachments:

- Drawing C1.0 Rev_2 Site Plan
- Drawing C2.0 Rev_2 Enlarged Site Plan
- Drawing C0.1 Rev 0 Reduced Site Plan
- Exhibit G Summary Page and Written Public Comments

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June 30, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: MSB 17.67 Tall Structures – Site NSL1 Conditional Use Application

MTA Communications, LLC (MTAC) is proposing construction of a 185-foot antenna structure (180 foot tower and 5 foot lightning rod) at 23619 W Parks Hwy, Alaska on that property fully described as Township 18 N Range 4W Section 11 Lot A1.

Construction of this facility will fill a documented significant gap in cellular communications and wireless broadband to the surrounding area. The proposed facility is located on a parcel of land where towers over 125 feet in height are permitted under a conditional use permit. The proposed project is the least intrusive alternative to fill the existing gap in MTAC's coverage in the area.

The attached narrative describes the proposed tower project and responds to elements of MSB 17.67. Please accept this as a part of MTAC's permit application.

Should the Planning Commission have any questions regarding this project, please contact us at the information below.

Sincerely,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

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Conditional Use Permit Application

Township 18N Range 4W Section 11 Lot A1

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

1.0 Introduction

MTA Communications (MTAC) is an Alaskan owned and operated telecommunications company that provides telecommunication service to the citizens of Alaska.

More than two in five (45.4%) American homes no longer use traditional landline telephone service and instead choose to be wireless only. [1] More than 50% of all adults aged 18-44 and of children under the age of 18 are living in wireless-only households. In Alaska, 31.8% of homes choose to be wireless-only households and another 21.1% are "wireless-mostly." [2] The demand for data on provider networks also continues to grow exponentially. In light of this growing reliance on wireless communications and increased data demand, additional infrastructure has become essential to providing reliable service. The demand for access to wireless communications continues to grow exponentially across both Alaska and the continental United States.

As part of MTAC's efforts to fill network gaps, MTAC is proposing construction of 185-foot antenna structure (180 foot tower with 5 foot lighting rod) at 23619 W Parks Hwy. The proposed construction will fill an existing significant gap in cellular and wireless broadband service coverage. The construction of communication towers is permitted pursuant to a Conditional Use Application. The proposed tower location is the least intrusive, reasonably available and technically feasible location for the proposed tower construction.

The below sections present a description of radio frequency science, applicable federal law governing telecommunications, and the decision logic used to meet Matanuska-Susitna Borough Planning Department requirements set forth in standards MSB 17.67.

1.1 Radio Frequency Description and Evolution

Wireless networks are a complex mesh of radio frequencies that have an exclusive license to operate by the Federal Communication Commission (FCC). This mesh of licensed frequencies allows cellular communications to be delivered at a wide variety of scales. The scale that can be covered by the frequencies is directly proportional to the type of spectrum being used and distance between each set of antennas delivering the signals.

Radio Frequency (RF) is a frequency or band of frequencies in the range 10^4 to 10^{11} or 10^{12} Hz at which radio waves are transmitted, and they're suitable for use in telecommunications. Hertz (Hz) is the unit of RF and it refers to the number of cycles per second. Wavelength is the distance between successive crest of a wave, peaks of the electromagnetic waves. The relationship between RF and Wavelength is as follows: Wavelength = C/Frequency where C is the speed of light ($3 \times 10^{\wedge 8}$ m/s). Radio Frequencies are allocated and regulated by the FCC and are a part of the electromagnetic spectrum.

---

[1] "Wireless Substitution: Early Release of Estimates from the National Health Interview Survey, July-December 2014," U.S. DHHS, CDC National Center for Health Statistics.

[2] CDC Wireless Substitution: State-level Estimates from the National Health Interview Survey (December 2014)

The FCC has established safety guidelines for Human Exposure to Radiofrequency Electromagnetic Fields that broadcaster/wireless carriers must adhere to.

A cellular network is a radio network distributed over land through cells where each cell includes a fixed location transceiver known as base station. Multiple cells together provide radio coverage over larger geographical areas.

Mobile communication operators use radio spectrum to provide mobile calling and data services. In order to keep up with a demand that is exponentially growing, the technology continues to evolve. Some Factors that affect wireless network performance

- Physical Obstructions – Wireless signals have difficulty penetrating solid objects such as hills, buildings, foliage, etc. The more obstructions there are between the transmitter and receiver the higher the chances of a poor signal level.
- Network Range and Distance between Devices – The way wireless signal propagates and with obstructions on the way, the further apart the devices are, the weaker the signal becomes. The signal strength decreases, roughly in an inverse cubic relation with respect to the distance between two devices (4Gon Solutions). For example, if the distance between two devices doubles, the signal becomes at least eight times weaker.
- Network Usage and Load – If the number of active users in the network increases due to a special event or something of that nature, the resources required to support them may not be available. This results in reducing network performance by decreased data speeds or reduced accessibility.

1.2 Telecommunications Act of 1996

The Telecommunications Act of 1996 was enacted to encourage the rapid deployment of new telecommunications technologies, while also preserving state and local control over zoning matters. *T-Mobile Northeast LLC v. City of Lawrence*, 755 F.Supp.2d 286, 290 (D. Mass. 2010) (internal citations omitted). The Act generally preserves state and local authority over the placement and construction of telecommunication tower facilities. The Act places several limitations on local control. Specifically, the Act dictates that:

(1) A local government cannot unreasonably discriminate among providers of functionally equivalent services; and
(2) A local government cannot prohibit or effectively prohibit the provision of personal wireless services; and
(3) A local government cannot deny or limit an application for the construction of a wireless tower on the basis of the health or environmental effects of radio frequency emissions, as long as the proposed tower complies with FCC requirements for emissions; and
(4) Any local government decision to deny a request to construct personal wireless facilities must be in writing and supported by substantial evidence.

Since the Act's adoption, federal courts have assessed the application of these limitations and concluded that "a significant gap in service (and thus an effective prohibition of service) exists whenever a provider is prevented from filling a significant gap in *its own* service coverage." *MetroPCS, Inc. v. City & Cnty. of San Francisca*, 400 F.3d 715, 733 (9th Cir. 2005). Essentially, the Act precludes a municipality from restricting the construction of new infrastructure required by a provider to fill a gap in its network, even if coverage is available from other providers

in the area. The fact that coverage is provided by another carrier in the area cannot be relied upon by a local land use commission to deny a permit application for a new tower.

Any decision by a local planning or zoning authority denying a land use permit required to construct a personal wireless services facility must be in writing and supported by substantial evidence. Where a provider has demonstrated a significant gap in its service coverage and proposed the least intrusive means to fill this gap, the burden of proof shifts to the zoning board to demonstrate that the record contains substantial evidence in support of its decision. When a provider has made a prima facie showing that a proposed tower is the least intrusive means of filling a significant gap in service, even if a zoning board's denial is supported by substantial evidence the Commission must also specifically show that there are some potentially available and technologically feasible alternatives for construction. *T-Mobile USA v. City of Anacortes*, 572 F.3d 987, 998 (9th Cir. 2009). The provider must then have an opportunity to dispute the availability and feasibility of the alternatives favored by the locality. *Id.*

2.0 Existing Significant Gap in MTAC Coverage

The area of Mat-Su Borough in the vicinity of the proposed cell site is currently underserved by MTAC for both voice and data coverage, which results in a significant gap in coverage for the MTAC system.

Detailed Propagation maps are included under Exhibit E (Propagation Maps). Three heights for the tower were considered, 120 feet, 150 feet and 185 feet (180-foot tower with 5foot lightning rod. However, both the 120 and 150 foot elevations do not result in full coverage of the significant gaps.

2.1 Site Selection Process

To fill the significant gaps in MTAC's service, MTAC's engineers used computer modeling to determine an idealized design point for tower construction and a surrounding search radius containing properties which, dependent upon topography and other surface interference, could serve as a build location. A potential tower location within the search ring would be ideal to fill the existing significant gap in MTAC's coverage.

MTAC's preference is to co-locate on existing towers wherever possible. There are two existing tower in the vicinity of the proposed tower. Propagation studies included under Exhibit E (Propagation Maps), show that the existing sites will not provide coverage of the significant gaps in service.

2.2 Tower and Site Design

Through strategic choices in site design and tower height the proposed construction is designed to fill the significant gap in MTAC's coverage in the least intrusive manner possible. The proposed site is located on a parcel of land which is undeveloped. Surrounding area is mostly comprised of undeveloped lots and homes.

A detailed site plan for the tower construction is included with this application as Exhibit A. The drawings are certified by a licensed professional engineer demonstrating soundness and conformity with all applicable codes, as well as State and federal law. The tower complex will be surrounded by a six-foot chain link fence. The tower site will be access using a new driveway.

The tower structure is a lattice tower. Site placement allows existing trees to screen the site from adjacent properties.

2.3 Tower Height

The tower is designed to be the minimum height necessary to assure that the significant gap in MTAC's service coverage can be filled.

The propagation maps are included in Exhibit E (Propagation Maps) depict the proposed tower at heights of 120 feet, 150 feet and 185 feet (180-foot tower with 5-foot lighting rod).

It is MTAC's policy to construct all wireless infrastructures to an engineering standard that allows multiple carriers to locate equipment on the structure. The proposed tower is designed and engineered to accommodate two additional sets of antennas, of equal or lesser specification to MTAC's proposed equipment, yielding the ability to co-locate two additional carriers on the structure. With the inclusion of the MTAC's antennas, the structure allows for a total of three carriers on the tower.

2.4 Tower Illumination

MTAC prefers not to illuminate towers. Illumination is typically only installed when instructed by the FAA for the health and safety of aviators or when otherwise required by federal and state agencies, though there are instances where MTAC has voluntarily lit a piece of infrastructure at the request of the local community. The tower is not required to be illuminated. The FAA has determined that no marking or lighting is required for this tower location (FAA Determination of No Hazard). Documentation is attached to this application as Exhibit B. The document can also be searched and downloaded from the FAA's website using Aeronautical Study Number 2016-AAL-446-OE. MTAC will not install aviator illumination, or any other type of illumination, on this tower.

3.0 Application Criteria Matanuska-Susitna Borough 17.67

As set forth above, MTAC's proposed tower requires a Conditional Use Permit Matanuska-Susitna Borough 17.67. The project will protect the public health, safety, and welfare, will not injure the lawful use with existing neighboring uses.

17.67.050 PRE-APPLICATION REQUIREMENTS FOR NEW TALL STRUCTURES THAT REQUIRE A CONDITIONAL USE PERMIT.

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;

(2) The meeting shall be held at least 15 calendar days after mailing of the notification;

(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;

(4) Notification of the meeting shall, at a minimum, include the following:

(a) Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) Description of the proposed development including height, design, lighting, potential access to the site, and proposed service;

(c) Date, time, and location of informational meeting;

(d) Contact name, telephone number, and address of applicant; and

(e) Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(5) At a minimum, the notification area for the meeting shall include the following:

(a) Property owners within one-half mile of the parcels under consideration for the proposed tall structure; and

(b) The nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(2) Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;

(3) Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;

(4) Sign-in sheet(s) used at the meeting that includes places for names, addresses, phone numbers, and other contact information such as email addresses;

(5) A list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices,

newsletters, or other written materials;

(6) The number of people who attended meetings;

(7) Copies of written comments received at the meeting;

(8) A certificate of mailing identifying all who were notified of the meeting; and

(9) a written summary that addresses the following:

(a) The substance of the public's written concerns, issues, and problems;

(b) How the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and

(c) Concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

17.67.070 GENERAL APPLICATION REQUIREMENTS FOR ADMINISTRATIVE AND CONDITIONAL USE PERMITS.

(A) An application for a conditional use or administrative permit to construct a new tall structure may be initiated by a property owner or the owner's authorized agent and shall include:

(1) Completed application form provided by the department and signed by the property owner or authorized agent;

MTAC Response – Please find application form attached to this narrative.

(2) Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect;

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents).

(3) Fee in the amount designated in MSB 17.99;

MTAC Response – Fee amount will be paid.

(4) Citizen participation report in accordance with MSB 17.67.050(B);

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

(5) a certified site plan,

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents)

(6) Copy of a determination of no hazard to air navigation from the Federal Aviation Administration; and

MTAC Response – Please refer to Exhibit B (FAA Determination)

(7) If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.

MTAC Response – breakpoint technology not applicable to this tower application.

17.67.080 STANDARDS FOR APPROVAL OF NEW TALL STRUCTURES.

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.

(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.

(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and

MTAC Response – Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

MTAC Response – the proposed site will not be harmful to the public health, safety, convenience and welfare.

17.67.090 OPERATION STANDARDS FOR NEW TALL STRUCTURES.

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

MTAC Response – The proposed site conforms to MSB 17.55.

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

(3) Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

MTAC Response – Refer to Exhibit A (Site Document and Design Documents). The site has adequote vehicle parking on subject property to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) Informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

MTAC Response – MTAC will comply with signage requirements.

(b) If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

MTAC Response – MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.

(c) A 24-hour emergency contact number.

MTAC Response – a 24 hour contact number will be referenced on signage.

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

MTAC Response – Please refer to Appendix A (Site Document and Design Documents).

4.0 Conclusion

MTAC's Matanuska-Borough network includes a significant gap in coverage in the proposed site vicinity as depicted in attached propagation studies in Exhibit E. After a search of available sites which could meet the technical requirements necessary to fill this coverage gaps, MTAC has identified 23619 W Parks Hwy, Alaska on that property fully described as Township 18N Range 4W Section 11 Lot A1 as the location which will allow for construction meeting network requirements. As described in detail in this application, this tower location is the least intrusive and most appropriate option to meet the significant gap in MTAC's coverage, which can only be met through placement of a new tower. Finally, MTAC's proposed tower will affirmatively protect the public health, safety, and welfare by providing cellular and wireless broadband services to a currently underserved area, impacting both area households and residents and transient customers seeking to access this technology from roadways and public spaces in the area. We believe we have exceeded the burden of proof outlined in MSB 17.67. for the requested Conditional Use Permit. Therefore, MTAC respectfully requests that the Matanuska-Susitna Planning Commission grant the Conditional Use Permit.

5.0 Exhibits

Exhibit A: Site Document and Design Documents
Exhibit B: FAA Determination
Exhibit C: Balloon Flight
Exhibit D: Redacted Lease
Exhibit E: Propagation Maps
Exhibit F: Notification Letter, Mailing List, Meeting Sign In, and Meeting Summary
Exhibit G: Summary Page and Written Public Comments

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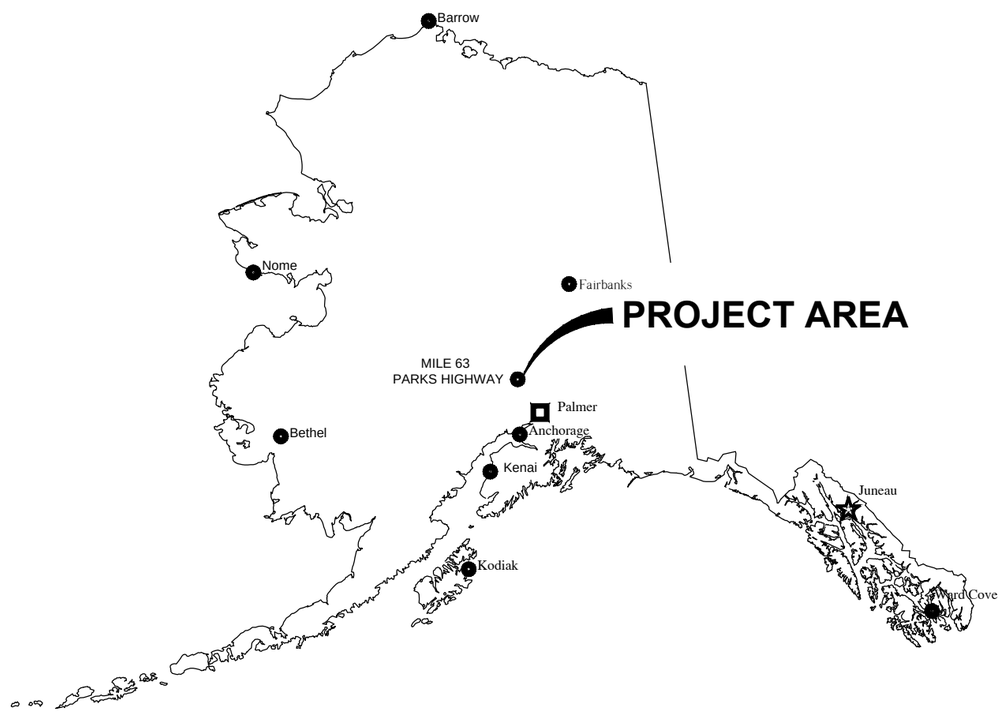
Exhibit A

Site Document & Design Documnets

NSL1
LTE SITE

PROJECT INFORMATION

PROJECT LOCATION: 23619 W PARKS HIGHWAY
NHTI PROJECT NUMBER: 16-0052-20



CONTACT INFORMATION

CIVIL ENGINEER
DALE R. BROWNING, PE, SE
NHTI - (907) 761-6069
901 COPE INDUSTRIAL WAY
PALMER, ALASKA 99645

Sheet List Table

SHEET #	TITLE	REV #
T1.0	COVER SHEET	3
C0.1	REDUCED SITE PLAN	0
C1.0	SITE PLAN	3
C1.1	SITE ELEVATION	0
C2.0	ENLARGED SITE PLAN	3
C2.1	DRIVEWAY AND PAD SECTIONS	1
C3.0	DRIVEWAY TOPO	0
C3.1	DRIVEWAY PROFILE	0
S1.0	TOWER FOUNDATION PLAN	1
S1.1	TOWER FOUNDATION SECTION	1
S1.2	GRADE BEAM LAYOUT AND DETAILS	0

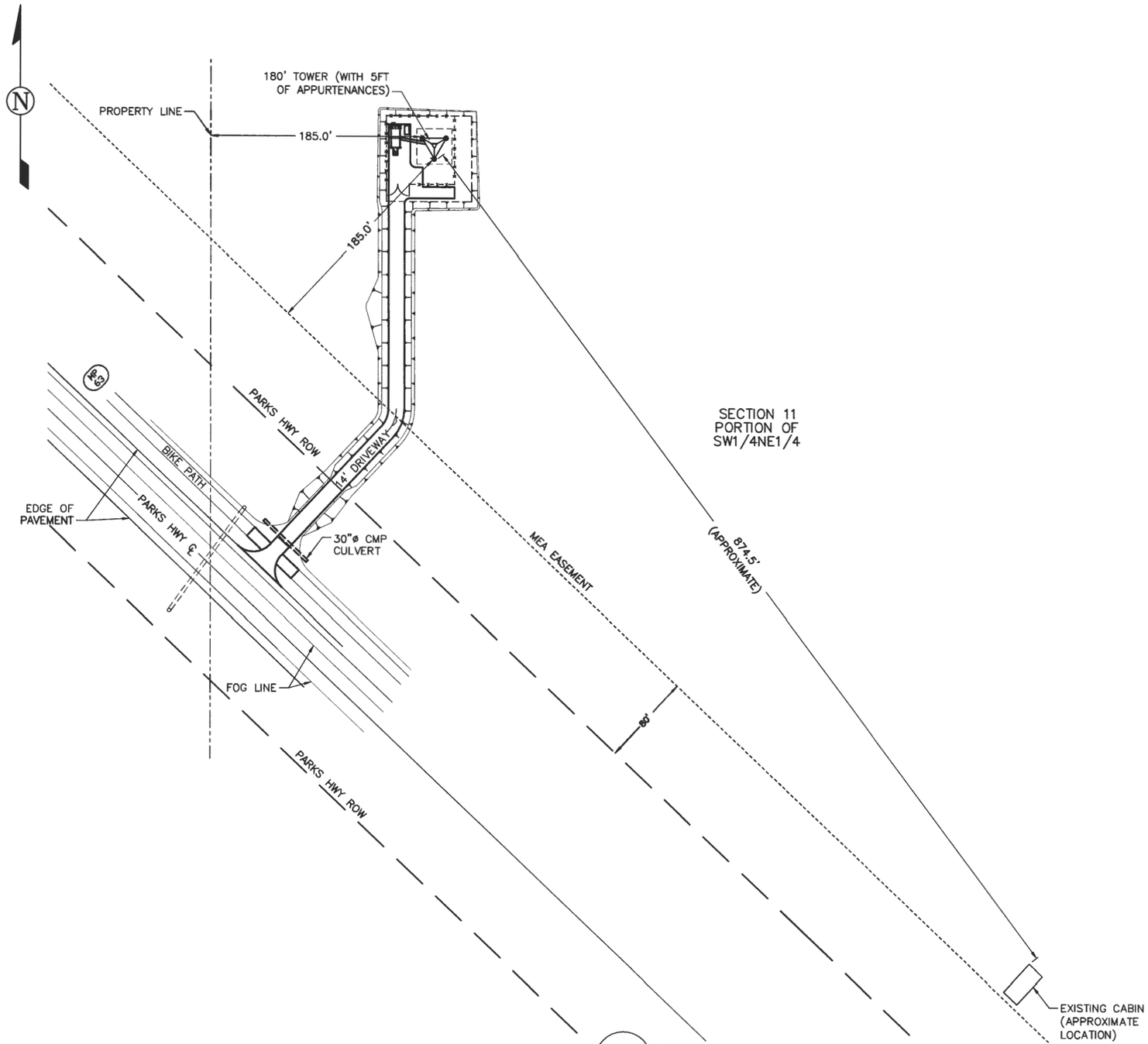
REV.	DESCRIPTION	DATE
3	ADDED TURNAROUND ON SITE PLAN	160823
2	MOVED TOWER AND ADDED SHEET M0.1	160714
1	ADDED SHEETS C3.0 AND C3.1	160706
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE
COVER SHEET

T1.0

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\T1.0 COVER SHEET.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C0.1 REDUCED SITE PLAN
SCALE: 1' = 100'

Matanuska - Susitna Borough
Development Services
JUL 14 2016
Received

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
7/14/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160714

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE

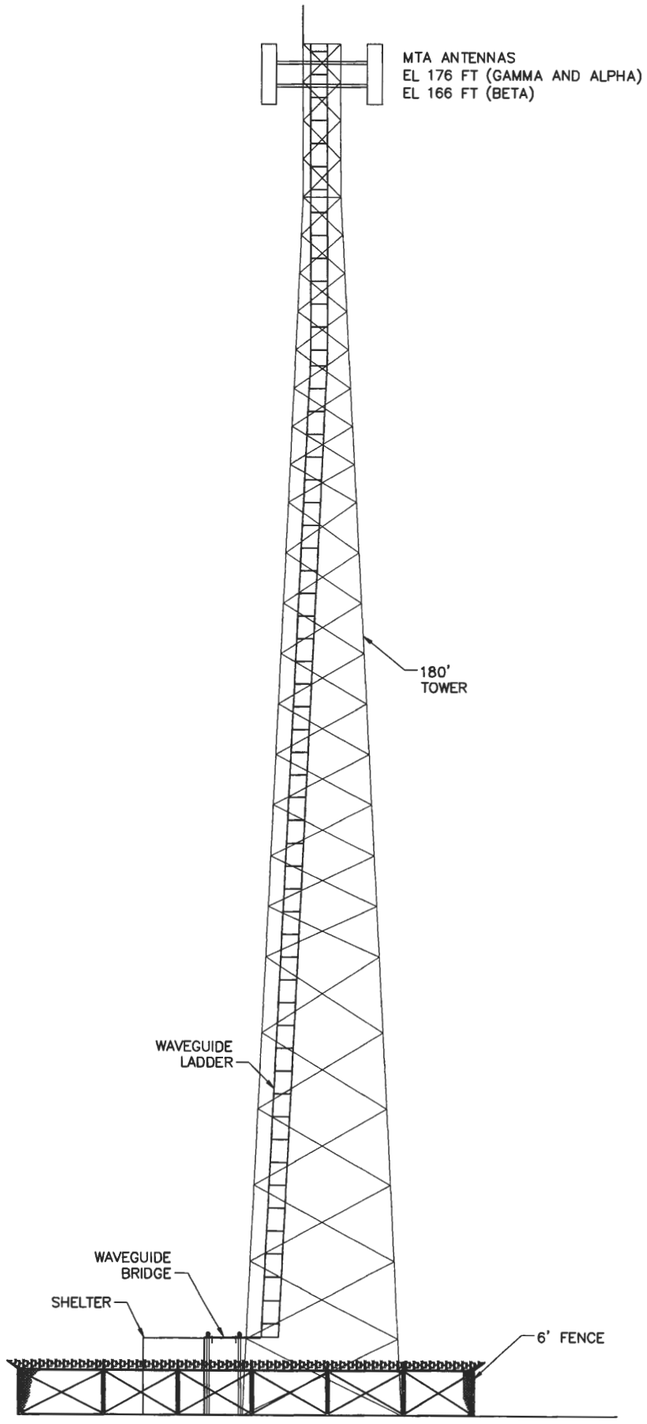
REDUCED SITE PLAN

DWN: JAA CKD. DRB APP. DRB

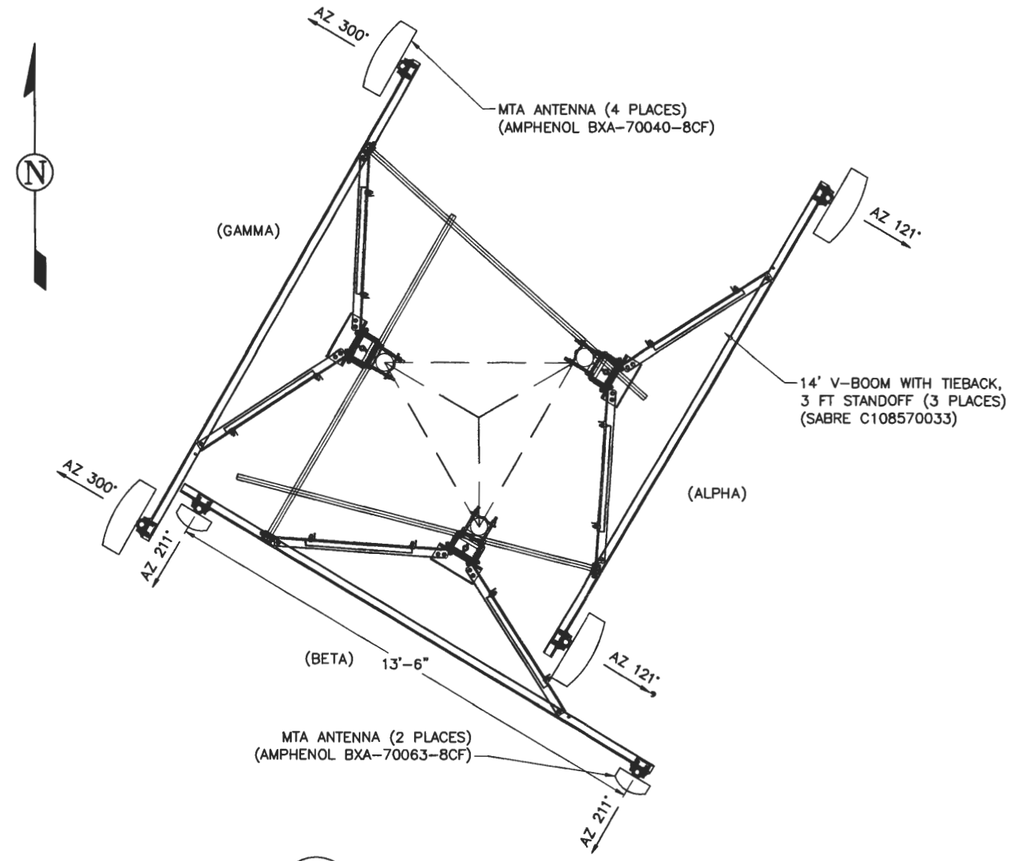
JOB #: 16-0052-20 DATE: 160714

C0.1 REV 0

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\C0.1 REDUCED SITE PLAN.DWG | PLOT DATE: 160714 | PLOT SCALE: 1:1



1 / C1.1 SITE ELEVATION
SCALE: 1'=20'



2 / C1.1 MTA ANTENNA LAYOUT
SCALE: 1/4" = 1'-0"

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE

SITE ELEVATION

DWN: JAA CKD. DRB APP. DRB

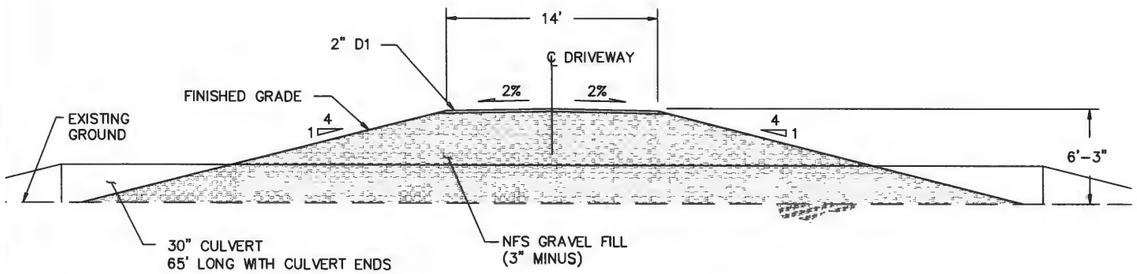
JOB #: 16-0052-20 DATE: 160623

C1.1 REV 0

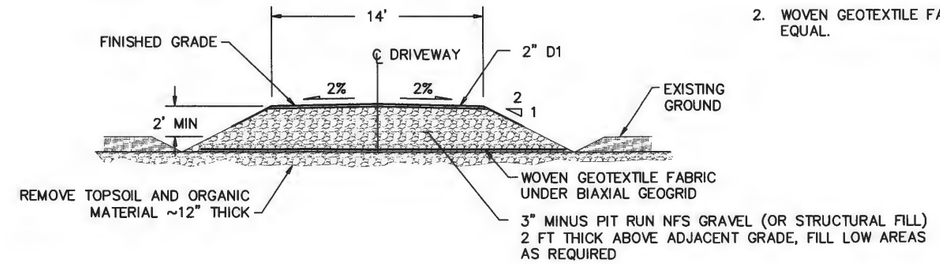
FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\C1.1 SITE ELEVATION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1

NOTES:

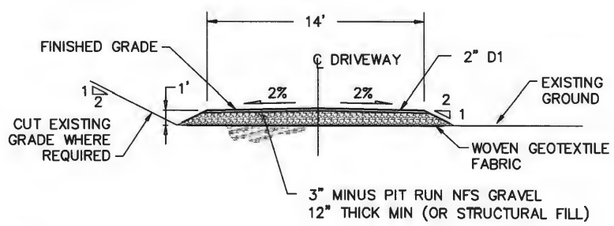
1. BIAXIAL GEOGRID TO BE TENSAR BX4200 OR EQUAL.
2. WOVEN GEOTEXTILE FABRIC TO BE WINFAB 315W OR EQUAL.



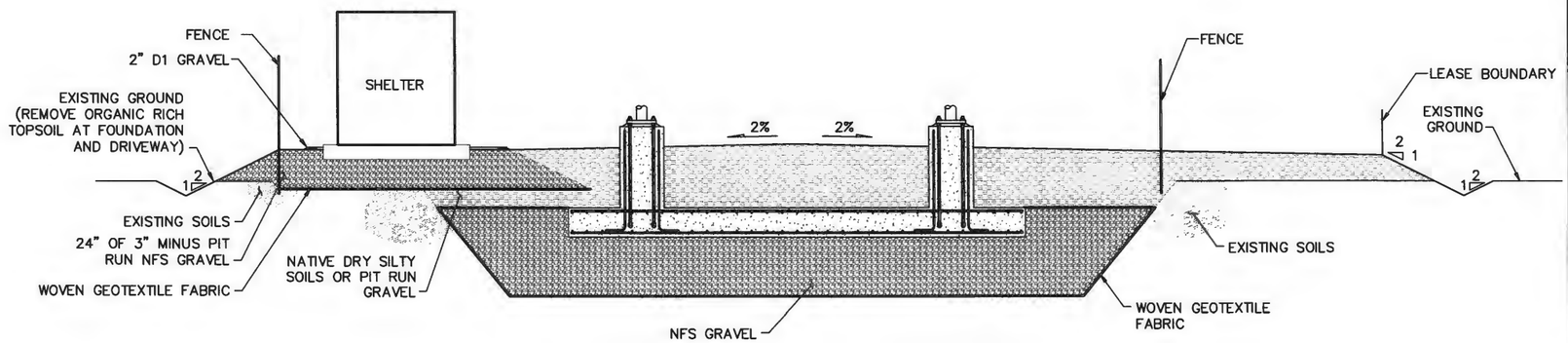
1 / C3.1 DRIVEWAY SECTION AT CULVERT
SCALE: 1"=10'



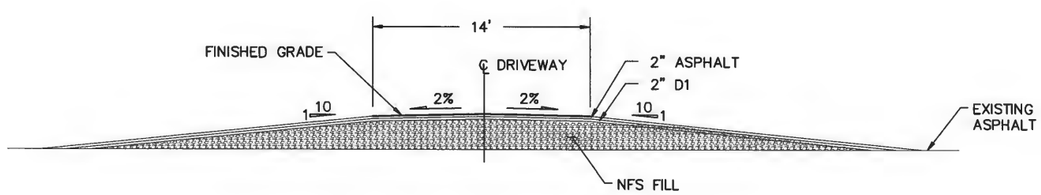
2 / C3.1 DRIVEWAY SECTION (TYP WET AREAS)
SCALE: 1"=10'



3 / C3.1 DRIVEWAY SECTION (TYP DRY AREAS)
SCALE: 1"=10'



4 / C3.1 PAD SECTION
SCALE: 1"=10'



5 / C3.1 DRIVEWAY SECTION AT BIKE PATH
SCALE: 1"=10'

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
NSL1 LTE SITE

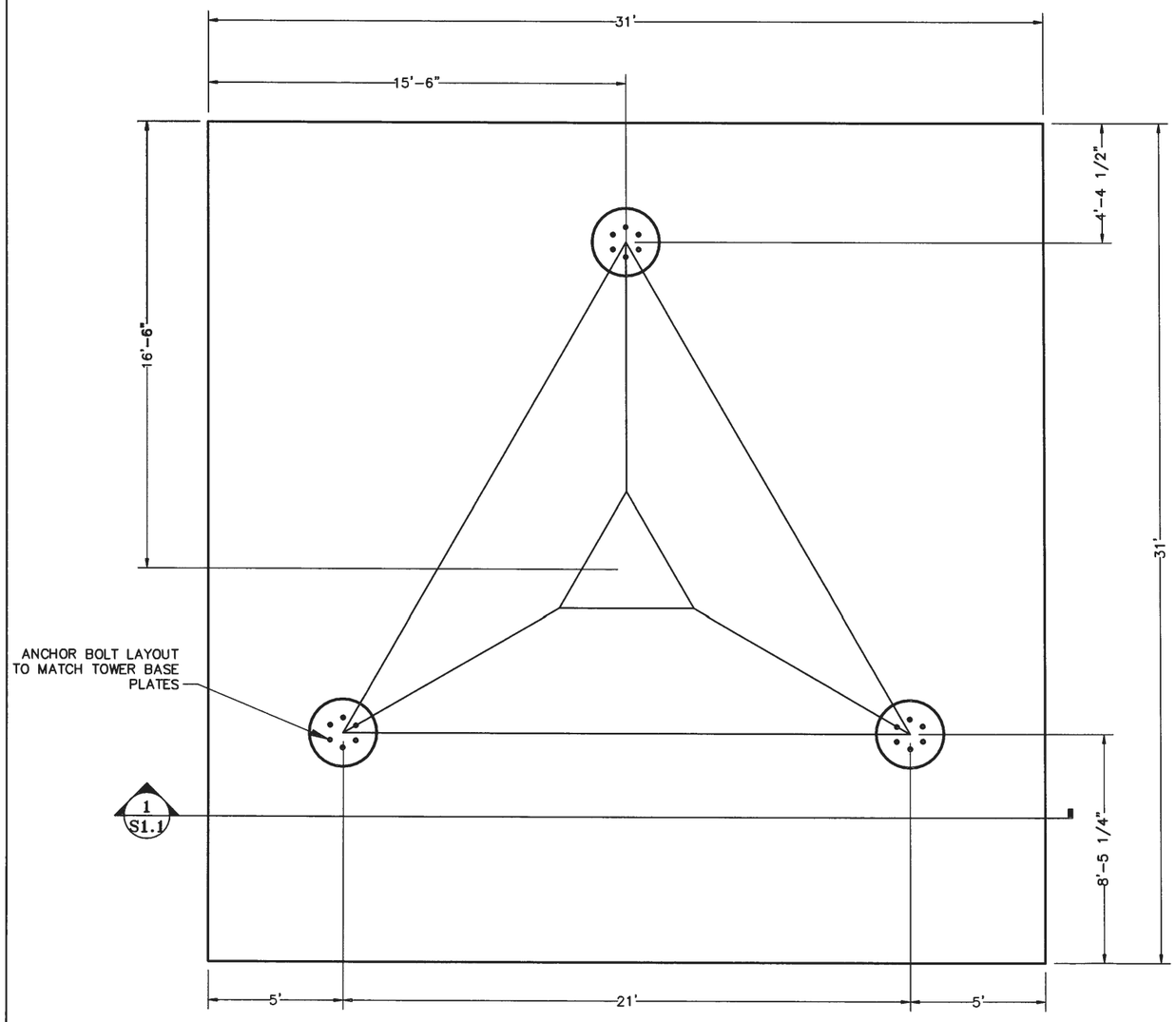
DRIVEWAY AND PAD SECTIONS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0052-20 DATE: 160623

C2.1 REV 0

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CAD\DRAWINGS\C2.1 DRIVEWAY AND PAD SECTIONS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / S1.0 TOWER FOUNDATION PLAN VIEW
SCALE: 3/16" = 1'-0"

DESIGN CRITERIA:

TOWER BASE REACTIONS (SABRE #140134)

AXIAL LOAD:	87.46 KIPS
TOTAL SHEAR:	71.04 KIPS
O.T. MOMENT:	6,512.3 FT-KIPS
UPLIFT PER LEG:	327.0 KIPS
COMP PER LEG:	364.0 KIPS
SHEAR PER LEG:	40.88 KIPS
ALLOWABLE SOIL BEARING:	3000 psf (4 FT OF COMPACTED NFS GRAVEL FILL)

DESIGN WIND SPEED: 100 MPH
(3 SEC. GUST) PER TIA-222-G

EXPOSURE:	C,
TOPO CATEGORY:	2, H=80'
STRUCTURE CLASS:	II
IMPORTANCE FACTOR:	1.0
RADIAL ICE:	1/2 IN

NOTES:

EARTHWORK:
1. REMOVE ALL ORGANIC MATTER AND DELETERIOUS MATERIALS FROM THIS SITE AREA. EXCAVATE 8FT BELOW EXISTING GRADE. BOTTOM OF EXCAVATION TO BE 40FT x40FT. PLACE GEOTEXTILE FABRIC (WINFAB315W OR EQUAL) AT BOTTOM AND SIDES OF EXCAVATION. PLACE BUILDING FOUNDATION ON 2 FT MIN OF COMPACTED NFS STRUCTURAL FILL OVER GEOTEXTILE FABRIC.
2. ALL COMPACTED FILL TO BE COMPACTED TO 90% TO 95% MAXIMUM LABORATORY DENSITY IN 12 INCH LIFTS.
3. COMPACTED FILL AND OR EXCAVATION IS REQUIRED TO ALLOW DRAINAGE SO THAT NO STANDING WATER WILL ACCUMULATE ON THE SITE AS A RESULT OF THIS WORK.
4. ALL EXCAVATIONS SHALL BE SHORED OR SLOPED OR OTHERWISE SUPPORTED TO PROTECT PERSONNEL IN ACCORDANCE WITH OSHA, 29 CFR 1926, SUBPART P.

CONCRETE:
1. CONCRETE SHALL OBTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4,500 PSI (F'c = 4,500 PSI). THE MIX SHALL CONTAIN A MINIMUM OF 6 SACKS CEMENT PER CUBIC YARD OF CONCRETE.
2. CEMENT SHALL CONFORM TO ASTM C150 TYPE I OR II.
3. AGGREGATE SHALL CONFORM TO ASTM C33. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH.
4. SLUMP SHALL BE BETWEEN 3 – 5 INCHES.
5. ADMIXTURE SHALL BE PROVIDED AS REQUIRED TO PROVIDE 5% – 8% AIR ENTRAINMENT WITH A MAXIMUM WATER/CEMENT RATIO OF 0.45.
6. CONCRETE SHALL BE KEPT FROM FREEZING FOR THE FIRST SEVEN DAYS AFTER PLACING. SURFACES TO RECEIVE CONCRETE SHALL BE NOT LESS THAN 40° F. THE TEMPERATURE OF THE CONCRETE WHEN PLACED SHALL NOT BE LESS THAN 50° F OR GREATER THAN 80° F.

REINFORCING STEEL:
1. ALL REINFORCING BARS SHALL BE DEFORMED AND CONFORM TO ASTM A615, GRADE 60.
2. ALL BOTTOM MAT REINFORCING BARS SHALL BE ACCURATELY PLACED AND SUPPORTED BY GALVANIZED METAL CHAIRS OR CONCRETE BLOCKS (WOODEN STAKES SHALL NOT BE USED).
3. SUPPORT TOP MAT OF REBAR WITH BENT #4 REBAR SPACERS (STANDIES) AT 4' O.C.
4. MINIMUM CONCRETE COVER FOR REBAR WHERE CONCRETE IS PLACED IN DIRECT CONTACT WITH SOIL IS 3 INCHES CLEAR, FOR ALL OTHER FORMED SURFACES IS 2 INCHES.
5. ALL REBAR SPLICES SHALL BE LAPPED 40 BAR DIAMETERS MIN.

STRUCTURAL STEEL:
1. STRUCTURAL STEEL INCLUDING PLATES, ANGLES AND MISCELLANEOUS SHAPES SHALL BE ASTM A36.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

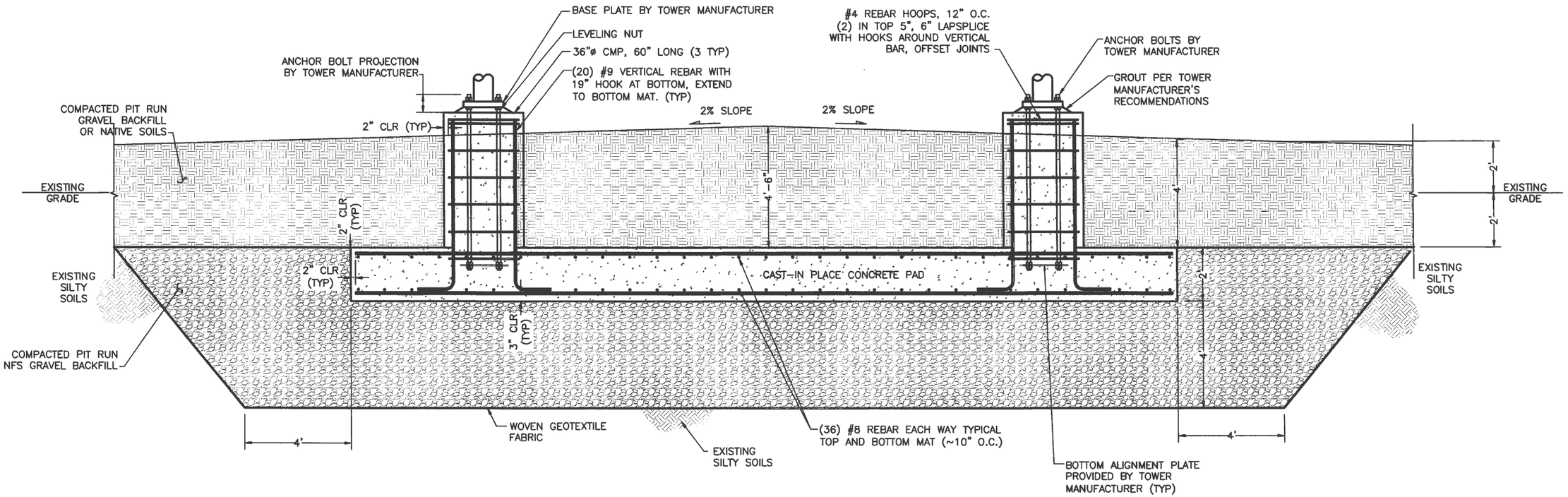
MTA
NSL1 LTE SITE

TOWER
FOUNDATION PLAN

DWN: JAA CKD. DRB APP. DRB
JOB #: 16-0052-20 DATE: 160623

S1.0 REV 0

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\S1.0 TOWER FOUNDATION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / S1.1 TOWER FOUNDATION SECTION
SCALE: NTS

NOTES:

1. ON SITE TEST HOLE FOUND APPROXIMATELY 6" OF ORGANIC RICH TOPSOIL. THEN 1.5–2 FT OF SILTY SOILS. THEN 3 FT OF SANDY SOILS. THEN A LAYER OF NFS GRAVEL APPROXIMATELY 1–2 FT THICK. THEN SANDY GRAVEL.
2. BOTTOM OF TOWER FOUNDATION TO BE PLACED ON TOP OF OR APPROXIMATELY 6" INTO GRAVEL LAYER.
3. IF EXCAVATION FOR TOWER FOUNDATION REVEALS DIFFERENT SOIL CONDITIONS. CONTACT ENGINEER OF RECORD FOR DIRECTION. DO NOT PLACE TOWER FOUNDATION ON MATERIAL OTHER THAN NATIVE NFS GRAVEL.
4. PROOF ROLL BOTTOM OF EXCAVATION TO ENSURE THERE ARE NO SOFT SPOTS. CONTACT ENGINEER OF RECORD FOR DIFFERING CONDITIONS.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE

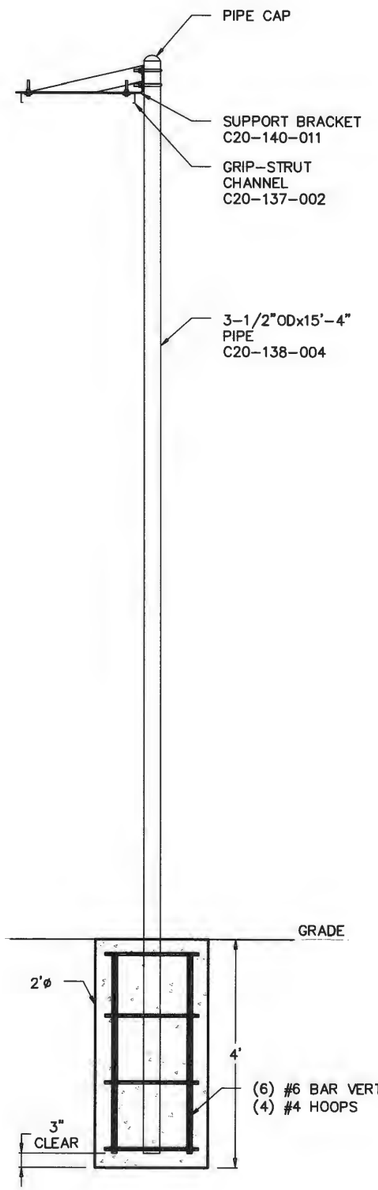
TOWER FOUNDATION SECTION

DWN: JAA CKD. DRB APP. DRB

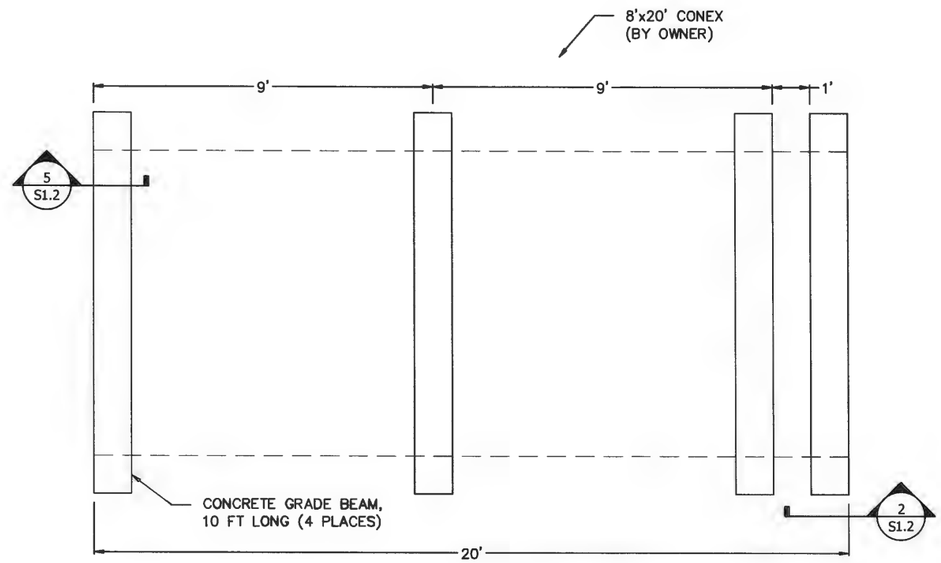
JOB #: 16-0052-20 DATE: 160623

S1.1 REV 0

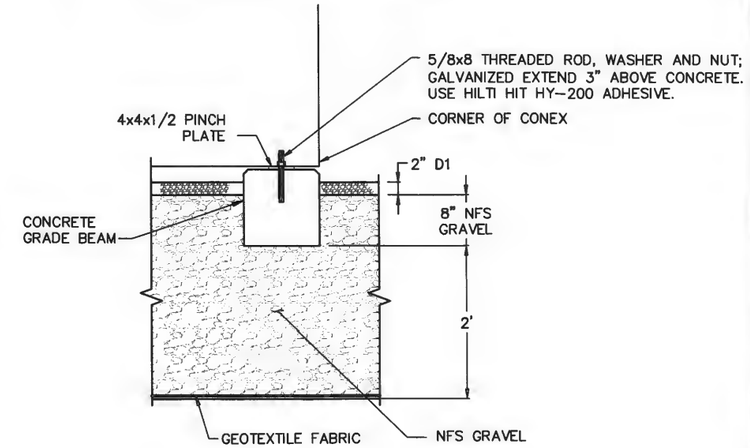
FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\S1.1 FOUNDATION SECTION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



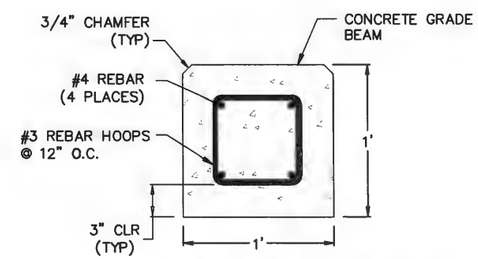
3 S1.2 POST AND FOOTING DETAIL
SCALE: 3/8" = 1'-0"



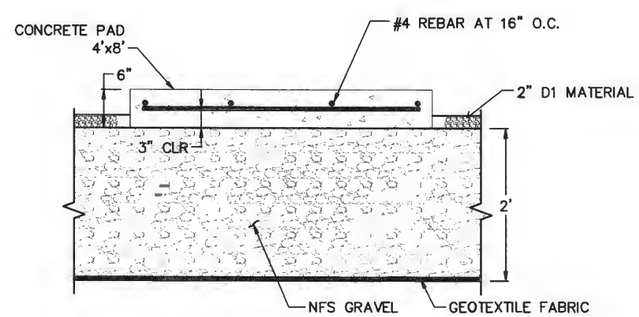
1 S1.2 GRADE BEAM LAYOUT
SCALE: 3/8" = 1'-0"



2 S1.2 GRADE BEAM CONNECTION DETAIL
SCALE: 1/2" = 1'-0"



5 S1.2 CROSS SECTION
SCALE: 1" = 1'-0"



4 S1.2 GENERATOR PAD DETAIL
SCALE: 1/2" = 1'-0"

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160623

NEW HORIZONS TELECOM, INC.

MTA
NSL1 LTE SITE

GRADE BEAM
LAYOUT AND DETAILS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0052-20 DATE: 160623

S1.2 REV 0

FILE: X:\16 JOBS\16-0052-20 MTA NAS1 LTE SITE DESIGN\05-CADD\DRAWINGS\S1.2 GRADE BEAM LAYOUT AND DETAILS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1

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Exhibit B

FAA Determination

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AAL-446-OE

Issued Date: 06/21/2016

Rod Ewing
MTA Communications, Inc.
1740 S Chugach St
Palmer, AK 99645

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower NSL1
Location:	Houston, AK
Latitude:	61-39-58.50N NAD 83
Longitude:	149-56-53.84W
Heights:	302 feet site elevation (SE)
	185 feet above ground level (AGL)
	487 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 12/21/2017 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination does not constitute authority to transmit on the frequency(ies) identified in this study. The proponent is required to obtain a formal frequency transmit license from the Federal Communications Commission (FCC) or National Telecommunications and Information Administration (NTIA), prior to on-air operations of these frequency(ies).

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (800) 478-3576 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AAL-446-OE.

Signature Control No: 293634966-296361823 (DNE)
Robert van Haastert
Specialist

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, the FAA has no objection to voluntary lighting of this structure in the interest of aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-L.

Frequency Data for ASN 2016-AAL-446-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W

TOPO Map for ASN 2016-AAL-446-OE

Sectional Map for ASN 2016-AAL-446-OE

Exhibit C

Balloon Flight

NSL1

Talkeetna, AK

Balloon Test

June 17, 2016

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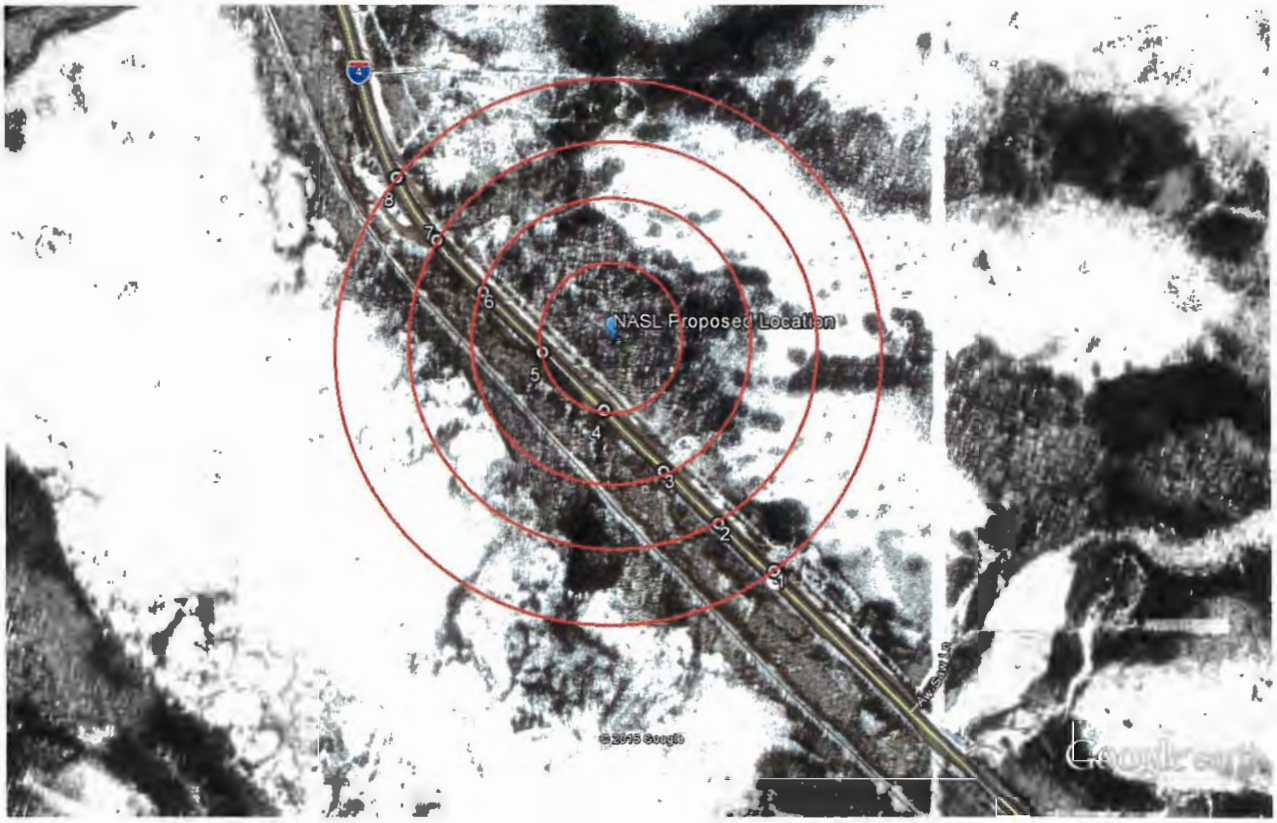

Area overview with 500 ft, 1000 ft, 1500 ft and 2000 ft radius circles depicted.

Photograph numbers are referenced in relation to the plan view.

1

2

4

MILE
63
ADOPT
A
HIGHWAY
NORTHERN LIGHTS
ADVENTURES

6

7

8

This photograph is facing northwest from Heidi Jenkins house. Note opening through trees in the foreground.

Photo view from opening through trees Heidi Jenkins property.

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Exhibit D

Redacted Lease

LAND USE AGREEMENT

THIS LAND USE AGREEMENT (the "**Agreement**") is made and entered into as of the 4th day of March, 2016 ("**Effective Date**"), between **Gerald Keene** ("**Grantor**"), whose address is PO Box 958, Willow, AK 99688-0958, and MTA Communications, LLC ("**MTA**"), with an office at 1740 South Chugach Street, Palmer, Alaska 99645. Hereinafter, Grantor and MTA may be individually referred to as "**Party**", or collectively referred to as "**Parties**".

WHEREAS, Grantor owns or controls a certain plot, parcel or tract of land, a portion of which MTA desires to lease subject to terms of this Agreement; and

WHEREAS, Grantor wishes to lease such property to MTA for the uses herein permitted for reasonable compensation.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. GRANT OF EASEMENTS. Grantor hereby conveys to MTA an easement to the following parcel of real property owned or controlled by Grantor: An approximate sixty foot (60') by sixty foot (60') area for the site along with a twenty foot (20') by two hundred ninety-five foot (295') access drive (running parallel to the west of the property line) (the "**Property**") situated within Section 11, Township 18N, Range 4W, Lot A1, Seward Meridian, Palmer Recording District, State of Alaska (the "**Parent Parcel**"). The access drive is to run perpendicular to highway, beginning near the intersection of the highway and property line or as close as the DOT driveway rules permit. The Property is more particularly described in the attached Site Plan attached hereto as Exhibit A and made a part of this Agreement. Upon installation of MTA's facilities, systems, equipment and improvements to the Property, MTA will, at its expense, complete an as-built survey of the Property. Such survey, once completed, shall replace and supersede the Site Plan in Exhibit A. MTA shall further be granted rights of ingress and egress to the Property, an easement to enter upon the lands of Grantor and to construct, reconstruct, lay, maintain, operate, alter, repair, remove, and replace aerial or buried telecommunications and/or electrification cables, lines, poles, or systems and appurtenances thereto, and make changes and additions thereto, to cut and trim trees and shrubbery that may interfere with or threaten or endanger the operation and maintenance of said cables, lines, poles, tower, property leased around tower, access drive, or systems, under, upon, over, and through lands which Grantor owns or in which Grantor has an interest and/or in, upon, or under all private or underlying interest streets, roads or highways abutting said lands. Except for the Property to which MTA shall be permitted exclusive use thereof, Grantor may fully use and enjoy said lands provided that Grantor shall not construct or permit to be constructed any structures or obstructions on, under, or over that will interfere with the construction, maintenance or

GRANTOR

By: Gerald Keene

Name: Gerald Keene

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

THIS TO CERTIFY that on this 4 day of March, 2016 before me, the undersigned, a Notary Public in and for Alaska, personally appeared Gerald Keene, known to me to be the individual in and who executed the foregoing instrument, and he acknowledged to me that he signed the same freely and voluntarily for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I hereunto set my hand and seal the day and year hereinabove set forth.

TRACY ANNE RESSLER
Notary Public - State of Alaska

Tracy Anne Ressler
Notary Public in and for Alaska

My Commission Expires: 3-23-19

MTA COMMUNICATIONS, LLC

By:

Name: Eric Anderson

Title: Director of Engineering & Construction

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

THIS TO CERTIFY that on this 4 day of March, 2016 before me, the undersigned, a Notary Public in and for Alaska, personally appeared Carolyn Hanson, known to me to be the General Manager of MTA Communications, LLC, the company that executed the foregoing instrument, and she acknowledged to me that she signed the same freely and voluntarily on behalf of said company for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I hereunto set my hand and seal the day and year hereinabove set forth.

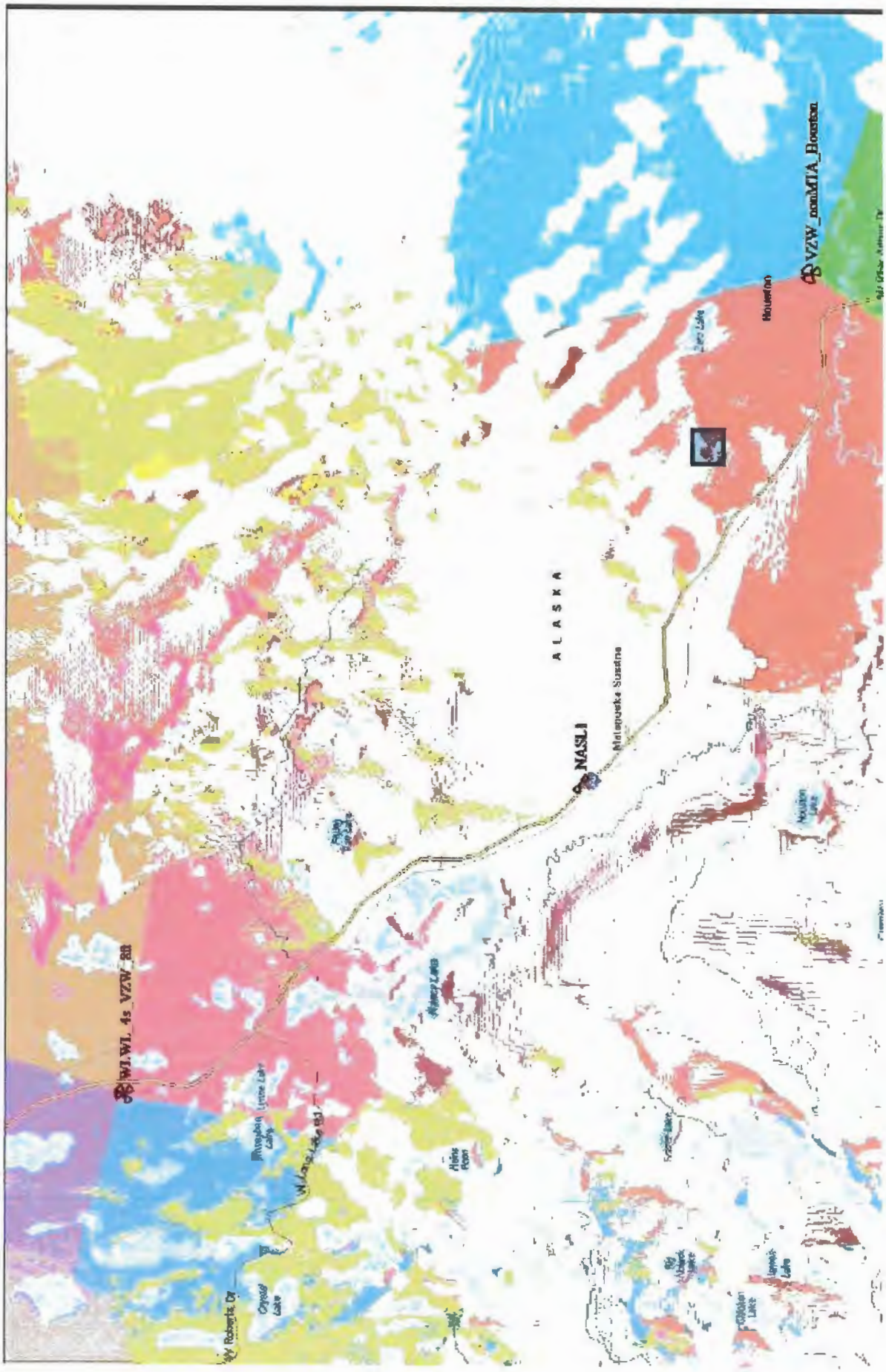
TRACY ANNE RESSLER
Notary Public - State of Alaska

Tracy Anne Ressler
Notary Public in and for Alaska

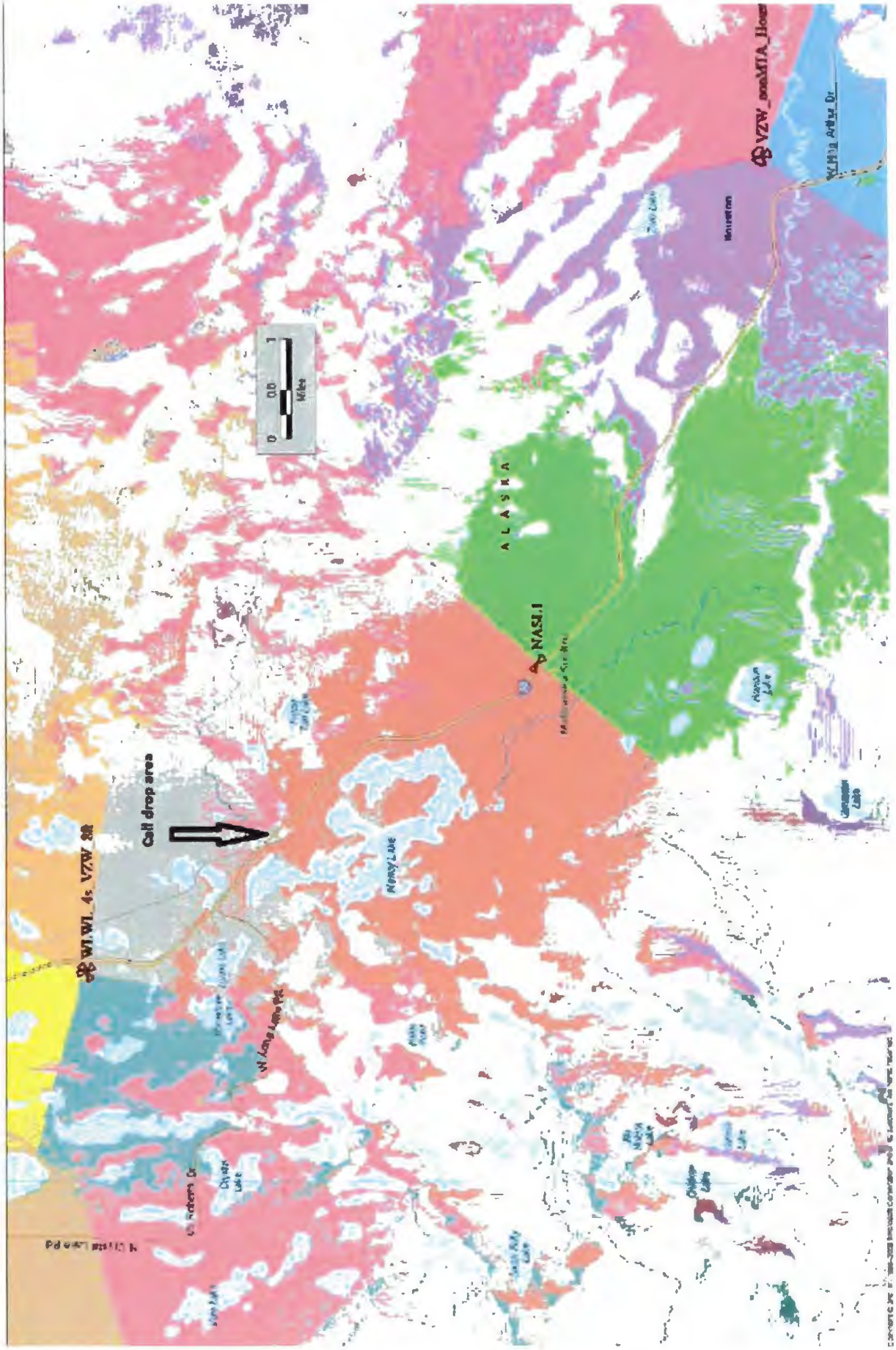
My Commission Expires: 3-23-19

Exhibit E

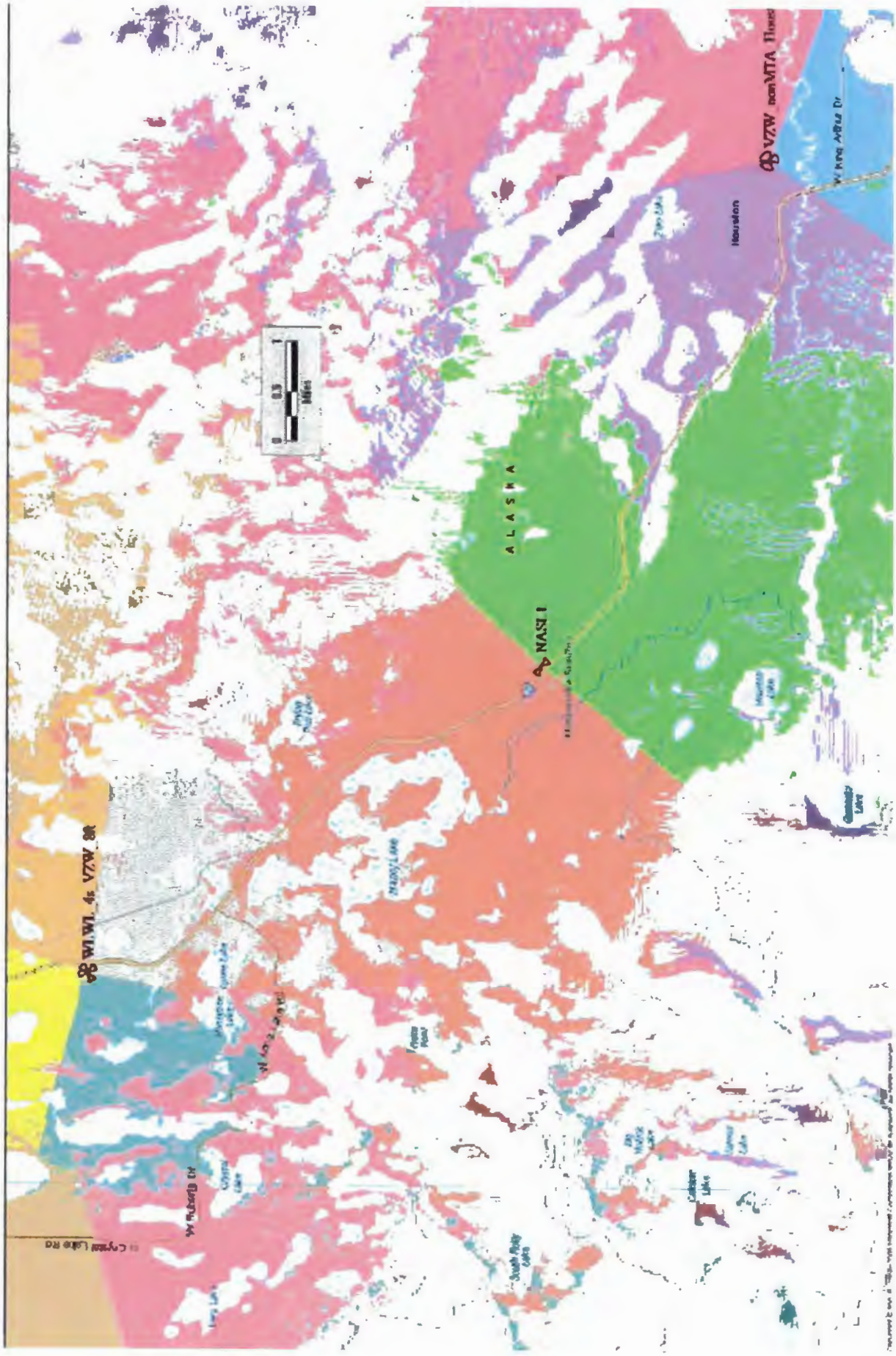
Propagation Maps



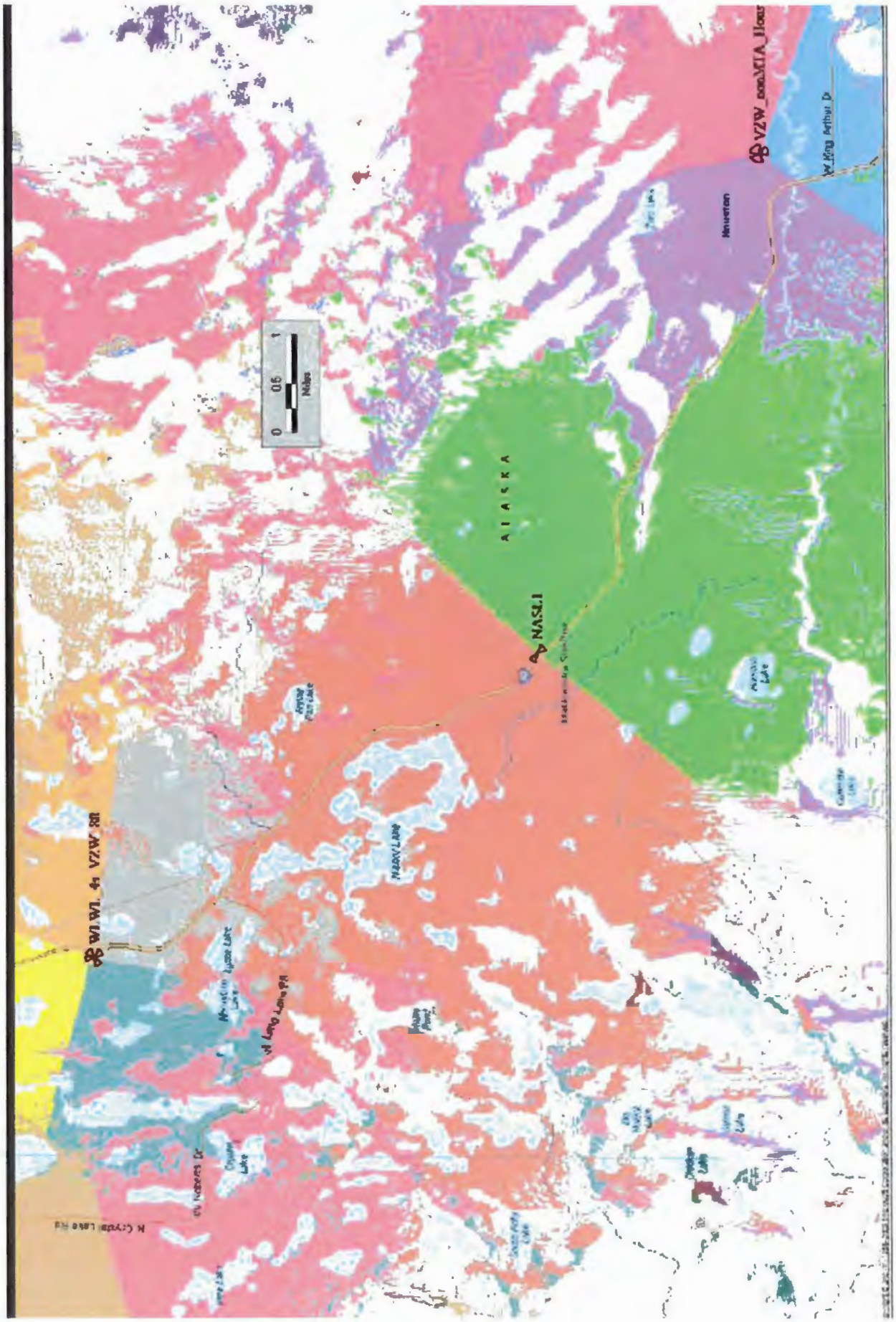
NSL1 Site – Inactive (current coverage)



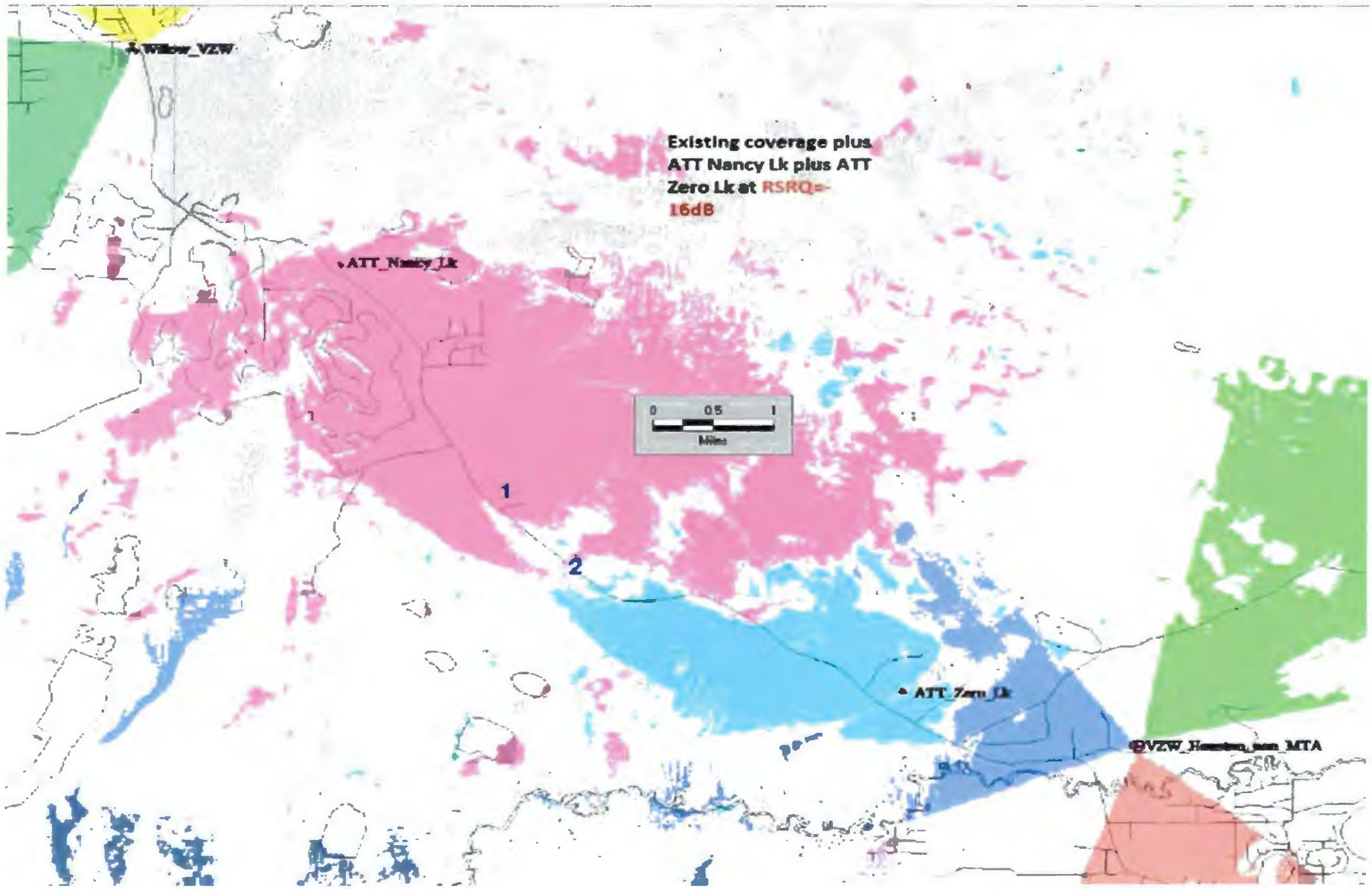
NSL1 Site – 120 feet



NSL1 Site – 150 feet



NSL1 Site – 180 Feet



Tower co-locations at existing AT&T sites

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Exhibit F

Notification Letter, Mailing List,

Meeting Sign in, and Meeting Summary

NEW HORIZONS TELECOM, INC.

Program & Project Management, Engineering Design, Permitting, Construction, Installation, Integration
~ Your Turnkey Providers ~

May 17, 2016

TO: Neighbors of 23619 W. Parks Hwy
Legal Description - Township 18N Range 4W Section 11 Lot A1

Dear Property Owner:

This letter is a second notification to area Neighbors that MTA Communications (MTAC) will be making an application for Site NSL1, a Conditional Use Permit for the placement of a 185 foot tall lattice type self-supporting antenna structure (180 foot tower and 5 foot lightning rod) on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off the Parks Hwy. Potential tower lighting will be part of the discussion at the meeting.

MTAC will present the proposed placement on Wednesday, June 1, 2016, at the Willow Community Center. The meeting begins at 6PM and is located at 23557 West Willow Community Center Circle, Willow, Alaska.

The construction of this antenna structure will provide enhanced and improved wireless communications for personal, business and emergency service in the area. Representatives from MTAC will be present to answer questions or concerns from the community.

As a nearby property owner to the proposed facility you are entitled to this information pursuant to Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code. For your convenience, the language provided for this notification is as follows:

Prior to applying for a conditional use permit for a new tall structure, the potentiol applicant shall hold at least one community meeting.

New Horizons Telecom, Inc. is the agent for MTAC for this conditional use application. If you have any questions pertaining to the proposed notification, please contact Sherrie Greenshields; Site Acquisition Consultant, with New Horizons Telecom Inc., 901 Cope Industrial Way, Palmer, AK 99645, at the information below.

Respectfully,

Sherrie Greenshields, Site Acquisition Consultant
sgreenshields@nhtiusa.com
907-761-6057 office; 907-315-3201 cell

Attachments: Mat-Su Borough Comment Form; Permit Center ½ mile offset from Parcel; Antenna Structure Proposed Site Location

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Site Name NSL1 Conditional Use Permit - 185 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, April 18, 2016, 6 PM

Meeting Location: 23557 West Willow Community Center Circle, Willow, Alaska

Legal Description of Project: Township 18N Range 4W Section 11 Lot A1

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) is making an application for Site NSL1 a Conditional Use Permit for the placement of a 185 foot tall lattice type self-supporting antenna structure (180 ft tower and 5 ft lightning rod on the parcel referenced above. The attached Mat-Su Borough Land Info Parcel Report and google earth image, show the parcel location and proposed tower placement. Site access will be from a proposed driveway off the Parks Hwy. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

_____

_____

_____

_____

Matanuska Susitna Borough
Permit Center

Date: 3/24/2016

0 1,000 2,000 Feet

N

This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and polices related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4801.

NSL1 – PROPOSED MTA COMMUNICATIONS SITE LOCATION

Yellow Pin depicts proposed antenna structure location on property.

UNITED STATES POSTAL SERVICE®

Certificate of Mailing — Firm (Domestic)

Name and Address of Sender	TOTAL NO. of Pieces Listed by Sender	TOTAL NO. of Pieces Received at Post Office™	Affix Stamp Here *Postmark with Date of Receipt.*
NEW HORIZONS TELECOM, INC. 901 COPE INDUSTRIAL WAY PALMER, AK 99645	27	27	US POSTAGE $ 07.65 Mailed From 99645 05/17/2016 032A 0061807387
	Postmaster, per *(name of receiving employee)* Kara Mulkey		PALMER, AK 99645 MAY 17 2016 USPS

USPS® Tracking Number / Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift

PS Form **3665**, January 2016 (Page ___ of ___) PSN 7530-17-000-5549

See Reverse for Instructions

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Mailing 16051

218N04W11D006 O 1
ABDELNOOR JOSE ANTONIO
20233 EAGLE RIVER RD
EAGLE RIVER AK 99577-6800

218N04W11D005 O 2
ADDINGTON GLENN A
PO BOX 520411
BIG LAKE, AK 99652-0411

218N04W02B008 O 3
ARIEL LANDING TR
% CARL HARDRICK
2752 E MIKEY CIR
WASILLA AK 99654-8307

218N04W02B007 O 3
ARIEL LANDING TR
% CARL HARDRICK
2752 E MIKEY CIR
WASILLA AK 99654-8307

218N04W11B008 O 4
BAGLEY IAN P & KATHERINE S
PO BOX 921360
DUTCH HARBOR AK 99692-1360

218N04W01C001 O 5
BARELKA JOANN K TRE
BARELKA JOANN K REV TR
36460 CHESTER RD
AVON, OH 44011

218N04W02C005 O 5
BARELKA JOANN K TRE
BARELKA JOANN K REV TR
36460 CHESTER RD
AVON, OH 44011

218N04W12B001 O 6
BARRETT G M & S E SEELEY J R & S
DICKASON O E G & C STRONG J B & S
5886 BIG BEND LOOP
ANCHORAGE AK 99502-4503

218N04W11B005 O 7
COPLIN LINDA L
PO BOX 343
HOUSTON AK 99694-0343

218N04W12C013 O 8
DILLON SUSANNE
PO BOX 870994
WASILLA, AK 99687-0994

218N04W11A002 O 9
HARTER CHARLES W
PO BOX 904
WILLOW, AK 99688-0904

218N04W11B006 O 10
HARTER CHAS W
PO BOX 904
WILLOW, AK 99688-0904

218N04W02C004 O 10
HARTER CHAS W
PO BOX 904
WILLOW, AK 99688-0904

218N04W11B003 O 11
JAMES LESTER G& MARLISE A
5096 KINGSLEY RD
NORTHPORT FL 34287-2311

218N04W12C008 O 12
JENKINS HEIDI RUH
PO BOX 171
WILLOW, AK 99688-0171

218N04W12C009 O 12
JENKINS HEIDI RUH
PO BOX 171
WILLOW, AK 99688-0171

218N04W12C010 O 12
JENKINS HEIDI RUH
PO BOX 171
WILLOW, AK 99688-0171

218N04W11A001 O 13
KEENE GERALD P
PO BOX 958
WILLOW, AK 99688-0958

218N04W12C012 O 14
OXLEY LINDA M
PO BOX 908
WILLOW, AK 99688-0908

218N04W12C014 O 14
OXLEY LINDA M
PO BOX 908
WILLOW, AK 99688-0908

218N04W11B007 O 15
PERSHALL VIOLA J
ROBERTS VICTORIA J
PO BOX 520105
BIG LAKE AK 99652-0105

218N04W12C004 O 16
SMITH DALE & HEATHER A
WILLIAMS DAVID P& WENDY A
7044 RILEY RD
WARRENTON VA 20187-8940

218N04W13B005 O 16
SMITH DALE & HEATHER A
WILLIAMS DAVID P& WENDY A
7044 RILEY RD
WARRENTON VA 20187-8940

218N04W13B004 O 16
SMITH DALE & HEATHER A
WILLIAMS DAVID P& WENDY A
7044 RILEY RD
WARRENTON VA 20187-8940

218N04W13B006

VIAL MICHAEL STEED SAMANTHA
VIAL SUZANNE VIAL SANDRA VIAL STEVEN
PO BOX 292
WILLOW AK 99688-0292

218N04W02B006

WILLIS MATTHEW
JOHNSON GREGORY D
11828 CULBERT RD
PITTSFORD MI 49271-9621

Willow Area Community Organization
Willow Community Council
23635 W. Willow Community Center Circle
Willow, AK 99688

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MTA Communications – NSL1 and DLY1 Proposed Sites
Community Meeting – June 1, 2016

Name	Address	Phone number	Email
Heidi Denkdus	P.O. Box 171, 99688	495-6562	nladv@mtaonline.net

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Wednesday 6/1/16

MTAC Site NSL1
Township 18N Range 4W Section 11 Lot A1
23619 W. Parks Hwy

MTAC Site DYL1
Township 20N Range 4W Section 6 Lot C3
41238 W Parks Hwy

Meeting at Willow Community Center
Attendees
Rod Ewing (MTA), Julie Rowse (MTA), Sherrie Greenshields (NHTI)

Heidi Jenkins (Local Landowner)

Purpose of meeting
The MTA team sent notification letters as required under Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code for a proposed tall tower, site name of NSL1 and DYL1.

MTA was present to hear concerns about the proposed tower structure.

Comments received
Discussion items included the following items.

Health concerns from cell site transmitting antennas.

MTAC response – Antennas conform with FCC requirements for transmitting antennas.

View obstruction concerns.

MTAC response – Agreement to contact Heidi Jenkins when a balloon is flown at the proposed tower height at future date. MTAC will collect photographs from her property of the balloon. At the time if the meeting the site has not been cleared and it is questionable if a balloon can be threaded through the existing tree canopy.

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Matanuska - Susitna Borough
Development Services
JUL 14 2016
Received

Exhibit G

Summary Page & Written Public Comments

Date	Comment Received	Commenter	Land Parcel	Concerns	Comments	Response
4/18/2016	Comment form from letter	Heidi Jenkins	218N04W12 CO08	Health concerns from the RF Radiation. worried it will affect the migratory birds. worried tower will obstruct view.	1 of 3 Comments Submitted	All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.The Federal Communications Commission adopted National Environmental Policy Act Compliance for Proposed Tower Registrations Effects of Communications Towers On Migratory Birds. Document Numbers: DA/FCC: FCC-11-181. An Environmental Assessment is required for any tower over 450 feet in height. This proposed tower is 185 feet tall (180 ft tower with 5 ft lightning rod). The tower is screened from view from the majority of vantage points by existing trees. There is a large clearning north of Heidi Jenkins house where the tower will be visible. From the ballon flight and photos collected the tower should not be visible from Heidi's house.
4/18/2016	Comment form from letter	Heidi Jenkins	218N04W12 CO09	Concerned that the tower will affect the B&B cabins located on this parcel i.e the RF radiation ruining there rest. will obstruct views. Also concerned about the migratory birds.	2 of 3 Comments	All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.The Federal Communications Commission adopted National Environmental Policy Act Compliance for Proposed Tower Registrations Effects of Communications Towers On Migratory Birds. Document Numbers: DA/FCC: FCC-11-181. An Environmental Assessment is required for any tower over 450 feet in height. This proposed tower is 185 feet tall (180 ft tower with 5 ft lightning rod).
4/18/2016	Comment form from letter	Heidi Jenkins	218N04W12 CO10	Declined to lease land for the Antenna tower. Does not want close by due to RF Radiation. Very concerned about her health with one in close proximity.	3 of 3 Comments	All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.The Federal Communications Commission adopted National Environmental Policy Act Compliance for Proposed Tower Registrations Effects of Communications Towers On Migratory Birds. Document Numbers: DA/FCC: FCC-11-181. An Environmental Assessment is required for any tower over 450 feet in height. This proposed tower is 185 feet tall (180 ft tower with 5 ft lightning rod).
6/10/2016	E-mail	Melitta White	No Site Specified	Does not want more towers up in the Willow area.	No tower identified. concerns apply to all propsed sites.	Tower is required to fill significant gap in service.
6/15/2016	E-mail	Bonnie Church	No Site Specified	Does not want more towers up in the Willow area.	No tower identified. concerns apply to all propsed sites.	Tower is required to fill significant gap in service.

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Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Conditional Use Permit - 180 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, April 18, 2016, 6 PM

Meeting Location: 23557 West Willow Community Center Circle, Willow, Alaska

Legal Description of Project: Township 18N Range 4W Section 11 Lot A1

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off the Parks Hwy. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to permitcenter@matsugov.us. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: HEIDI JENKINS ***Address:*** P.O. Box 171, Willow, AK 99688

Location/Legal Description of your property: 21N04W12C008

Comments: This property has so far been mostly used for recreational purposes, like walking, skiing, running sled dogs, watching sunsets, observing wildlife, migrating and nesting birds. The RF Radiation kills migrating birds and disturbs their navigation. I am worried that while doing healthy activities,

HEIDI JEN. 'N.S 318 NO9 '12 C008

my health will get jeopardized by the radiation.

The antenna tower would make for a big eye sore in this beautiful environment and therefore I do oppose.

see other comments C010 & C009

4-18-2016

Heidi Jenkins

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

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Name: HEIDI JENKINS ***Address:*** P.O. Box 171, Willow, AK 99688

Location/Legal Description of your property: 218N04W12C009

Comments: On this property there are a couple of B&B Cabins for tourists to stay overnight or vacation away from the city in a countryside location. They come here to enjoy nature, wildlife, doing tours on scenic recreational trails and watching the northern lights.

HEIDI JENKINS 218 04W12 C009

This ugly man made construction would be a big distraction of the natural beauty of the Alaska environment.

It would disturb the scenic view while doing tours and gazing at the Aurora,

The RF Radiation could disturb the guests rest and they might be concerned about the effects on their health.

It also kills migrating birds and messes up their navigation.

I oppose the proposed antenna tower in such close proximity.

see other comments parcel C010

4-18-2016

Heidi Jenkins

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Conditional Use Permit - 180 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, April 18, 2016, 6 PM

Meeting Location: 23557 West Willow Community Center Circle, Willow, Alaska

Legal Description of Projeet: Township 18N Range 4W Section 11 Lot A1

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off the Parks Hwy. Potential tower lighting will be part of the discussion at the meeting.

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Name: HEIDI JENKINS ***Address:*** P.O. Box 171, Willow, AK 99688

Location/Legal Description of your property: 21S N04W 12 C010

Comments: When I have been asked, if I would lease an area for an antenna tower, I declined because I did not want one close by.

The RF Radiation off the tower is a great concern for causing heath issues. It can change the blood cells and

cell structure, affecting the brain, causing cancer, memory loss, Alzheimer's and is disturbing sleep.

Also it would be very much distracting the view from my house and property and when I am doing tours by myself or with clients on our pristine recreational trails.
I have chosen to live out here in a rather remote area to avoid the urban environment and influences.

How many cell towers do we really need?
There is one at mile 59, another at mile 66 and 3 more at mile 69. So there would be a tower every 3 miles making for electronic pollution.

I do oppose the set up of this antenna tower in this vicinity and ask you to consider my request.
Should this project still go forward, I will have blood tests done before and then on a regular basis to detect any damages.

see also other comments parcel C009 & C008

References to movies:
Full Signal (hidden cost of cell phones)
Take back your power (electronic pollution)

4-18-2016

Heidi Jenkins

Leann Krey

From: Alex Strawn <Alex.Strawn@matsugov.us>
Sent: Friday, June 10, 2016 9:22 AM
To: Sherrie Greenshields
Cc: Mark Whisenhunt
Subject: FW: Cell towers along the Parks Highway

From: Michelle Olsen **On Behalf Of** Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Leann Krey

From: Mark Whisenhunt <Mark.Whisenhunt@matsugov.us>
Sent: Wednesday, June 15, 2016 10:50 AM
To: Sherrie Greenshields
Subject: FW: 3 cell towers in Willow

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

-----Original Message-----
From: Alex Strawn
Sent: Wednesday, June 15, 2016 10:39 AM
To: Mark Whisenhunt
Subject: FW: 3 cell towers in Willow

-----Original Message-----
From: Michelle Olsen On Behalf Of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

COMMENTS

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Theresa Taranto

From: Mark Whisenhunt
Sent: Tuesday, June 21, 2016 8:43 AM
To: Theresa Taranto
Subject: FW: MTA 180' antenna structure NSL1

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

From: Michelle Olsen **On Behalf Of** Permit Center
Sent: Tuesday, June 21, 2016 8:25 AM
To: Mark Whisenhunt
Subject: FW: MTA 180' antenna structure NSL1

More comments,

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Heidi Jenkins [mailto:nladv@mtaonline.net]
Sent: Tuesday, June 21, 2016 2:31 AM
To: Permit Center
Cc: Sherrie Greenshields
Subject: MTA 180' antenna structure NSL1

Code Section: MSB 17.67
Conditional Use Permit
Township 18 N Range 4 W Section 11 Lot A 1

Additional comment:
On Friday, June 17th New Horizons/MTA did fly a balloon at the proposed site.
It did show that this cell tower would be huge, enormous, gigantic, making for a big eye sore.
Once the leaves are gone, during 7 to 8 months of the year, I will have to look at it out my living room window and from one room upstairs.
Also it will be visible from many areas of the Haessler-Norris trail system, that is frequently used by locals and tourists for recreational activities. This tower will definitely be disturbing the view and take away from the pristine wilderness.

I wish and hope that there would be an alternative solution.
Sincerely,
Heidi Jenkins
P.O.Box 171
Willow, AK 99688
Property 218N04W12 C010

Mark Whisenhunt

From: Vakalis, Kevin A (DOT) <kevin.vakalis@alaska.gov>
Sent: Friday, August 05, 2016 9:19 AM
To: Mark Whisenhunt; Kemplen, Allen (DOT); Hurn, John T (DOT); Nichols, Melanie A (DOT); Banse, Steven J (DOT); Johnson, Erik M (DNR); Zafian, Holly K (DFG); Fink, Mark J (DFG); stephansd@akrr.com; usswcd@mtaonline.net; Dukes, Sonya (GOV sponsored); 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Richard Boothby; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Subject: RE: Request for Review: MTA Tower NSL1 18N04W11A001

Mark,

The Department of Transportation & Public Facilities has the following comments regarding the conditional use permit application submitted my Sherrie Greenshields of New Horizons Telecom, Inc. on behalf of MTA Communications:

1. Whenever possible, the Department prefers tower foundations be constructed a minimum distance from the ROW equal to, or greater than, total tower height plus 1%.
2. Access to cell site shall be permitted through the Department of Transportation under the following special condition:
    a. Any future subdividing, or change in use of the subject property, will require consolidation of the current accesses into one common shared access point. This common access point will be located approximately 750 feet south of MP sixty-three (63) of the Parks Highway, unless other access is available at that time on frontage or backage roads, or a different location acceptable to the Department is agreed upon in writing. If frontage or backage roads are available at said time, no direct access to the Parks Highway will be authorized.
3. Applicant has applied to the Department of Transportation under permit No. 26753. Application has been approved pending signatures.

Please call me direct with questions or concerns.

Respectfully,

Kevin Vakalis
Right of Way Agent
(907) 269-0688

"Keep Alaska Moving through service and infrastructure."

From: Mark Whisenhunt [mailto:Mark.Whisenhunt@matsugov.us]
Sent: Friday, August 05, 2016 8:32 AM

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Mark Whisenhunt

From: Richard Boothby
Sent: Monday, August 15, 2016 1:05 PM
To: Mark Whisenhunt; 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Cc: Mahlon Greene; James Steele; Ken Barkley; Bill Gamble
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003
Attachments: SECTION 502.docx

Fire department access to the site does not meet the minimum standards set forth in the International Fire Code. Any driveway over 150 feet in length must have an approved turnaround. I have provided the code site for your review.

From: Mark Whisenhunt
Sent: Friday, August 05, 2016 8:37 AM
To: 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Richard Boothby; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003

An application for a Conditional Use Permit in accordance with MSB 17.67 - Tall Structures has been submitted to construct a cell tower, 180-feet in height. The Planning Commission will hold a public hearing on this application on September 19, 2016.

Return written comments on or before **August 22, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

SECTION 502
DEFINITIONS

502.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

FIRE APPARATUS ACCESS ROAD. A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as *fire lane*, public street, private street, parking lot lane and access roadway.

FIRE COMMAND CENTER. The principal attended or unattended location where the status of the detection, alarm communications and control systems is displayed, and from which the system(s) can be manually controlled.

FIRE DEPARTMENT MASTER KEY. A limited issue key of special or controlled design to be carried by fire department officials in command which will open key boxes on specified properties.

FIRE LANE. A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.

KEY BOX. A secure device with a lock operable only by a fire department master key, and containing building entry keys and other keys that may be required for access in an emergency.

SECTION 503
FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. *Approved* fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an *approved* route around the exterior of the building or facility.

Exception: The *fire code official* is authorized to increase the dimension of 150 feet (45 720 mm)where:

1. The building is equipped throughout with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an *approved* alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The *fire code official* is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for *high-piled combustible storage* shall comply with the applicable provisions of Chapter 23.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for *approved* security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The *fire code official* shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the *fire code official*.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an *approved* area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the *fire code official*. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, *approved* barriers, *approved* signs or both shall be installed and maintained when required by the *fire code official*.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.3 Marking. Where required by the *fire code official*, *approved* signs or other *approved* notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which *fire lanes* are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.
503.5 Required gates or barricades. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other access ways, not including public streets, alleys or highways. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.
503.5.1 Secured gates and barricades. When required, gates and barricades shall be secured in an *approved* manner. Roads, trails and other access ways that have been closed and obstructed in the manner prescribed by Section 503.5 shall not be trespassed on or used unless authorized by the *owner* and the *fire code official*.
Exception: The restriction on use shall not apply to public officers acting within the scope of duty.
503.6 Security gates. The installation of security gates across a fire apparatus access road shall be *approved* by the fire chief. Where security gates are installed, they shall have an *approved* means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

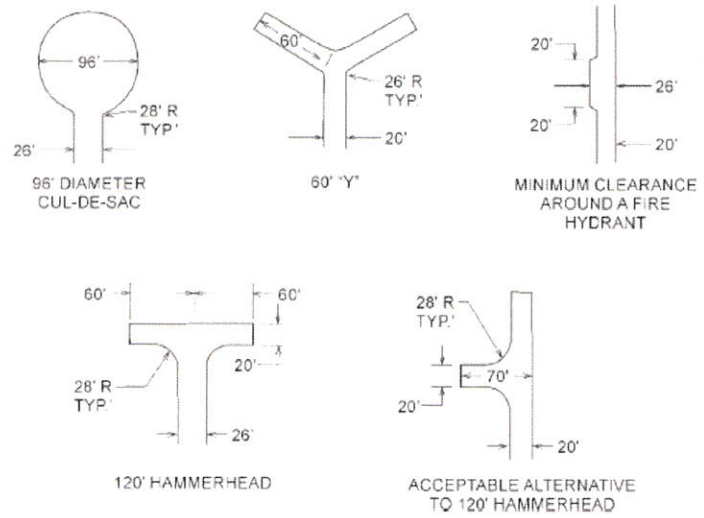
SECTION D101
GENERAL
D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.
SECTION D102
REQUIRED ACCESS
D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).
SECTION D103
MINIMUM SPECIFICATIONS
D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).
D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.
Exception: Grades steeper than 10 percent as *approved* by the fire chief.
D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.
D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:
1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

3. Construction of gates shall be of materials that allow manual operation by one *person*.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be *approved* by the *fire code official*.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the *fire code official*.
8. Electric gate operators, where provided, shall be *listed* in accordance with UL 325.

9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

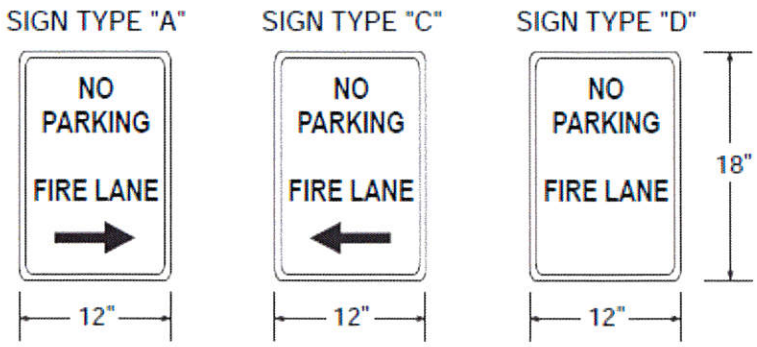


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a *fire lane*.

D103.6.2 Roads more than 26 feet in width. Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a *fire lane*.

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross *building area* of more than 62,000 square feet (5760 m^2) shall be provided with two separate and *approved* fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520m^2) that have a single *approved* fire apparatus access road when all buildings are equipped throughout with *approved automatic sprinkler systems.*

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with *approved* fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* may have a single *approved* fire apparatus access road when all

buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple- family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with separate and *approved* fire apparatus access roads and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.

D108
REFERENCED STANDARDS

ASTM	F 2200-05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC	IFC-09	International Fire Code	D101.5, D107.1
UL	325-02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with revisions through February 2006	D103.5

PLANNING COMMISSION RESOLUTION

By: Mark Whisenhunt
Introduced: August 15, 2016
Public Hearing: Sept. 19, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-30

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION APPROVING A CONDITIONAL USE PERMIT (CUP) IN ACCORDANCE WITH MSB 17.67 – TALL STRUCTURES INCLUDING TELECOMMUNICATION FACILITIES, WIND ENERGY CONVERSION SYSTEMS, AND OTHER TALL STRUCTURES, FOR A 180 FOOT TALL TELECOMMUNICATION TOWER (NSL1), LOCATED AT 23619 W. PARKS HIGHWAY; MSB TAX ID # 18N04W11A001; WITHIN TOWNSHIP 18 NORTH, RANGE 4 WEST, SECTION 11, SEWARD MERIDIAN.

WHEREAS, an application for a Conditional Use Permit was submitted by MTA Communications to construct a 180-foot tall telecommunication tower at 23619 W Parks Hwy (Tax ID# 18N04W11A001); within Township 18 North, Range 4 West, Section 11, Seward Meridian; and

WHEREAS, it is the purpose and intent of MSB Chapter 17.67 to enable the orderly build-out of wireless telecommunication infrastructure, WECS, and other tall structures while promoting the health, safety, and general welfare of the public; and

WHEREAS, the Planning Commission has reviewed this application, associated materials, and the staff report, with respect to standards set forth in MSB 17.67; and

WHEREAS, the proposed tall structure is a 180-foot tall telecommunication tower; and

WHEREAS, the subject lot is not within a special land use district; and

WHEREAS, there are no existing tall structures at the subject property; and

WHEREAS, the applicant held a public meeting on June 1, 2016 at the Willow Community Center; and

WHEREAS, a certified mailing notification shows the notice was mailed on May 17, 2016 to all property owners within one-half mile of the subject property and to the Willow Area Community Council; and

WHEREAS, the notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options; and

WHEREAS, exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant; and

WHEREAS, the proposed tall structure site is 185 feet away from the Parks Highway right-of-way; and

WHEREAS, the proposed setback to the Parks Highway right-of-way is greater than the height of the tower; and

DRAFT

WHEREAS, the proposed access is "dog-legged" to make use of the heavily treed property for screening; and

WHEREAS, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height; and

WHEREAS, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service; and

WHEREAS, the Matanuska-Susitna Borough Trail Plan identifies the Hessler-Norris Sled Dog trail as a winter only trail; and

WHEREAS, the Hessler-Norris Sled Dog trail, at its closest point is approximately 780 feet from the base of the proposed tower; and

WHEREAS, the subject property is heavily treed, which will aid in screening the proposed conditional use; and

WHEREAS, the Hessler-Norris Sled Dog trail, and other winter trails are located throughout the area of Willow; and

WHEREAS, according to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area; and

WHEREAS, according to a Federal Aviation Administration determination issued on June 21, 2016, the proposed tall structure will not be a hazard to air navigation; and

DRAFT

WHEREAS, the tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire; and

WHEREAS, the proposed tower has been engineered in accordance with all state building codes; and

WHEREAS, the applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards; and

WHEREAS, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission; and

WHEREAS, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice; and

WHEREAS, signs will be posted on the surrounding 6-foot tall fence; and

WHEREAS, the site requires 240-volts for the operation of the facility; and

WHEREAS, a "high voltage – dangerous" sign will be located at the base of the facility; and

WHEREAS, fencing that surrounds the supporting telecommunication equipment will be 150 feet away from the closest (western) property line; and

DRAFT

WHEREAS, the proposed tall structure site is approximately 620 feet away from the northern lot line; and

WHEREAS, the proposed tall structure site is approximately 1,115 feet away from the eastern lot line; and

WHEREAS, two parking spaces will be provided at the proposed site.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby adopts the aforementioned findings of fact and makes the following conclusions of law supporting approval of Planning Commission Resolution 16-30:

1. The proposed use meets the criteria to qualify for conditional use permit for the construction of a 180-foot tall structure (MSB 17.67.040(A)(2)); and
2. The applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050); and
3. The visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)); and
4. The proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)); and

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5. The proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.67.080(B)(4)); and
6. The proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)); and
7. The minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)); and
8. Adequate vehicle parking has been provided (MSB 17.67.090(B)(1)); and
9. Adequate signage has been provided (MSB 17.67.090(C)(1)(a)); and
10. A "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)); and
11. A 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c)); and
12. A fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2).

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.30.060 and does hereby approve the conditional use permit for the earth material extraction activities with the following conditions:

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1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).
3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).
4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.
5. The following informational signage shall be visibly posted at the tower site:
   a. The antenna structure registration number required by the Federal Communications Commission.
   b. The party responsible for the operation and maintenance of the facility.

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c. Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".

d. A 24-Hour emergency contact number.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

DRAFT

PUBLIC HEARING

QUASI-JUDICIAL

Resolution No. 16-31

MTA Telecommunication Tower (DLY1) CUP

41238 W. Parks Highway

(Page 345 - 492)

PUBLIC HEARING

STAFF REPORT

MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
www.matsugov.us

DEVELOPMENT SERVICES DIVISION STAFF REPORT

File Number:	176720160002
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	William & Sandra Bowers
Request:	Request for a conditional use permit in accordance with MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures
Location:	41238 W Parks Hwy (Tax ID# 20N04W06C003); within Township 20 North, Range 4 West, Section 6, Seward Meridian
Size of Property:	81.78 acres
Reviewed By	Alex Strawn, Development Services Manager
Staff:	Mark Whisenhunt, Planner II
Staff Recommendation:	Approval, with conditions

EXECUTIVE SUMMARY

A conditional use permit application under MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, has been submitted by Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications to construct a 180-foot tall telecommunication tower. A tall structure exceeding 85 feet in height is only permitted upon the issuance of an administrative or conditional use permit. Unless this type of use is maintained under and in accordance with a lawfully issued permit, a tall structure is declared to be a public nuisance. Maintenance of such a land use without a permit is prohibited.

LAND USE

Existing Land Use:
The subject parcel is 81.78 acres in size and is a heavily treed parcel which is undeveloped. The Parks Highway abuts to the east; however, access is made via North Delyndia Road.

Surrounding Land Use:
The parcel is surrounded by both large parcels and subdivided land, with the smallest being about 2.5 acres. The area has sporadic residential developments and an Interim Materials District is directly across the Parks Highway.

COMPREHENSIVE PLAN

The site is located within the Willow Area Community Organization planning area. The Willow Area Community Comprehensive Plan does not specifically address telecommunications towers. One goal in the plan states:

> ***Land Use Goal 2:*** *Respect existing private property rights while minimizing impacts to neighboring property owners;*
> ***Recommendations:***
> *a. Encourage a fair and reasonable balance between private property rights and community interests.*
> *b. Work with the Borough to ensure land use regulations are consistent with this comprehensive plan.*
> *c. Encourage Willow Area residents to be active in the planning process to ensure their interests and rights are adequately protected.*
> *d. Recognize the importance of general aviation to the community by supporting the existence of private airstrips and discouraging encroachment that would impact their use.*

This site is also located within the boundaries of the Matanuska-Susitna Borough Comprehensive Development Plan (2005 Update) planning area. The plan does not specifically address telecommunications towers. A Land Use Goal and Policy of the plan states:

> *Policy LU3-1: Develop and implement regulations that provide for non-residential development.*
> *Policy LU3-2: Allow local communities through local community based plans, to refine borough-wide regulations addressing development patterns and impacts while maintaining consistency with the goals and policies of the Borough-wide Comprehensive Plan.*

As proposed and with conditions, the telecommunications tower is consistent with both the Willow Area Community Comprehensive Plan and the Matanuska-Susitna Borough Comprehensive Plan (2005 Update).

REVIEW OF APPLICABLE CRITERIA AND FINDINGS

Public Notification

A total of 110 notices were mailed to all property owners within one-half mile of the subject property, and to the Willow Area Community Council. The public hearing notice was published in the July 27, 2016 Frontiersman. The application material was posted on the Borough's web site. The property is located within the Willow Area Community Council boundary. The Willow Area Community Council did not submit any comments for this request. The MSB Fire Code Official submitted comment pertaining to access requirements. On August 24, a new site plan was submitted to the satisfaction of the MSB Fire Code Official. The State DOT agent submitted comments pertaining to access and four written comments were received. Three were in opposition. Their concerns in general are:

- Negative impact to the wilderness views
- General opposition to cell towers in Willow

Section 17.67.040 Types of Permits Available

(A) There are three types of permits available for tall structures:

(1) Administrative permit: new tall structures that are greater than 85 feet but less than or equal to 125 feet. The applicant may request that the decision on an administrative permit be made by the planning commission. The request shall be in writing at the time of application and all requirements for a conditional use permit shall be followed.

(2) Conditional use permit: new tall structures greater than 125 feet; or tall structures that exceed the height threshold at which a conditional use permit within a special land use district is required.

(3) Network improvement permit: allows legally constructed telecommunication towers to be increased in height in accordance with MSB 17.67.110.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The subject lot is not within a special land use district.

Finding: Currently, there are no existing tall structures at the subject property.

Conclusion of Law: Based on the above findings, the proposed use meets the criteria to qualify for conditional use permit for the construction of a 180-foot tall structure (MSB 17.67.040(A)(2)).

Section 17.67.050 Pre-Application Requirements for New Tall Structures That Require a Conditional Use Permit

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;

(2) The meeting shall be held at least 15 calendar days after mailing of the notification;

(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;

(4) Notification of the meeting shall, at a minimum, include the following:

(a) legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) description of the proposed development including height, design, lighting, potential access to the site, and proposed service;

(c) date, time, and location of informational meeting;

(d) contact name, telephone number, and address of applicant; and

(e) comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(5) At a minimum, the notification area for the meeting shall include the following:

(a) property owners within one-half mile of the parcels under consideration for the proposed tall structure; and

(b) the nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(1) dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;

(2) content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;

(3) sign-in sheet(s) used at the meeting, that includes places for names, addresses, phone numbers, and other contact information such as email addresses;

(4) a list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices, newsletters, or other written materials;

(5) the number of people who attended meetings;

(6) copies of written comments received at the meeting;

(7) a certificate of mailing identifying all who were notified of the meeting; and

(8) a written summary that addresses the following:

(a) the substance of the public's written concerns, issues, and problems;

(b) how the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and

(c) concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

Applicant's Response: *Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-in and Meeting Summary) and Exhibit G (Summary Page & Written Comments).*

Finding: According to the application material, the applicant held a public meeting on June 1, 2016 at the Willow Community Center.

Finding: A certified mailing notification shows the notice was mailed on May 17, 2016 to all property owners within one-half mile of the subject property and to the Willow Area Community Council.

Finding: The notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options.

Finding: Exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant.

Conclusion of Law: Based on the above findings, the applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050).

Section 17.67.080 Standards for Approval of New Tall Structures

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: According to the site plan, the proposed tall structure site is approximately 290 feet away from the Parks Highway right-of-way.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the Parks Highway right-of-way is greater than the height of the tower.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized (MSB 17.67.080(B)(1)).

> *(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;*

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible form direct line of view from the access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: The Matanuska-Susitna Borough Trail Plan does not identify any trails within the one-half mile notice area.

Finding: The subject property is heavily treed, which will aid in screening the proposed conditional use.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)).

> *(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and*

Applicant's Response: *Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.*

Finding: According to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area.

Finding: According to a Federal Aviation Administration determination issued on June 21, 2016, the proposed tall structure will not be a hazard to air navigation.

Conclusion of Law: Based on the above findings, the proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)).

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

Applicant's Response*: The proposed site will not be harmful to the public health, safety, convenience and welfare.*

Finding: The tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire.

Finding: According to the application material, the proposed tower has been engineered in accordance with all state building codes.

Finding: The applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards.

Finding: According to the application material, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission.

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above findings, the proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.60.080(B)(4)).

Section 17.67.090 Operation Standards for New Tall Structures

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

***Applicant's Response**: The proposed site conforms to MSB 17.55.*

Finding: According to the site plan, fencing that surrounds the supporting telecommunication equipment will be approximately 165 feet away from the closest (northern) property line.

Conclusion of Law: Based on the above finding, the proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)).

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

***Applicant's Response**: The proposed tower setback is a distance equal to the height of the tower.*

Finding: According to the site plan, the proposed tall structure site is 290 feet away from the Parks Highway right-of-way.

Finding: According to the site plan, the proposed tall structure site is 165 feet away from the northern lot line.

Finding: According to the application material, the proposed tall structure site is approximately 660 feet away from the western lot line.

Finding: According to the application material, the proposed tall structure site is approximately 2300 feet away from the southern lot line.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the Parks Highway right-of-way and all property lines is greater than the height of the tower.

Conclusion of Law: Based on the above findings, the minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)).

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

***Applicant's Response**: Refer to Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.*

Finding: According to the application material, two parking spaces will be provided at the proposed site.

Conclusion of Law: Based on the above finding, adequate vehicle parking has been provided (MSB 17.67.090(B)(1)).

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

***Applicant's Response**: MTAC will comply with signage requirements.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Finding: According to the application material, signs will be posted on the surrounding 6-foot tall fence.

Conclusion of Law: Based on the above findings, adequate signage has been provided (MSB 17.67.090(C)(1)(a)).

(b) if more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

***Applicant's Response**: MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.*

Finding: According the application material, the site requires 240-volts for the operation of the facility.

Finding: According to the application material, a "high voltage – dangerous" sign will be located at the base of the facility.

Conclusion of Law: Based on the above findings, a "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)).

(c) a 24-hour emergency contact number.

***Applicant's Response**: a 24 hour contact number will be referenced on signage.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above finding, a 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c))

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

***Applicant's Response**: Please refer to Appendix A (Site Document and Design Documents).*

Finding: According to the application material, a 6-foot tall chain link fence will surround the tower and supporting telecommunication equipment.

Conclusion of Law: Base on the above finding, a fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2)).

STAFF RECOMMENDATIONS

This application does meet all of the applicable standards of MSB 17.67 and staff recommends approval of this conditional use permit with the following conditions:

1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).
3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).
4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.

5. The following informational signage shall be visibly posted at the tower site:
   - The antenna structure registration number required by the Federal Communications Commission.
   - The party responsible for the operation and maintenance of the facility.
   - Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".
   - A 24-Hour emergency contact number.

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	Application for a Conditional Use Permit for the Construction of a Tall Structure.
MSB Code Section:	MSB 17.67-Tall Structures
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	Gerald Keene
Location:	41238 W Parks Hwy (Tax ID# 20N04W06C003); within Township 20 North, Range 4 West, Section 6, Seward Meridian
Request:	To the construct a cell tower, 180-feet in height.

The Matanuska-Susitna Borough Planning Commission will conduct a public hearing concerning the following application for a Conditional Use Permit on Monday, September 19, 2016 at 6:00 p.m. in the Borough Assembly Chambers, 350 E. Dahlia Avenue, in Palmer.

Application material may be viewed online at www.matsugov.us by clicking on 'All Public Notices & Announcements.' Application material may also be reviewed at the Borough Permit Center. For additional information, you may contact Mark Whisenhunt, Planner II, at 861-8527. Written comments can be mailed to the MSB Development Services Division, 350 E. Dahlia Avenue, Palmer, AK 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. In order to be eligible to file an appeal from a decision of the Planning Commission, a person must be designated an *"interested party"*. See MSB 15.39.010 for definition of *"interested party"*. The procedures governing appeals to the Board of Adjustment and Appeals are contained in MSB 15.39.010-250, which is available on the Borough homepage: www.matsugov.us, in the Borough Clerk's office, and at various libraries within the borough.

Comments are due on or before *August 22, 2016* and will be included in the Planning Commission packet for the Commissioner's review and information. Please be advised that comments received from the public after that date will not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Mailing Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

_____

_____

_____

_____

_____

Note: Vicinity Map Located on Reverse Side

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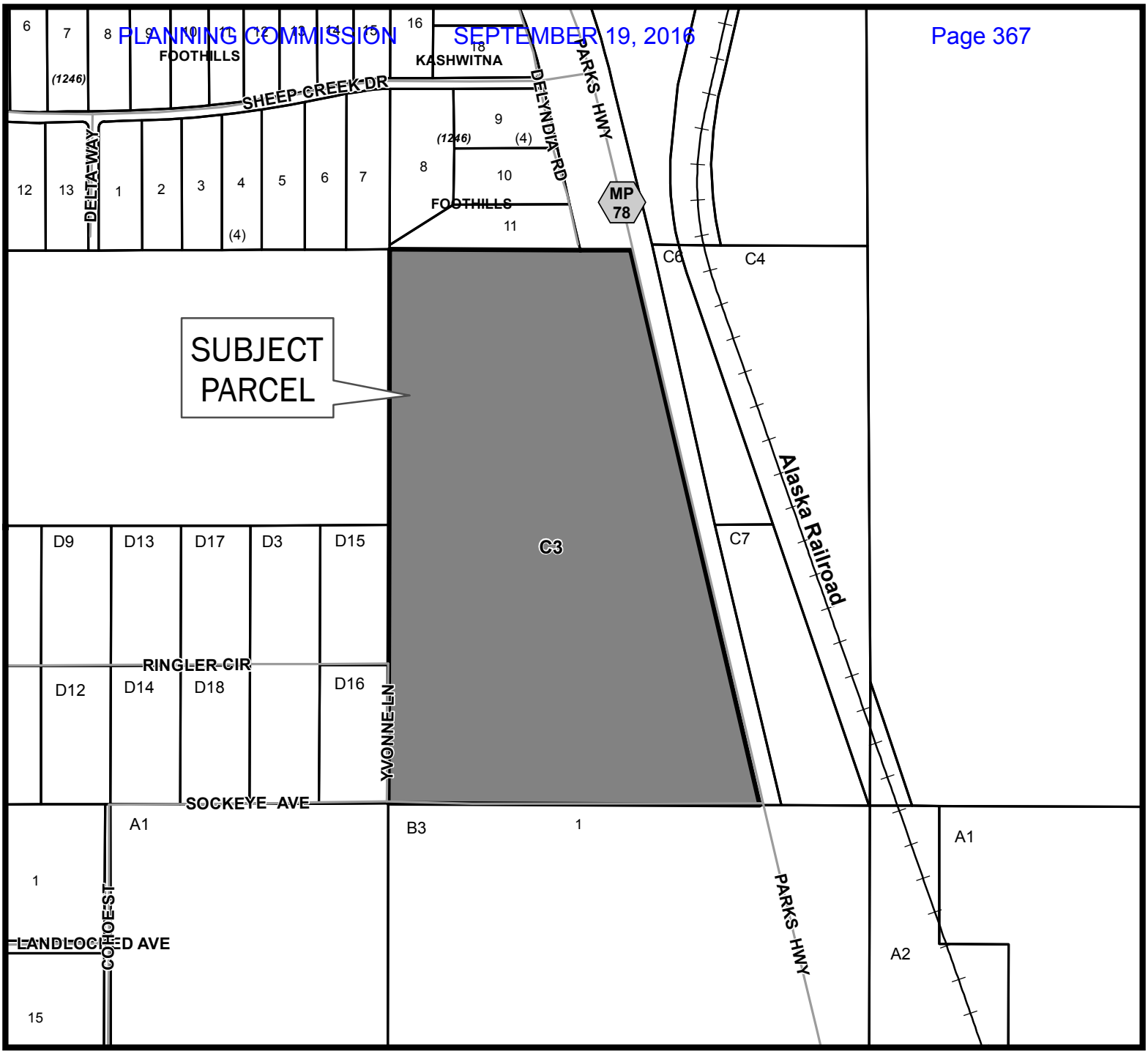
VICINITY MAP



20N04W06C003

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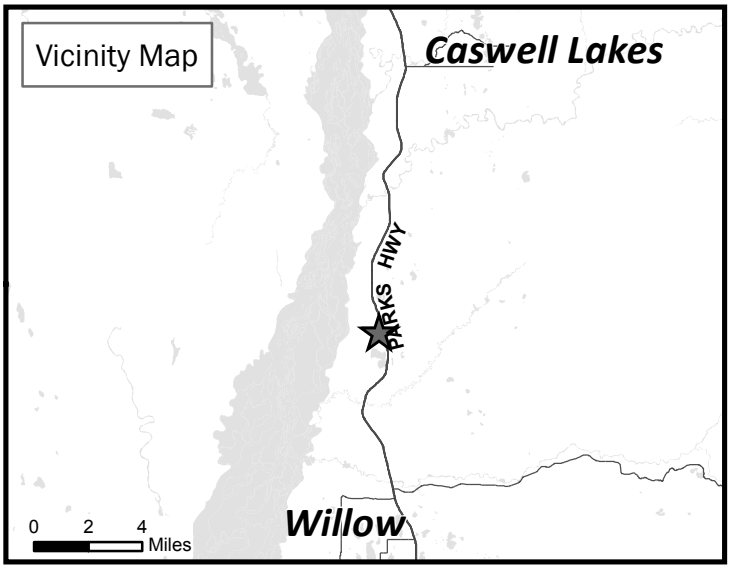
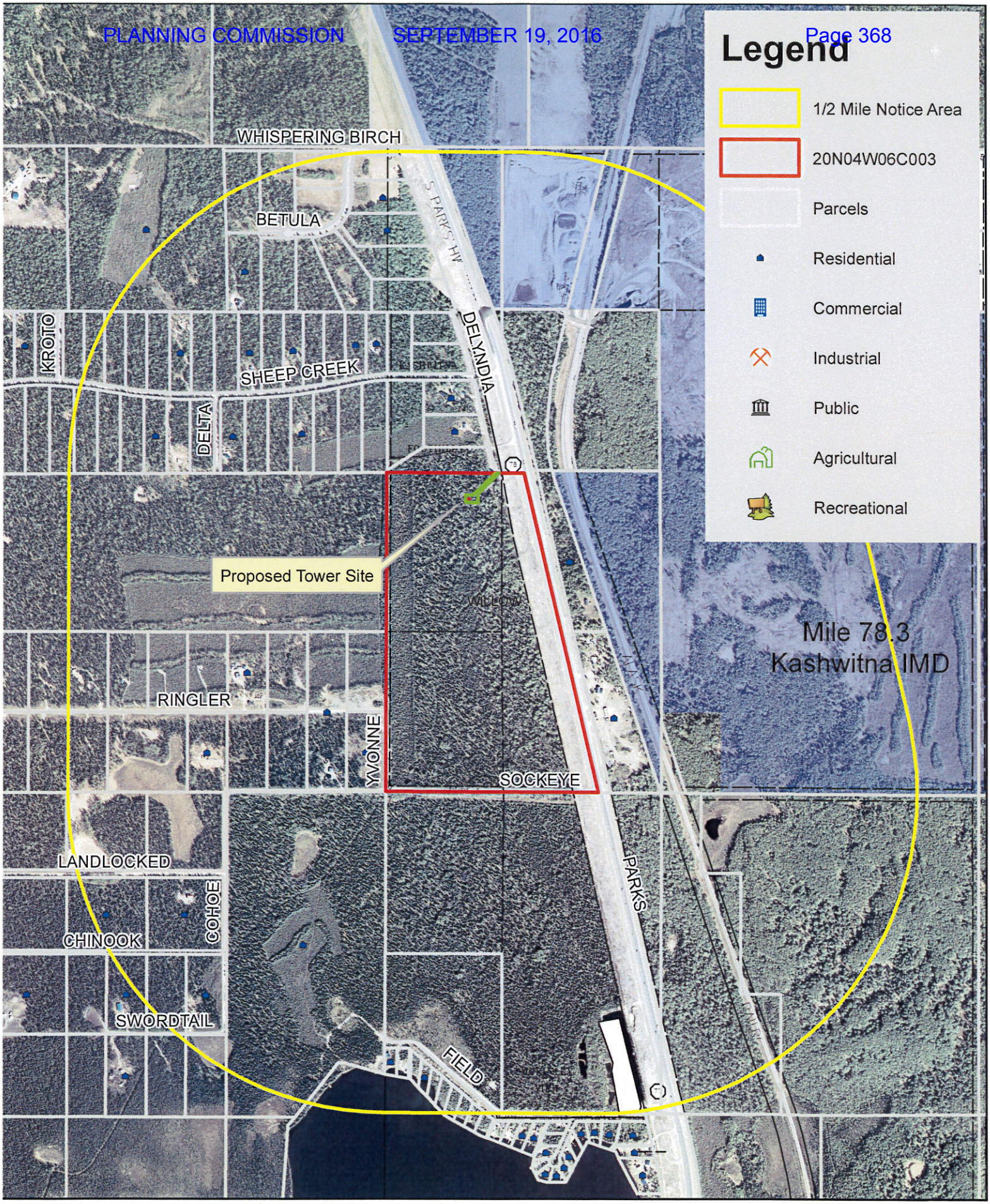
N

MSB Information Technology/GIS
June 13, 2016

0 500 Feet





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1 inch = 1,000 feet

0 1,000 2,000 Feet

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1 inch = 200 feet

0 200 400 Feet

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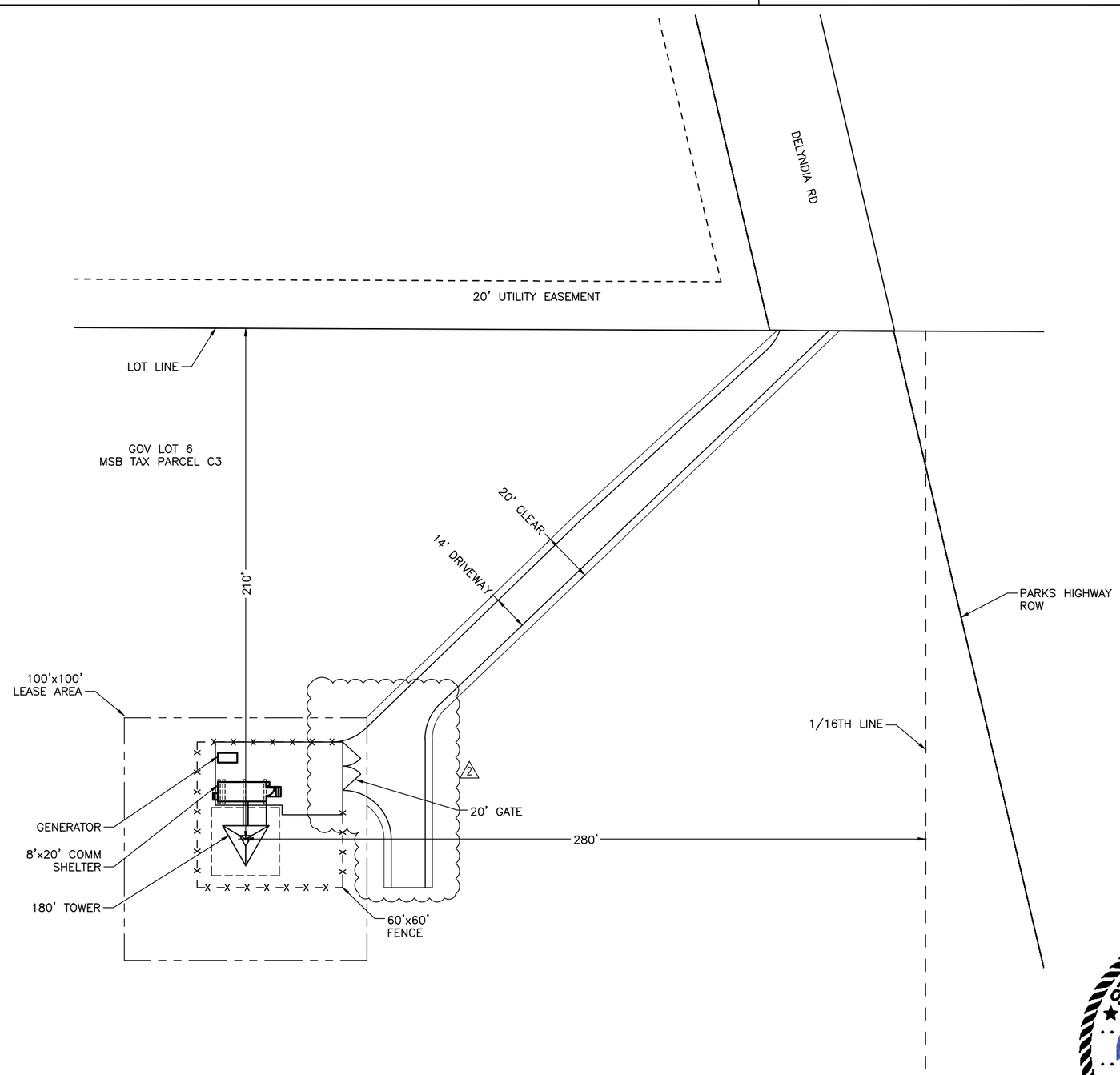
SITE PLAN

NOTES:

1. THIS DRAWING DEVELOPED FROM MTA CONCEPTUAL DRAWING "PROPOSED WIRLESS TOWER EWBC", REVISED 3-28-16.



1 / C1.0 SITE PLAN
SCALE: 1' = 50'

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
2	ADDED TURNAROUND	160823
1	CHANGED GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

MTA
DLY1 LTE SITE

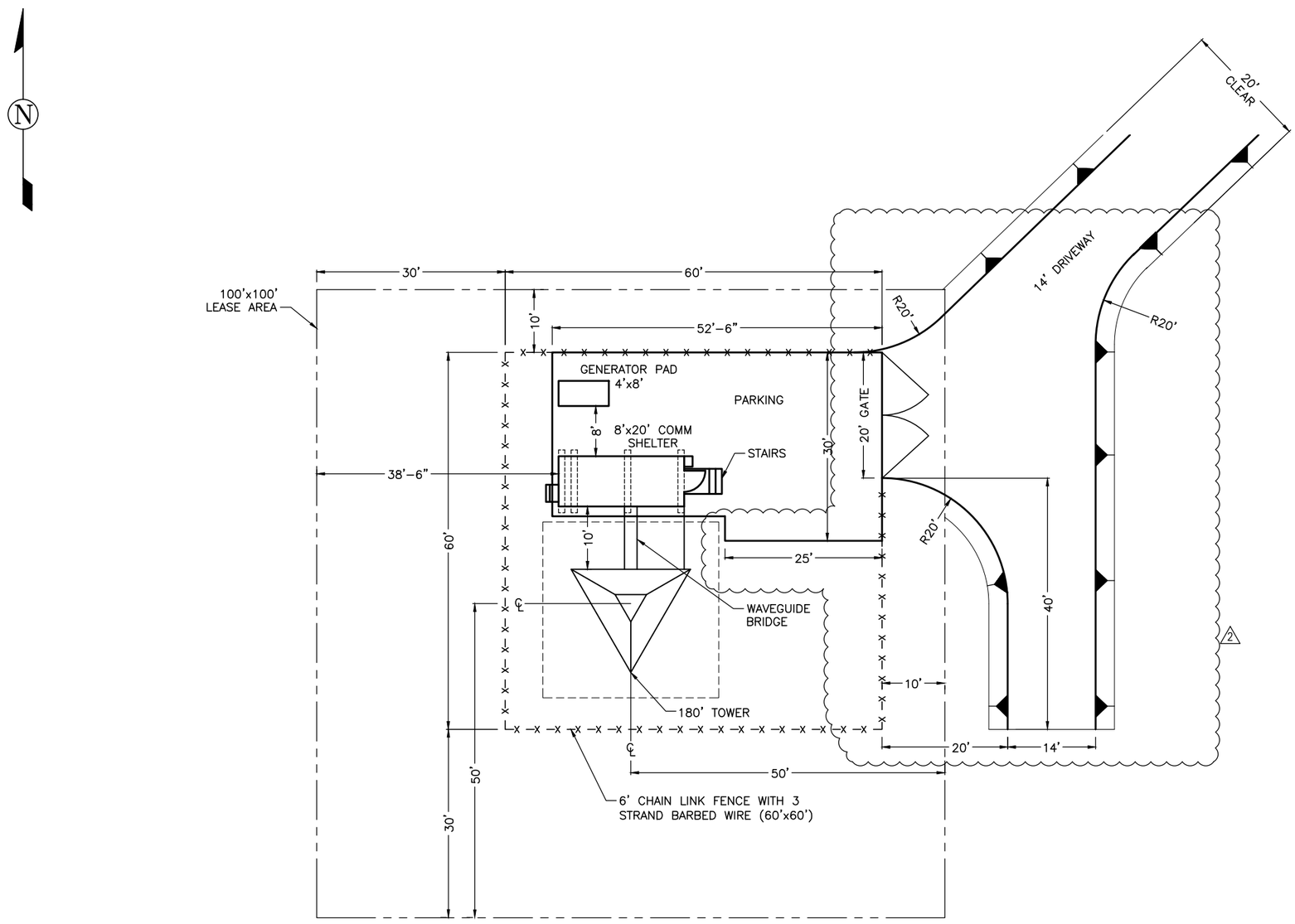
SITE PLAN

DWN: JAA DSN: DRB APP: DRB

JOB #: 16-0073-20 DATE: 160614

C1.0 REV 2

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\C1.0 SITE PLAN.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C2.0 ENLARGED SITE PLAN
SCALE: 1' = 20'

REV.	DESCRIPTION	DATE
2	ADDED TURNAROUND	160823
1	CHANGED GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
DLY1 LTE SITE

ENLARGED
SITE PLAN

DWN: JAA DSN: DRB APP: DRB

JOB #: 16-0073-20 DATE: 160614

C2.0 REV 2

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\C2.0 ENLARGED SITE PLAN.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1

APPLICATION MATERIAL

MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: permitcenter@matsugov.us

RECEIVED
JUL 07 2016
PERMIT CENTER

DLY1

APPLICATION FOR A TALL STRUCTURE – MSB 17.67

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Application fee must be attached:
__x__ **$1,000** for **Conditional Use Permit** - > 125 feet in height
_____ **$ 500** for **Administrative Permit** – 85' to 125' in height
_____ **$ 100** for **Network Improvement Permit** – In accordance with MSB 17.67.110.

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made ***prior*** *to the application presentation before the Borough Planning Commission or Planning Director decision.*

Subject Property Township: 20N, Range: 4W, Section: 6, Meridian____
MSB Tax Account # 20N04W06C003
SUBDIVISION: _____ BLOCK(S): _____, LOT(S): C3
STREET ADDRESS: 41238 W Parks Hwy
(US Survey, Aliquot Part, Lat. /Long. etc) _____

Ownership A *written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? o **Yes** o **No** o **N/A**

Name of Property Owner
William & Sandra Bowers
Address: 305 S. Bartlett Circle
Wasilla, Alaska 99645
Phne: Hm _____ Fax _____
Wk _____ Cell _____
E-mail _____

Name of Agent/ Contact for application
Sherrie Greenshields
Address: 901 Cope Industrial Way
Palmer, Alaska 99645
Phne: Hm 907-761-6000 Fax 907-761-6001
Wk 907-761-6057 Cell 907-315-3201
E-mail Sgreenshields@nhtiusa.com

Special Land Use District *(if applicable)*: _____

Pre-Application Requirements for New Tall Structures that Require a Conditional Use Permit	
Prior to applying for a conditional use permit for a new tall structure, the applicant shall hold at least one community meeting.	
1. The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized.	
2. The meeting shall be held at least 15 calendar days after mailing of the notification.	
3. The meeting shall not start prior to 5:00 p.m. and no later than 7:00 p.m.	
4. Notification of the meeting shall, at a minimum, include the following: • Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility. • Description of the proposed development including height, design, lighting, potential access to the site and proposed service. • Date, time, and location of the informational meeting. • Contact name, telephone number, and address of applicant. • Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.	
5. At a minimum, the notification area for the meeting shall include the following: • Property owners within one-half mile of the parcels under consideration for the proposed tall structure. • The nearest community council and any community council whose boundary is within 1200 feet of the parcels under consideration for the tall structure.	
A written report summarizing the results of the community meeting shall be prepared that includes the following information:	**Attached**
1. Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal.	X
2. Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters and other publications.	X
3. Sign-in sheet(s) used at the meeting, that includes places for names, address, phone numbers and other contact information such as e-mail addresses.	X
4. A list of residents, property owners, and interested parties who have requested in writing that they keep informed of the proposed development through notices, newsletters, or other written materials.	X
5. The number of people who attended meetings.	x
6. Copies of written comments received at the meeting.	x
7. A certificate of mailing identifying all who were notified of the meeting.	x
8. A written summary that addresses the following: • The substance of the public's written concerns, issues, and problems. • How the applicant has addressed, or intends to address, concerns, issues and problems expressed during the process. • Concerns issues, and problems the applicant has not addressed or does not intend to address and why.	X

General application requirements for Administrative and Conditional Use Permits	**Attached**
1. Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect.	X
2. Citizen participation report *(if applying for a Conditional Use Permit)*	x
3. Certified site plan *(As defined in MSB 17.125.010)*	x
4. Copy of a determination of no hazard to air navigation from the Federal Aviation Administration.	X
5. If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.	X

In order to grant a Conditional Use Permit or Administrative Permit the Planning Commission or Planning Director must find that each of the following criteria has been met. Explain the following in detail:	**Attached**
1. To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized.	X
2. Visibility of the tall structure from public parks, trails recognized within adopted MSB plans, and waterbodies has been minimized to the extent that is technically feasible and potentially available.	X
3. The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the MSB Regional Aviation System Plan or by the Alaska State Aviation System Plan.	X
4. That granting the permit will not be harmful to the public health, safety, convenience, and welfare.	X

Application requirements for a Network Improvement Permit	**Attached**
1. A description of the proposed modifications to the telecommunication tower, including a description of the height, type, and lighting of the new or modified structure and the existing structure.	
2. A certified site *(as defined in MSB 17.125.010)* for purposes of setback verification.	
3. Design drawings for the proposed modified or new structure, drawn to scale, and certified by a registered engineer or architect.	

In order to grant a Network Improvement Permit the Planning Director must find that each of the following criteria has been met. Explain the following in detail.	**Attached**
1. The proposed development conforms to setback requirements of MSB 17.55.	
2. The telecommunication tower being extended was lawfully constructed at the time of application for a Network Improvement Permit.	
3. The proposed modification does not violate permit conditions of any valid permits that have been issued to the existing facility, provided that the condition being violated does not limit height of the structure.	

Operation Standards for New Tall Structures – Conditional Use Permit, Administrative Permit, and Network Improvement Permit	**Attached**
1. The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55	X
2. Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.	X
3. Adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way to enable emergency vehicle access. No more than two spaces per provider shall be required.	X
4. Information signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility shall be visibly posted at the equipment compound.	X
5. If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".	X
6. A 24-hour emergency contact number shall be visibly posted at the equipment compound.	X
7. A fence or wall not less than six (6) feet in height with a secured gate shall be maintained around the base of the tower.	X

Additional Standards for <u>Wind Energy Conversion Systems</u> (WECS) – In addition to the operations standards for new tall structures, the following standards shall apply to WECS	**Attached**
1. WECS shall be equipped with an automatic overspeed control device designed to protect the system form sustaining structural failure such as splintered or thrown blades and the overturning or breaking of towers due to an uncontrolled condition brought on by high winds.	
2. WECS shall have a manually operable method that assures the WECS can be brought to a safe condition in high winds. Acceptable methods include mechanical or hydraulic brakes or tailvane deflection systems which turn the rotor out of the wind.	

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 68523 and,
I hereby apply for approval conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.67 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Signature: Property Owner	Printed Name	Date
Sherrie Greenshields	Sherrie Greenshields	7/7/2016
Signature: Agent	Printed Name	Date

MSB USE ONLY

Date application submitted:

Date application determined complete: _____

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Matanuska - Susitna Borough
Development Services
JUL 14 2016
Received

July 8, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 Ease Dahlia Avenue
Palmer Alaska 99645

Re: Application for Tall Structure – MSB 17.67
MTAC Site Name DLY1
Legal – T20N R4W Section 6 Lot C3
Address – 41238 W Parks Hwy
MSB Parcel ID - 68523

Dear Sir/Madam,

Please consider this letter authorization for MTA Communications agent, New Horizons Telecom, Inc. to apply for application of a Tall Structure under MSB 17.67 for property defined above.

As the landowner, we acknowledge restrictions associated with the permit application as defined under MSB 17.67.

Respectfully,

MTA Communications

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MTA Communications

July 14, 2016

Matanuska - Susitna Borough
Development Services

JUL 14 2016

Received

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: Response to MSB Review Comments - Site DLY1 Conditional Use Application
Location 20N04W06C003

MTA Communications, LLC (MTAC) responses to Matanuska-Susitna Borough review comments received July 12, 2016 are detail below.

1. A written letter of authorization by the owner must be provided. A copy of the lease is not sufficient.

   Response: Find letter of authorization from landowner attached.

2. What color is the proposed tower?

   Response: The tower will be galvanized steel which is a silvery gray

3. Will adequate power supply be installed to accommodate the number of carriers the tower is designed for?

   Response: The site will have a 3 gang meter base installed. This will allow 3 carriers to each have a separate 200 amp electrical service for the tower.

4. Exhibit G - Summary Page and Written Public Comments. The Sign-In sheet for the June 1, 2016 shows that Heidi Jenkins attended the meeting. If she submitted comments regarding this tower, a copy of those comments must be provided and the Summary Sheet amended. Copies of all comments submitted must be provided and the Summary Sheet amended to show all the comments.

   Please reference attached Exhibit G Summary Pages and Written Public Comments. Incorrect Exhibit G was submitted in original application.

MTA Communications, LLC
1740 S. Chugach Street
Palmer, Alaska 99645

907-745-3211
www.mtasolutions.com

MTA Long Distance, MTA Wireless, MTA Solutions and MTA Vision are registered trade names of MTA Communications, LLC

Long Distance
Wireless
Business Solutions
Internet
Television

MTAC appreciates the timely review of the original application. Please let us know if you have any questions or comments regarding the responses provided to MSB application information request.

Respectfully,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

Attachments:

- Owner Letter of Authorization
- Exhibit G Summary Page and Written Public Comments

Matanuska-Susitna Borough
Planning and Land Use Department
Permitting Center
350 East Dahlia Ave, Palmer AK 99645

ACKNOWLEDGMENT OF APPLICATION

PERMIT # P016398
TAX PARCEL ID # 220N04W06C003

This is NOT a permit. This is an acknowledgment of your application and information on the normal sequence of events.

1) The proposed location of the driveway must be marked with flagging.

2) The Inspector will conduct a site visit (normally within 2 weeks)

3) The **AUTHORIZATION TO CONSTRUCT** letter will be sent, detailing what is needed to construct your driveway to Borough standards.

4) Upon completion of driveway, call 861-7822. Leave a message stating the P# at the top of this form and that the driveway is ready for final inspection.

5) The Inspector will conduct a site visit (normally within 2 weeks)

6) A **FINAL DRIVEWAY ACCEPTANCE LETTER** will be sent to notify you the process is complete and the driveway is acceptable to the Borough.

7) Please be aware that if this property is in a Special Flood Hazard Area a **Flood Plain Development Permit** is Required. Please contact the Permit Center to help determine if you are in a Designated Flood Plain Area.

Thank you for your submittal. If you have further questions please contact The Permit Center at 861-7822 or permitcenter@matsugov.us.

June 30, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: MSB 17.67 Tall Structures – Site DLY1 Conditional Use Application

MTA Communications, LLC (MTAC) is proposing construction of a 185-foot antenna structure (180 foot tower and 5 foot lightning rod) at 41238 W Parks Hwy, Alaska on that property fully described as Township 20N Range 4W Section 6 Lot C3.

Construction of this facility will fill a documented significant gap in cellular communications and wireless broadband to the surrounding area. The proposed facility is located on a parcel of land where towers over 125 feet in height are permitted under a conditional use permit. The proposed project is the least intrusive alternative to fill the existing gap in MTAC's coverage in the area.

The attached narrative describes the proposed tower project and responds to elements of MSB 17.67. Please accept this as a part of MTAC's permit application.

Should the Planning Commission have any questions regarding this project, please contact us at the information below.

Sincerely,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

Conditional Use Permit Application

Township 20N Range 4W Section 6 Lot C3

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

1.0 Introduction

MTA Communications (MTAC) is an Alaskan owned and operated telecommunications company that provides telecommunication service to the citizens of Alaska.

More than two in five (45.4%) American homes no longer use traditional landline telephone service and instead choose to be wireless only. [1] More than 50% of all adults aged 18-44 and of children under the age of 18 are living in wireless-only households. In Alaska, 31.8% of homes choose to be wireless-only households and another 21.1% are "wireless-mostly." [2] The demand for data on provider networks also continues to grow exponentially. In light of this growing reliance on wireless communications and increased data demand, additional infrastructure has become essential to providing reliable service. The demand for access to wireless communications continues to grow exponentially across both Alaska and the continental United States.

As part of MTAC's efforts to fill network gaps, MTAC is proposing construction of 185-foot antenna structure (180 foot tower with 5 foot lighting rod) at 41238 W Parks Hwy. The proposed construction will fill an existing significant gap in cellular and wireless broadband service coverage. The construction of communication towers is permitted pursuant to a Conditional Use Application. The proposed tower location is the least intrusive, reasonably available and technically feasible location for the proposed tower construction.

The below sections present a description of radio frequency science, applicable federal law governing telecommunications, and the decision logic used to meet Matanuska-Susitna Borough Planning Department requirements set forth in standards MSB 17.67.

1.1 Radio Frequency Description and Evolution

Wireless networks are a complex mesh of radio frequencies that have an exclusive license to operate by the Federal Communication Commission (FCC). This mesh of licensed frequencies allows cellular communications to be delivered at a wide variety of scales. The scale that can be covered by the frequencies is directly proportional to the type of spectrum being used and distance between each set of antennas delivering the signals.

Radio Frequency (RF) is a frequency or band of frequencies in the range 10^4 to 10^{11} or 10^{12} Hz at which radio waves are transmitted, and they're suitable for use in telecommunications. Hertz (Hz) is the unit of RF and it refers to the number of cycles per second. Wavelength is the distance between successive crest of a wave, peaks of the electromagnetic waves. The relationship between RF and Wavelength is as follows: Wavelength = C/Frequency where C is the speed of light (3×10^{8} m/s). Radio Frequencies are allocated and regulated by the FCC and are a part of the electromagnetic spectrum.

The FCC has established safety guidelines for Human Exposure to Radiofrequency Electromagnetic Fields that broadcaster/wireless carriers must adhere to.

---

[1] "Wireless Substitution: Early Release of Estimates from the National Health Interview Survey, July-December 2014," U.S. DHHS, CDC National Center for Health Statistics.

[2] CDC Wireless Substitution: State-level Estimates from the National Health Interview Survey (December2014)

A cellular network is a radio network distributed over land through cells where each cell includes a fixed location transceiver known as base station. Multiple cells together provide radio coverage over larger geographical areas.

Mobile communication operators use radio spectrum to provide mobile calling and data services. In order to keep up with a demand that is exponentially growing, the technology continues to evolve. Some Factors that affect wireless network performance

- Physical Obstructions – Wireless signals have difficulty penetrating solid objects such as hills, buildings, foliage, etc. The more obstructions there are between the transmitter and receiver the higher the chances of a poor signal level.
- Network Range and Distance between Devices – The way wireless signal propagates and with obstructions on the way, the further apart the devices are, the weaker the signal becomes. The signal strength decreases, roughly in an inverse cubic relation with respect to the distance between two devices (4Gon Solutions). For example, if the distance between two devices doubles, the signal becomes at least eight times weaker.
- Network Usage and Load – If the number of active users in the network increases due to a special event or something of that nature, the resources required to support them may not be available. This results in reducing network performance by decreased data speeds or reduced accessibility.

1.2 Telecommunications Act of 1996

The Telecommunications Act of 1996 was enacted to encourage the rapid deployment of new telecommunications technologies, while also preserving state and local control over zoning matters. *T-Mobile Northeast LLC v. City of Lawrence*, 755 F.Supp.2d 286, 290 (D. Mass. 2010) (internal citations omitted). The Act generally preserves state and local authority over the placement and construction of telecommunication tower facilities. The Act places several limitations on local control. Specifically, the Act dictates that:

(1) A local government cannot unreasonably discriminate among providers of functionally equivalent services; and
(2) A local government cannot prohibit or effectively prohibit the provision of personal wireless services; and
(3) A local government cannot deny or limit an application for the construction of a wireless tower on the basis of the health or environmental effects of radio frequency emissions, as long as the proposed tower complies with FCC requirements for emissions; and
(4) Any local government decision to deny a request to construct personal wireless facilities must be in writing and supported by substantial evidence.

Since the Act's adoption, federal courts have assessed the application of these limitations and concluded that "a significant gap in service (and thus an effective prohibition of service) exists whenever a provider is prevented from filling a significant gap in *its own* service coverage." *MetroPCS, Inc. v. City & Cnty. of San Francisco*, 400 F.3d 715, 733 (9th Cir. 2005). Essentially, <u>the Act precludes a municipality from restricting the construction of new infrastructure required by a provider to fill a gap in its network</u>, even if coverage is available from other providers in the area. The fact that coverage is provided by another carrier in the area cannot be relied upon by a local land use commission to deny a permit application for a new tower.

Any decision by a local planning or zoning authority denying a land use permit required to construct a personal wireless services facility must be in writing and supported by substantial evidence. Where a provider has demonstrated a significant gap in its service coverage and proposed the least intrusive means to fill this gap, the burden of proof shifts to the zoning board to demonstrate that the record contains substantial evidence in support of its decision. When a provider has made a prima facie showing that a proposed tower is the least intrusive means of filling a significant gap in service, even if a zoning board's denial is supported by substantial evidence the Commission must also specifically show that there are some potentially available and technologically feasible alternatives for construction. *T-Mobile USA v. City of Anacortes*, 572 F.3d 987, 998 (9th Cir. 2009). The provider must then have an opportunity to dispute the availability and feasibility of the alternatives favored by the locality. *Id.*

2.0 Existing Significant Gap in MTAC Coverage

The area of Mat-Su Borough in the vicinity of the proposed cell site is currently underserved by MTAC for both voice and data coverage, which results in a significant gap in coverage for the MTAC system.

Detailed Propagation maps are included under Exhibit E (Propagation Maps). Three heights for the tower were considered, 120 feet, 150 feet and 185 feet (180-foot tower with 5foot lightning rod. However, both the 120 and 150 foot elevations do not result in full coverage of the significant gaps.

2.1 Site Selection Process

To fill the significant gaps in MTAC's service, MTAC's engineers used computer modeling to determine an idealized design point for tower construction and a surrounding search radius containing properties which, dependent upon topography and other surface interference, could serve as a build location. A potential tower location within the search ring would be ideal to fill the existing significant gap in MTAC's coverage.

MTAC's preference is to co-locate on existing towers wherever possible. There were no existing towers or buildings co-location sites in the general vicinity.

2.2 Tower and Site Design

Through strategic choices in site design and tower height the proposed construction is designed to fill the significant gap in MTAC's coverage in the least intrusive manner possible. The proposed site is located on a parcel of land which is undeveloped. Surrounding area is comprised of undeveloped lots and homes.

A detailed site plan for the tower construction is included with this application as Exhibit A. The drawings are certified by a licensed professional engineer demonstrating soundness and conformity with all applicable codes, as well as State and federal law. The tower complex will be surrounded by a six-foot chain link fence. The tower site will be access using a new driveway.

The tower structure is a lattice tower. Site placement allows existing trees to screen the site from adjacent properties.

2.3 Tower Height

The tower is designed to be the minimum height necessary to assure that the significant gap in MTAC's service coverage can be filled.

The propagation maps are included in Exhibit E (Propagation Maps) depict the proposed tower at heights of 120 feet, 150 feet and 185 feet (180-foot tower with 5-foot lighting rod).

It is MTAC's policy to construct all wireless infrastructures to an engineering standard that allows multiple carriers to locate equipment on the structure. The proposed tower is designed and engineered to accommodate two additional sets of antennas, of equal or lesser specification to MTAC's proposed equipment, yielding the ability to co-locate two additional carriers on the structure. With the inclusion of the MTAC's antennas, the structure allows for a total of three carriers on the tower.

2.4 Tower Illumination

MTAC prefers not to illuminate towers. Illumination is typically only installed when instructed by the FAA for the health and safety of aviators or when otherwise required by federal and state agencies, though there are instances where MTAC has voluntarily lit a piece of infrastructure at the request of the local community. The tower is not required to be illuminated. The FAA has determined that no marking or lighting is required for this tower location (FAA Determination of No Hazard). Documentation is attached to this application as Exhibit B. The document can also be searched and downloaded from the FAA's website using Aeronautical Study Number 2016-AAL-445-OE. MTAC will not install aviator illumination, or any other type of illumination, on this tower.

3.0 Application Criteria Matanuska-Susitna Borough 17.67

As set forth above, MTAC's proposed tower requires a Conditional Use Permit Matanuska-Susitna Borough 17.67. The project will protect the public health, safety, and welfare, will not injure the lawful use with existing neighboring uses.

17.67.050 PRE-APPLICATION REQUIREMENTS FOR NEW TALL STRUCTURES THAT REQUIRE A CONDITIONAL USE PERMIT.

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;

(2) The meeting shall be held at least 15 calendar days after mailing of the notification;

(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;

(4) Notification of the meeting shall, at a minimum, include the following:

(a) Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) Description of the proposed development including height, design, lighting, potential access to the site, and proposed service;

(c) Date, time, and location of informational meeting;

(d) Contact name, telephone number, and address of applicant; and

(e) Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(5) At a minimum, the notification area for the meeting shall include the following:

(a) Property owners within one-half mile of the parcels under consideration for the proposed tall structure; and

(b) The nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(2) Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;

(3) Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;

(4) Sign-in sheet(s) used at the meeting that includes places for names, addresses, phone numbers, and other contact information such as email addresses;

(5) A list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices,

newsletters, or other written materials;

(6) The number of people who attended meetings;

(7) Copies of written comments received at the meeting;

(8) A certificate of mailing identifying all who were notified of the meeting; and

(9) a written summary that addresses the following:

(a) The substance of the public's written concerns, issues, and problems;

(b) How the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and

(c) Concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

17.67.070 GENERAL APPLICATION REQUIREMENTS FOR ADMINISTRATIVE AND CONDITIONAL USE PERMITS.

(A) An application for a conditional use or administrative permit to construct a new tall structure may be initiated by a property owner or the owner's authorized agent and shall include:

(1) Completed application form provided by the department and signed by the property owner or authorized agent;

MTAC Response – Please find application form attached to this narrative.

(2) Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect;

MTAC Response – Please refer to Exhibit A (Site Dacument and Design Documents).

(3) Fee in the amount designated in MSB 17.99;

MTAC Response – Fee amount will be paid.

(4) Citizen participation report in accordance with MSB 17.67.050(B);

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

(5) a certified site plan,

MTAC Response – Please refer to Exhibit A (Site Document ond Design Documents)

(6) Copy of a determination of no hazard to air navigation from the Federal Aviation Administration; and

MTAC Response – Please refer to Exhibit B (FAA Determination)

(7) If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.

MTAC Response – breakpoint technology not applicable to this tower application.

17.67.080 STANDARDS FOR APPROVAL OF NEW TALL STRUCTURES.

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access rood. The residences surrounding the lot hove trees that will help screen the tower from view.

(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;

MTAC Response – the site is situoted within a lot surrounded by existing trees. The occess road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences

surrounding the lot have trees that will help screen the tower from view.

(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and

MTAC Response – Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

MTAC Response – the proposed site will not be harmful to the public health, safety, convenience and welfare.

17.67.090 OPERATION STANDARDS FOR NEW TALL STRUCTURES.

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

MTAC Response – The proposed site conforms to MSB 17.55.

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

(3) Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way,

to enable emergency vehicle access.

MTAC Response – Refer to Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) Informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

MTAC Response – MTAC will comply with signage requirements.

(b) If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

MTAC Response – MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.

(c) A 24-hour emergency contact number.

MTAC Response – a 24 hour contact number will be referenced on signage.

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

MTAC Response – Please refer to Appendix A (Site Document and Design Documents).

4.0 Conclusion

MTAC's Matanuska-Borough network includes a significant gap in coverage in the proposed site vicinity as depicted in attached propagation studies in Exhibit E. After a search of available sites which could meet the technical requirements necessary to fill this coverage gaps, MTAC has identified 41238 W Parks Hwy, Alaska on that property fully described as Township 20N Range 4W Section 6 Lot C3 as the location which will allow for construction meeting network requirements. As described in detail in this application, this tower location is the least intrusive and most appropriate option to meet the significant gap in MTAC's coverage, which can only be met through placement of a new tower. Finally, MTAC's proposed tower will affirmatively protect the public health, safety, and welfare by providing cellular and wireless broadband services to a currently underserved area, impacting both area households and residents and transient customers seeking to access this technology from roadways and public spaces in the area. We believe we have exceeded the burden of proof outlined in MSB 17.67. for the requested Conditional Use Permit. Therefore, MTAC respectfully requests that the Matanuska-Susitna Planning Commission grant the Conditional Use Permit.

Exhibit A

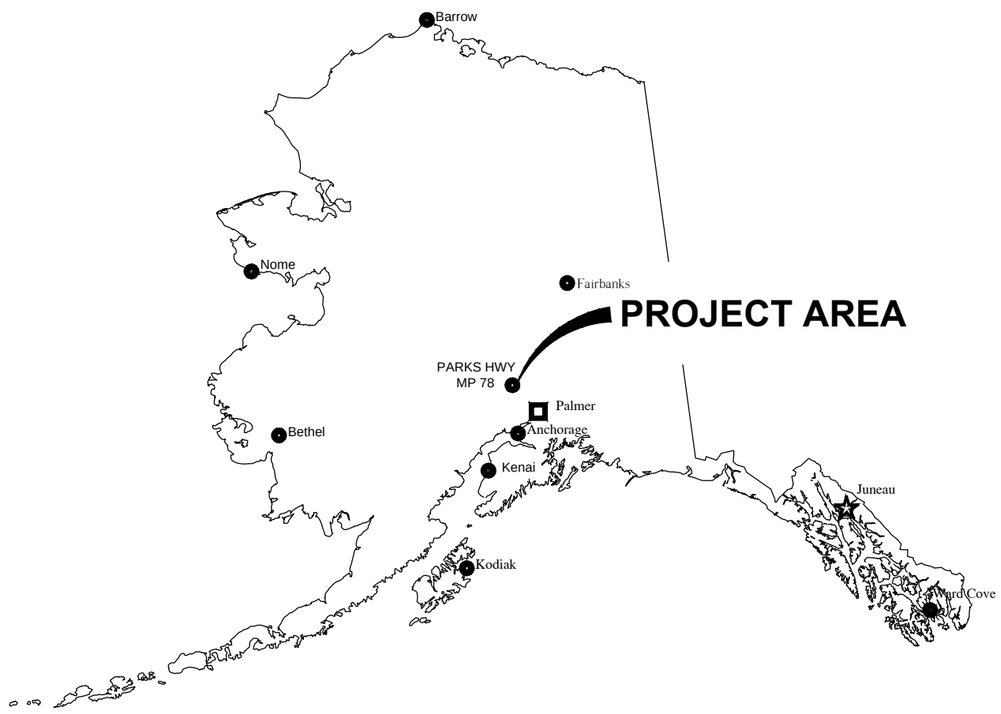
Site Document & Design Documents

DLY1
LTE SITE

PROJECT INFORMATION

PROJECT LOCATION: APPROXIMATE MP 78 PARKS HWY, ALASKA

NHTI PROJECT NUMBER: 16-0073-20



CONTACT INFORMATION

CIVIL ENGINEER

DALE R. BROWNING, PE, SE

NHTI - (907) 761-6069

901 COPE INDUSTRIAL WAY

PALMER, ALASKA 99645

Sheet List Table

SHEET #	TITLE	REV #
T1.0	COVER SHEET	2
C1.0	SITE PLAN	2
C1.1	SITE ELEVATION	
C2.0	ENLARGED SITE PLAN	2
C2.1	ROAD AND PAD SECTIONS	0
S1.0	TOWER FOUNDATION PLAN	0
S1.1	TOWER FOUNDATION SECTION	0
S1.2	GRADE BEAM LAYOUT AND DETAILS	1

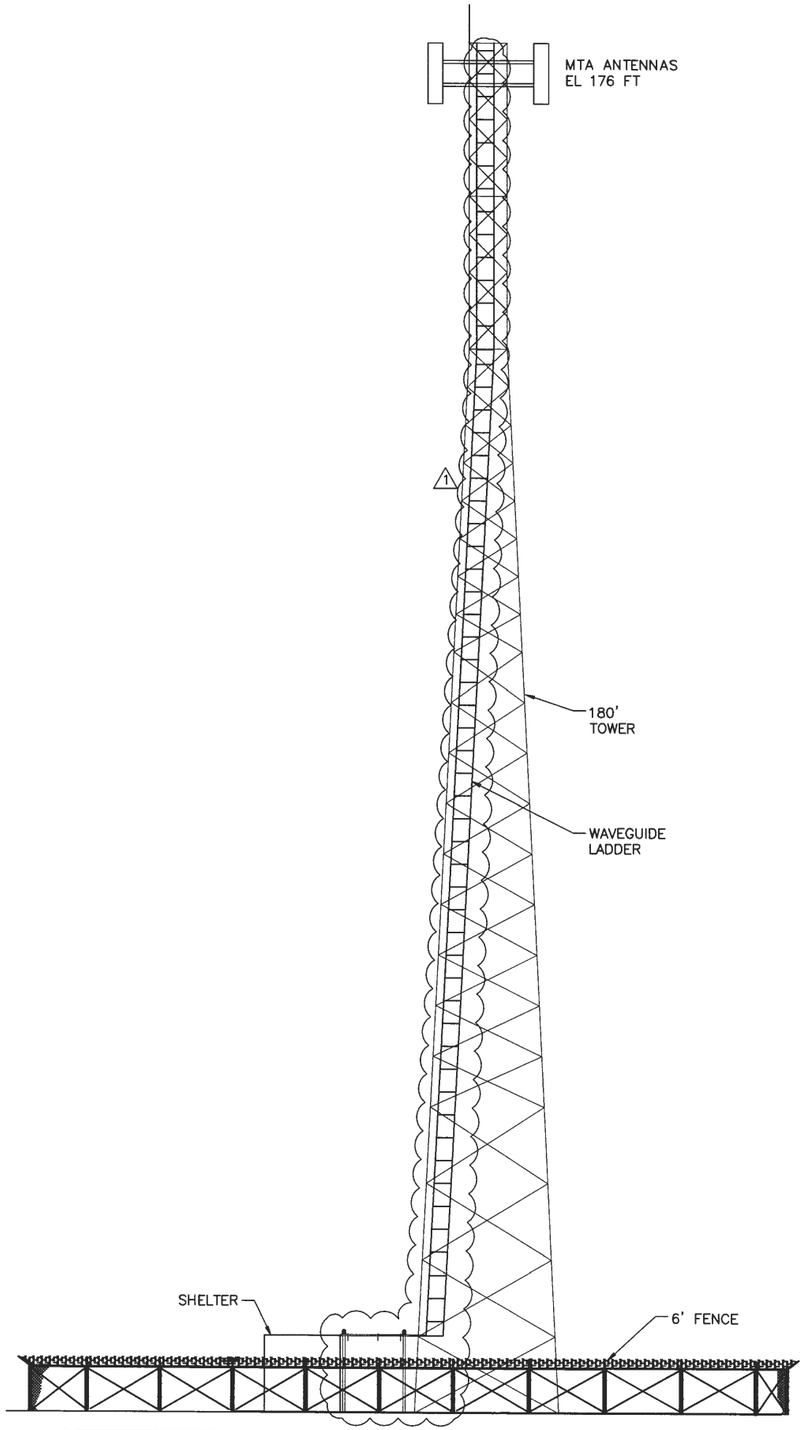
REV.	DESCRIPTION	DATE
2	ADDED TURNAROUND ON SITE PLAN	160823
1	CHANGED GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

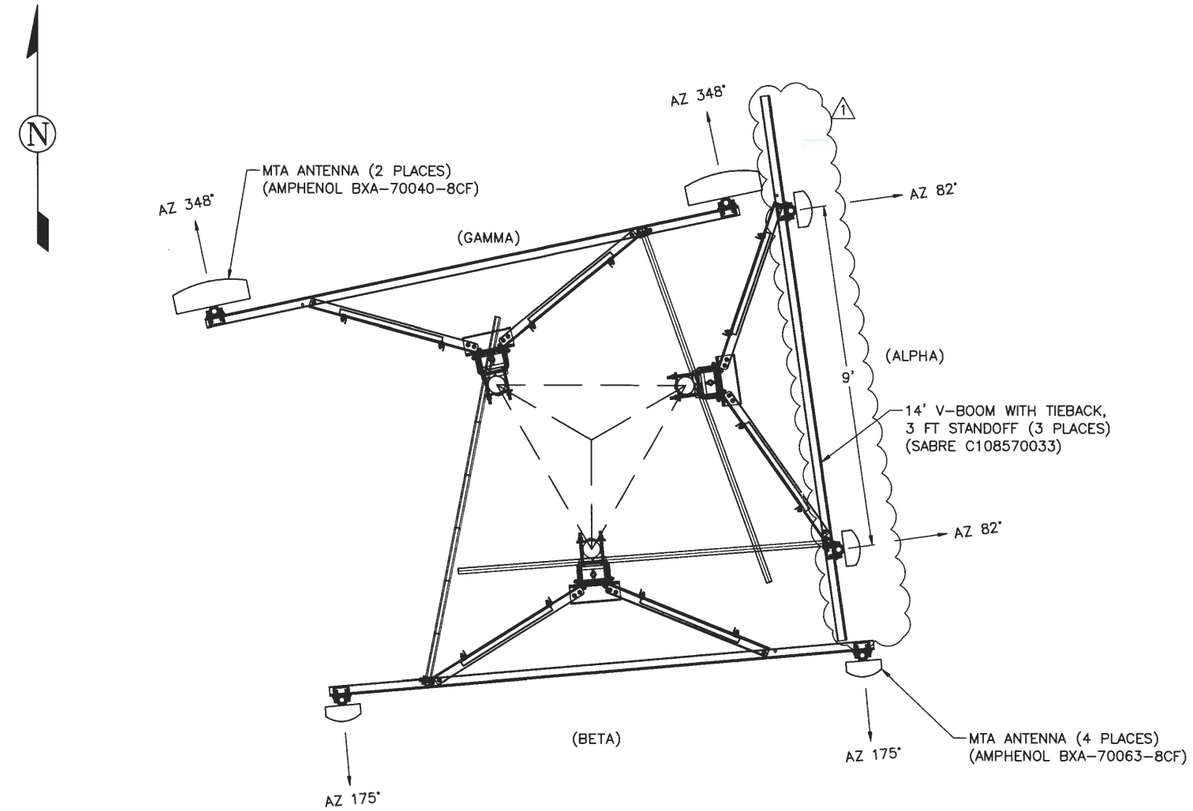
MTA
DLY1 LTE SITE
COVER SHEET

T1.0

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\T1.0 COVER SHEET.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C1.1 SITE ELEVATION
SCALE: 1'=20'



2 / C1.1 MTA ANTENNA LAYOUT
SCALE: 1/4" = 1'-0"

REV.	DESCRIPTION	DATE
1	MOVED ALPHA ANTENNAS	160622
0	ISSUED FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/22/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
DLY1 LTE SITE

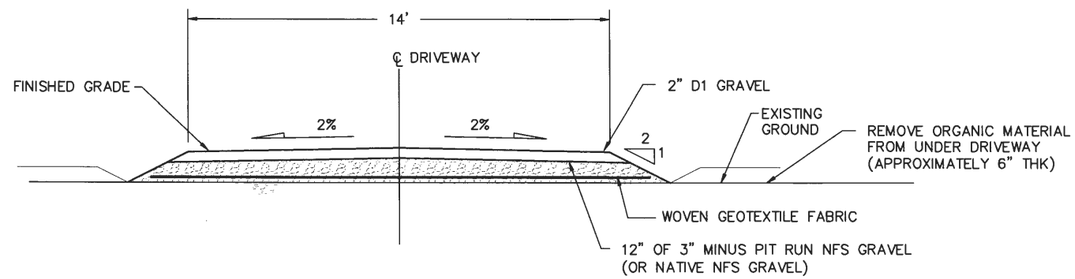
SITE
ELEVATION

DWN: JAA CKD. DRB APP. DRB

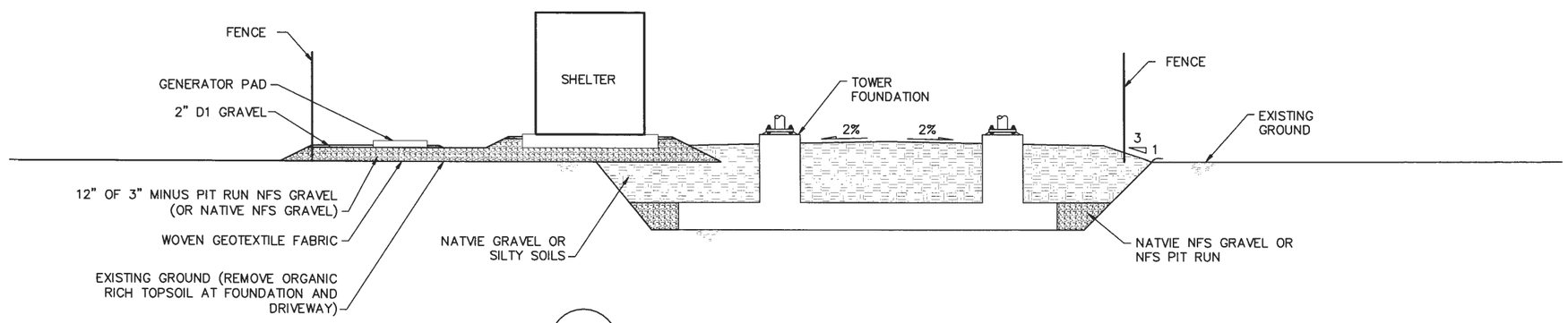
JOB #: 16-0073-20 DATE: 160614

C1.1 REV 1

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\C1.1 SITE ELEVATION.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1



1 / C2.1 **DRIVEWAY SECTION (TYP) (PARKING SIMILAR)**
SCALE: 1"=20'



2 / C2.1 **PAD SECTION**
SCALE: 1"=10'

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/14/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUE FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

MTA
DLY1 LTE SITE

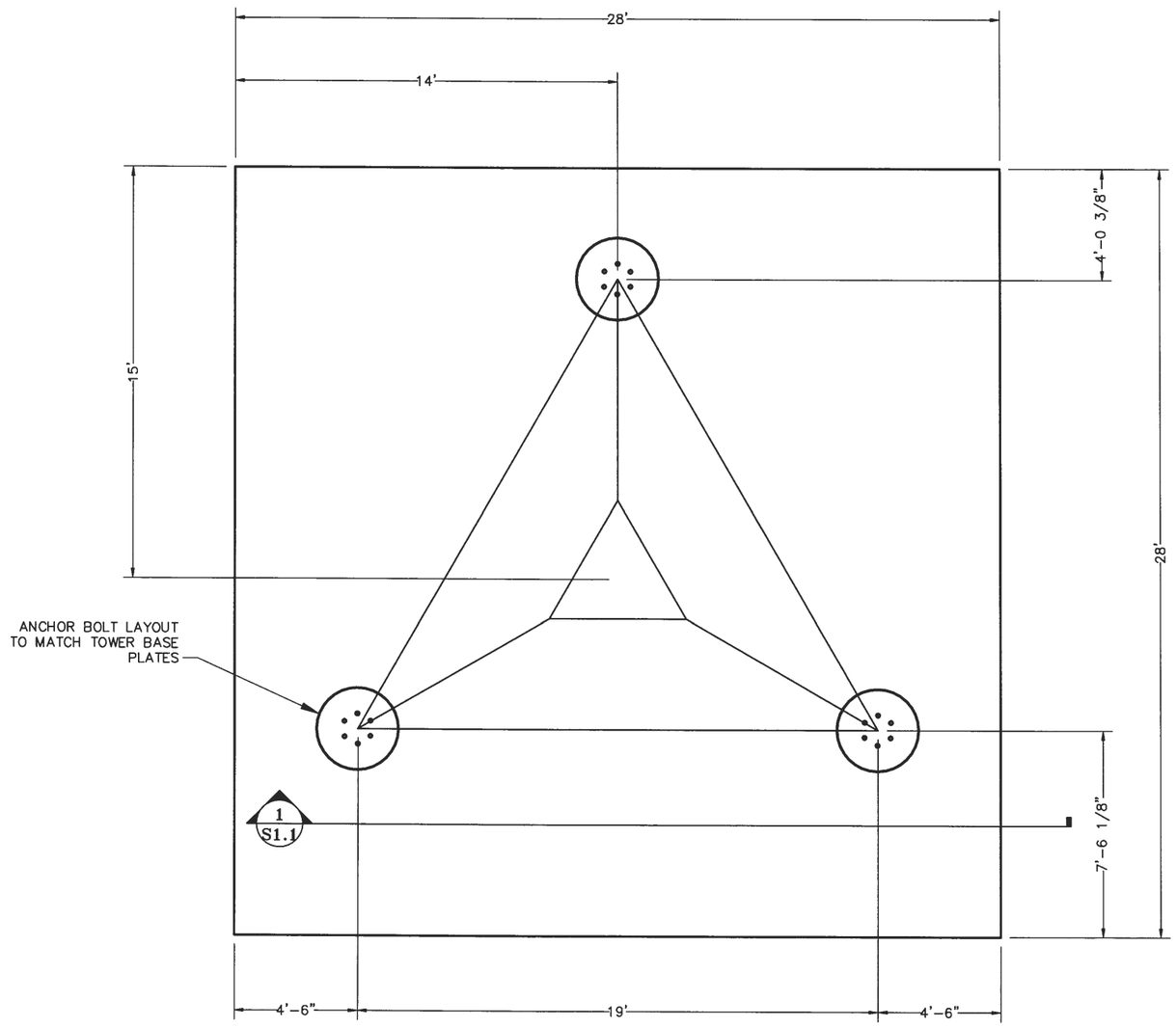
ROAD AND PAD SECTIONS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0073-20 DATE: 160614

C2.1 REV 0

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\C2.1 ROAD AND PAD SECTIONS.DWG | PLOT DATE: 160614 | PLOT SCALE: 1:1



1 / S1.0 TOWER FOUNDATION PLAN VIEW
SCALE: 3/16" = 1'-0"

DESIGN CRITERIA:

TOWER BASE REACTIONS (SABRE #141609)

AXIAL LOAD:	78.72 KIPS
TOTAL SHEAR:	55.72 KIPS
O.T. MOMENT:	5,606 FT-KIPS
UPLIFT PER LEG:	311.0 KIPS
COMP PER LEG:	345.0 KIPS
SHEAR PER LEG:	32.71 KIPS

ALLOWABLE SOIL BEARING: 4000 psf (GRAVEL)

DESIGN WIND SPEED: 100 MPH
(3 SEC. GUST) PER TIA-222-G

EXPOSURE:	C,
TOPO CATEGORY:	1
STRUCTURE CLASS:	II
IMPORTANCE FACTOR:	1.0
RADIAL ICE:	1/2 IN

NOTES:

EARTHWORK:
1. REMOVE ALL ORGANIC MATTER AND DELETERIOUS MATERIALS FROM UNDER FOOTINGS AND DRIVEWAY. EXCAVATE 5FT BELOW EXISTING GRADE FOR TOWER FOUNDATION.
2. ALL COMPACTED FILL TO BE COMPACTED TO 90% TO 95% MAXIMUM LABORATORY DENSITY IN 12 INCH LIFTS.
3. COMPACTED FILL AND OR EXCAVATION IS REQUIRED TO ALLOW DRAINAGE SO THAT NO STANDING WATER WILL ACCUMULATE ON THE SITE AS A RESULT OF THIS WORK.
4. ALL EXCAVATIONS SHALL BE SHORED OR SLOPED OR OTHERWISE SUPPORTED TO PROTECT PERSONNEL IN ACCORDANCE WITH OSHA, 29 CFR 1926, SUBPART P.

CONCRETE:
1. CONCRETE SHALL OBTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4,500 PSI (F'c = 4,500 PSI). THE MIX SHALL CONTAIN A MINIMUM OF 6 SACKS CEMENT PER CUBIC YARD OF CONCRETE.
2. CEMENT SHALL CONFORM TO ASTM C150 TYPE I OR II.
3. AGGREGATE SHALL CONFORM TO ASTM C33. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH.
4. SLUMP SHALL BE BETWEEN 3 – 5 INCHES.
5. ADMIXTURE SHALL BE PROVIDED AS REQUIRED TO PROVIDE 5% – 8% AIR ENTRAINMENT WITH A MAXIMUM WATER/CEMENT RATIO OF 0.45.
6. CONCRETE SHALL BE KEPT FROM FREEZING FOR THE FIRST SEVEN DAYS AFTER PLACING. SURFACES TO RECEIVE CONCRETE SHALL BE NOT LESS THAN 40° F. THE TEMPERATURE OF THE CONCRETE WHEN PLACED SHALL NOT BE LESS THAN 50° F OR GREATER THAN 80° F.

REINFORCING STEEL:
1. ALL REINFORCING BARS SHALL BE DEFORMED AND CONFORM TO ASTM A615, GRADE 60.
2. ALL BOTTOM MAT REINFORCING BARS SHALL BE ACCURATELY PLACED AND SUPPORTED BY GALVANIZED METAL CHAIRS OR CONCRETE BLOCKS (WOODEN STAKES SHALL NOT BE USED).
3. SUPPORT TOP MAT OF REBAR WITH #4 BENT REBAR SPACERS (STANDIES) AT 4' O.C.
4. MINIMUM CONCRETE COVER FOR REBAR WHERE CONCRETE IS PLACED IN DIRECT CONTACT WITH SOIL IS 3 INCHES CLEAR, FOR ALL OTHER FORMED SURFACES IS 2 INCHES.
5. ALL REBAR SPLICES SHALL BE LAPPED 40 BAR DIAMETERS MIN.

STRUCTURAL STEEL:
1. STRUCTURAL STEEL INCLUDING PLATES, ANGLES AND MISCELLANEOUS SHAPES SHALL BE ASTM A36.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/14/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUE FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

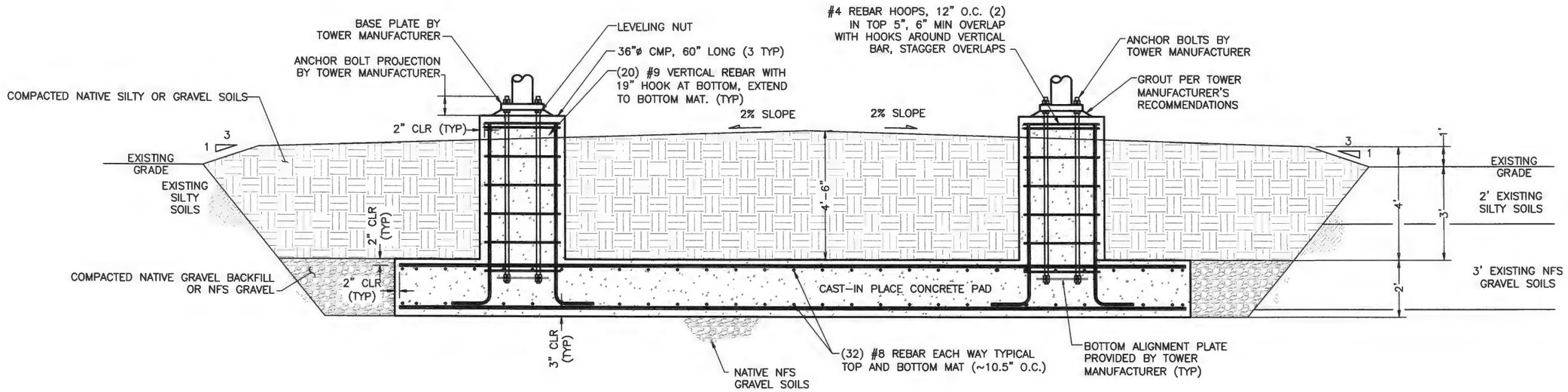
MTA
DLY1 LTE SITE

TOWER
FOUNDATION PLAN

DWN: JAA CKD. DRB APP. DRB
JOB #: 16-0073-20 DATE: 160614

S1.0 REV 0

FILE: X:\16JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\1.0 TOWER FOUNDATION.DWG | PLOT DATE: 160614 | PLOT SCALE: 1:1



1 / S1.1 **TOWER FOUNDATION SECTION**
SCALE: NTS

NOTES:

1. ON SITE TEST HOLE FOUND APPROXIMATELY 6" OF ORGANIC RICH TOPSOIL. THEN 1.5 FT OF SILTY SOILS. THEN NFS GRAVEL SOILS TO BOTTOM OF TEST HOLE AT 8FT.
2. BOTTOM OF TOWER FOUNDATION TO BE PLACED IN THE GRAVEL LAYER.
3. IF EXCAVATION FOR TOWER FOUNDATION REVEALS DIFFERENT SOIL CONDITIONS. CONTACT ENGINEER OF RECORD FOR DIRECTION. DO NOT PLACE TOWER FOUNDATION ON MATERIAL OTHER THAN NATIVE NFS GRAVEL.
4. PROOF ROLL BOTTOM OF EXCAVATION TO ENSURE THERE ARE NO SOFT SPOTS. CONTACT ENGINEER OF RECORD FOR DIFFERING CONDITIONS.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/14/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUE FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

MTA
DLY1 LTE SITE

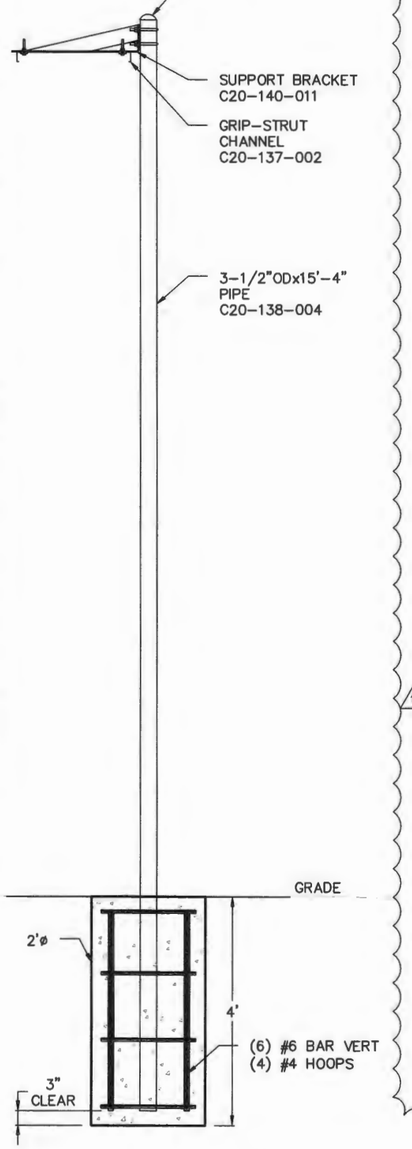
TOWER
FOUNDATION SECTION

DWN: JAA CKD. DRB APP. DRB

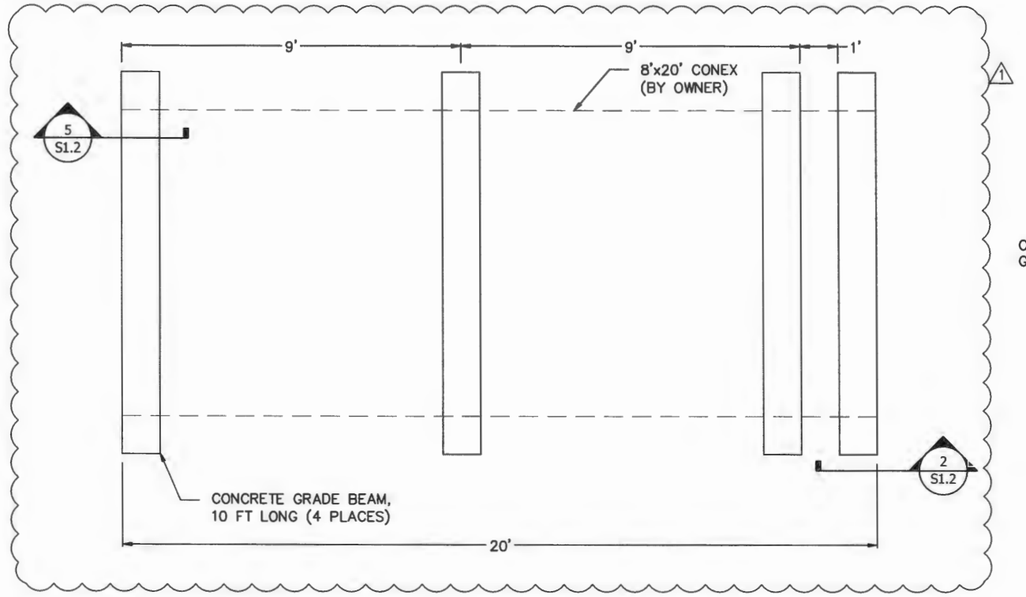
JOB #: 16-0073-20 DATE: 160614

S1.1 REV 0

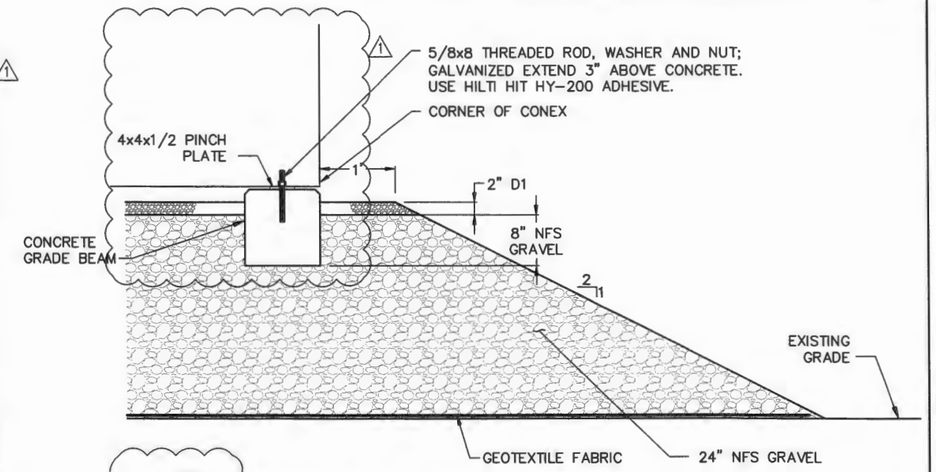
FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\S1.1 FOUNDATION SECTION.DWG | PLOT DATE: 160614 | PLOT SCALE: 1:1



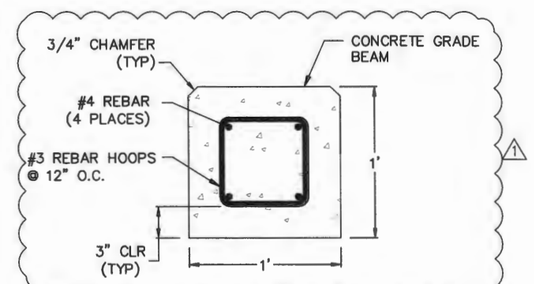
3 / S1.2 POST AND FOOTING DETAIL
SCALE: 3/8" = 1'-0"



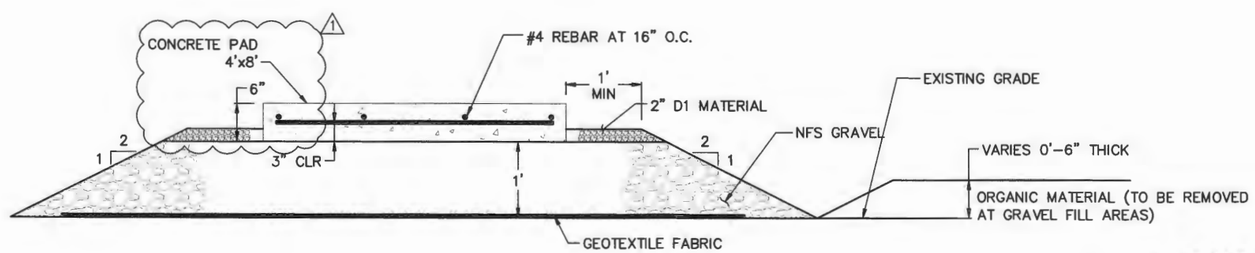
1 / S1.2 GRADE BEAM LAYOUT
SCALE: 1/4" = 1'-0"



2 / S1.2 GRADE BEAM CONNECTION DETAIL
SCALE: 1/2" = 1'-0"



5 / S1.2 CROSS SECTION
SCALE: 1" = 1'-0"



4 / S1.2 GENERATOR PAD SECTION
SCALE: 1/2" = 1'-0"

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/22/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
1	GRADE BEAM LAYOUT AND DETAILS	160622
0	ISSUED FOR CONSTRUCTION	160614

NEW HORIZONS TELECOM, INC.

MTA
DLY1 LTE SITE

GRADE BEAM
LAYOUT AND DETAILS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0073-20 DATE: 160614

S1.2 REV 1

FILE: X:\16 JOBS\16-0073-20 MTA DLY1 LTE SITE DESIGN\05-CADD\DRAWINGS\S1.2 GRADE BEAM LAYOUT AND DETAILS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1

Exhibit B

FAA Determination

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AAL-445-OE

Issued Date: 06/21/2016

Rod Ewing
MTA Communications, Inc.
1740 S Chugach St
Palmer, AK 99645

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower DLY1
Location:	Willow, AK
Latitude:	61-51-05.65N NAD 83
Longitude:	150-04-51.94W
Heights:	231 feet site elevation (SE)
	185 feet above ground level (AGL)
	416 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 12/21/2017 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination does not constitute authority to transmit on the frequency(ies) identified in this study. The proponent is required to obtain a formal frequency transmit license from the Federal Communications Commission (FCC) or National Telecommunications and Information Administration (NTIA), prior to on-air operations of these frequency(ies).

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (800) 478-3576 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AAL-445-OE.

Signature Control No: 293631863-296315005 (DNE)
Robert van Haastert
Specialist

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, the FAA has no objection to voluntary lighting of this structure in the interest of aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-L.

Frequency Data for ASN 2016-AAL-445-C

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W

TOPO Map for ASN 2016-AAL-445-OE

Sectional Map for ASN 2016-AAL-445-OE

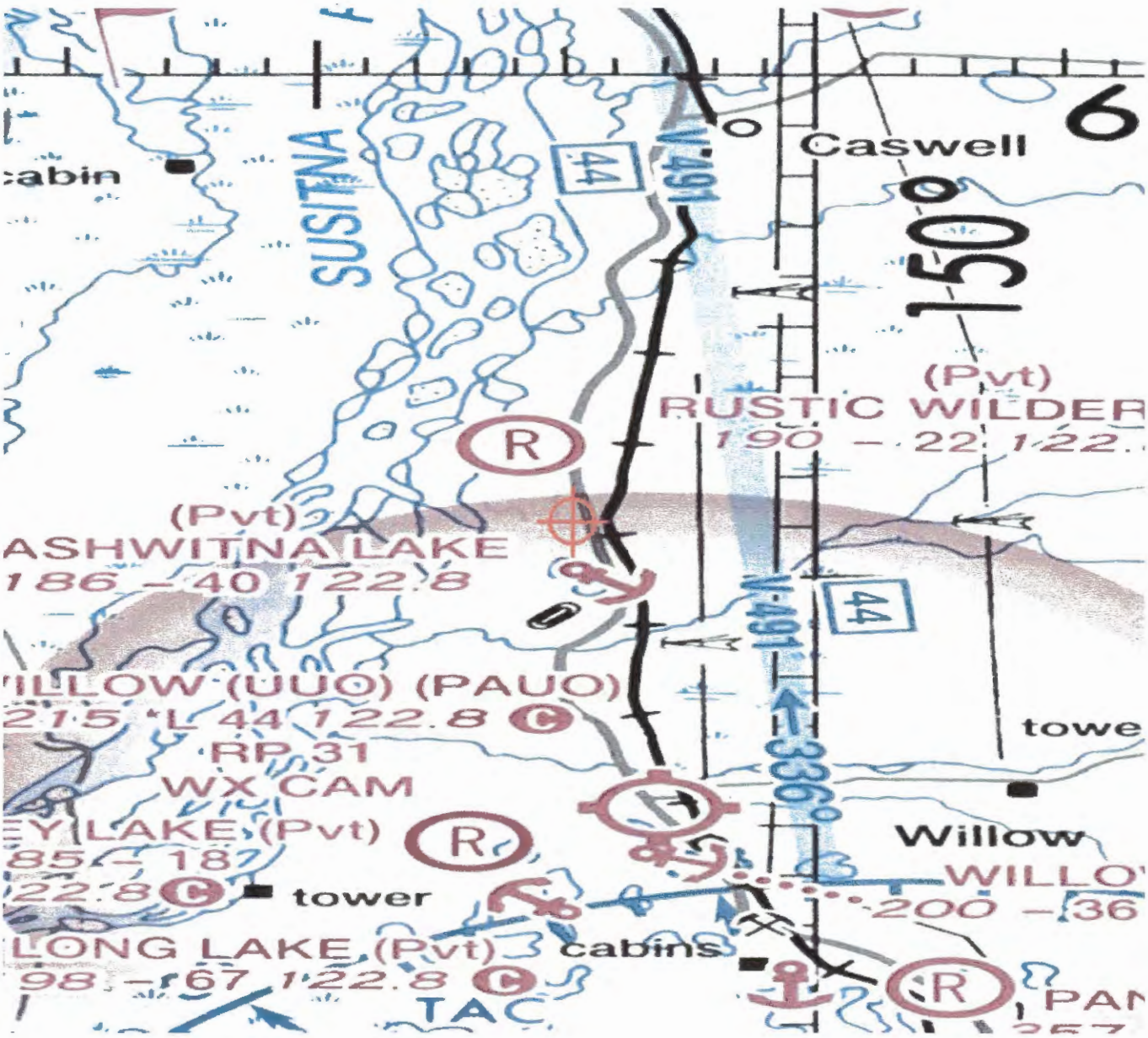


Exhibit C

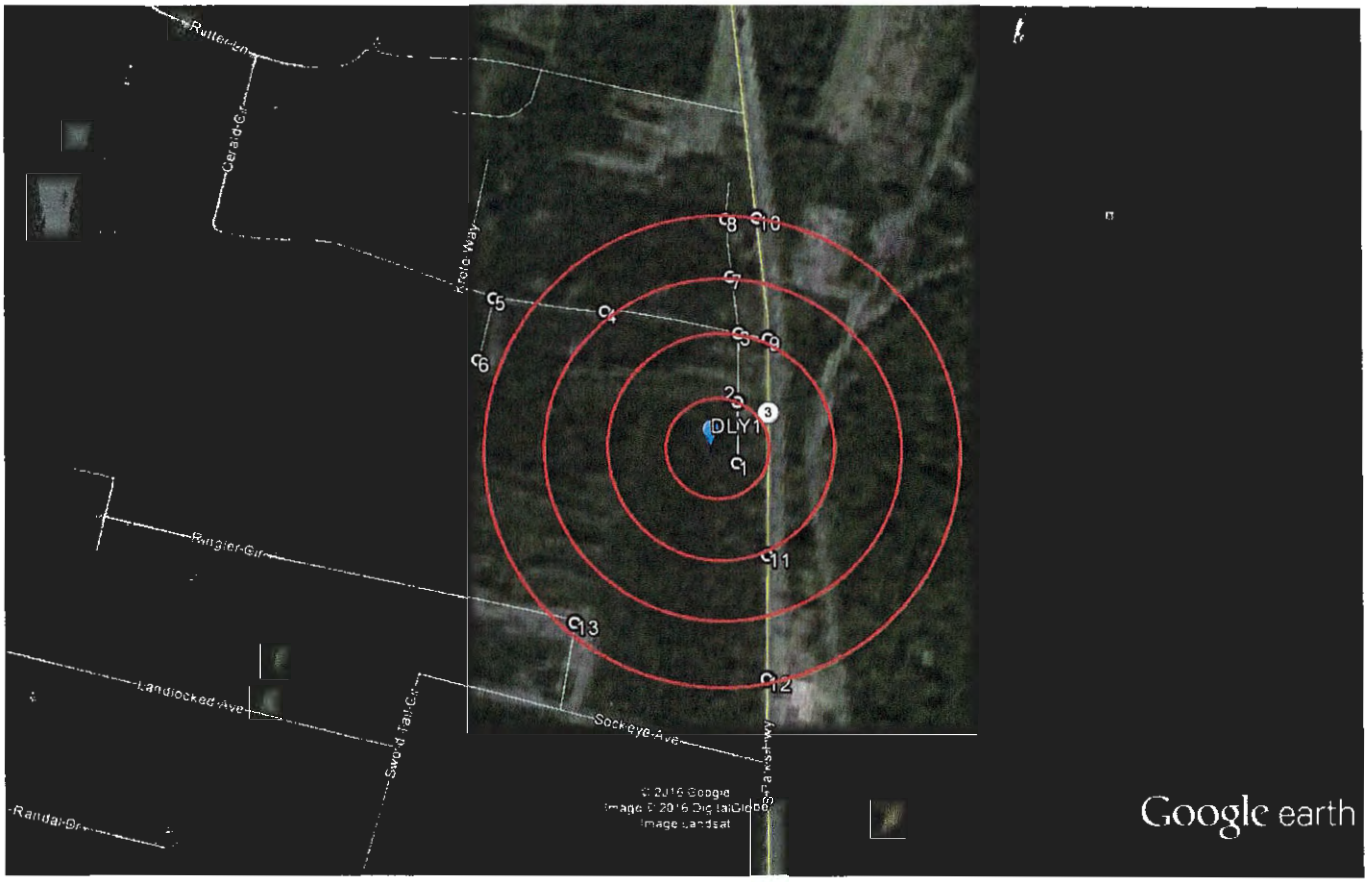
Balloon Flight

DSL1

Talkeetna, AK

Balloon Test

May 24, 2016



Area overview with 500 ft, 1000 ft, 1500 ft and 2000 ft radius circles depicted.

Photograph numbers are referenced in relation to the plan view.

1

2

3

4

5

6

7

8

9

10

11

12

13

Exhibit D

Redacted Lease

A L A S K A
2016-011585-0
Recording Dist: 311 - Palmer
6/10/2016 10:06 AM Pages: 1 of 3

51636 PG
ATGA

WARRANTY DEED
A.S. 34.15.030

The Grantor,

WILLIAM H. BOWERS and SANDRA L. BOWERS, husband and wife, whose address is 305 S. Bartlett Circle, Wasilla, AK 99654, for and in consideration of Ten Dollars ($10.00), and other good and valuable consideration, in hand paid, the receipt of which is hereby acknowledged, conveys and warrants to the Grantee,

MTA COMMUNICATIONS, LLC, an Alaska limited liability company, whose address is 1740 S. Chugach Street, Palmer, AK 99645, the following described real property:

> Government Lot Six (6) in Section 6, Township 20 North, Range 4 West, Seward Meridian, according to the official Bureau of Land Management Survey thereof, being located in the Palmer Recording District, Third Judicial District, State of Alaska.

Subject to:

> Reservations and exceptions as contained in the U.S. Patent Number 1227909, recorded August 15, 1962, Book 43 Page 31, and/or in Acts authorizing the issuance thereof.
>
> Selections by the State of Alaska to all oil, gas and mineral rights, as reserved in an instrument, recorded May 10, 1967, Book 65D Page 195, and re-recorded April 4, 2006, as Instrument No. 2006-008602-0. [NOTE: There may be leases, grants, exceptions or reservations of interests that are not listed.]
>
> Reservation of section line easement 33 feet in width along each side of the section line as provided by 43 U.S.C. 932, which affects the West 33 feet.
>
> Reservation of an easement for highway purposes as disclosed by Public Land Order No. 601, dated August 10, 1949 and amended by Public Land Order No. 757, dated October 10, 1959; Public Land Order No. 1613, dated April 7, 1958; and Department of the Interior Order No. 2665, dated October 16, 1951, Amendment No. 1, thereto, dated July 17, 1952 and Amendment No. 2, thereto, dated September 15, 1956, filed in the Federal Register.

eRecorded Document

Rights of the public and governmental agencies in and to any portion of said land included within the boundaries of the George Parks Highway (Anchorage-Fairbanks Highway).

Right of Way Easement, including terms and provisions thereof, granted to Matanuska Electric Association, Inc., and its assigns and/or successors in interest, to construct, operate and maintain an electric transmission and/or telephone distribution line or system by instrument recorded June 21, 1961, Book 37 Page 253. Release of General Right of Way with Reservation of Specific Easement, including the terms and provisions thereof, by instrument recorded December 24, 1984, Book 395 Page 634.

Right of Way Easement, including terms and provisions thereof, granted to Matanuska Electric Association, Inc., and its assigns and/or successors in interest, to construct, operate and maintain an electric transmission and/or telephone distribution line or system by instrument recorded September 4, 1973, Book 68 Page 931. Release of General Right of Way with Reservation of Specific Easement, including the terms and provisions thereof, by instrument recorded December 24, 1984, Book 395 Page 635.

Further subject to reservations and exceptions in U.S. and/or State of Alaska Patents and in Acts authorizing the issuance thereof; easements, rights-of-way, covenants, conditions, reservations, notes on plat, by-laws, and all other restrictions of record, if any.

Date: 6/9/2016, ~~2016~~

GRANTOR:

WILLIAM H. BOWERS

SANDRA L. BOWERS

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me on June 9, 2016, by WILLIAM H. BOWERS and SANDRA L. BOWERS.

Notary Public in and for Alaska
My Commission Expires: 7/10/16

STATE OF ALASKA
NOTARY PUBLIC
Patricia J. Gebauer
My Commission Expires July 10, 2016

Date: 6-8-, 2016

GRANTEE: MTA COMMUNICATIONS, LLC

By Michael Burke
MICHAEL BURKE, Manager

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me on June 8, 2016, by MICHAEL BURKE, Manager of MTA COMMUNICATIONS, LLC, an Alaska limited liability company, on behalf of the company.

Karen S. Alden
Notary Public in and for Alaska
My Commission Expires: 10/10/18

KAREN S. ALDEN NOTARY PUBLIC STATE OF ALASKA My Commission Expires October 10, 2018

Record in Palmer Recording District.
Return to:
MTA COMMUNICATIONS, LLC
1740 S. Chugach Street, Palmer, AK 99645

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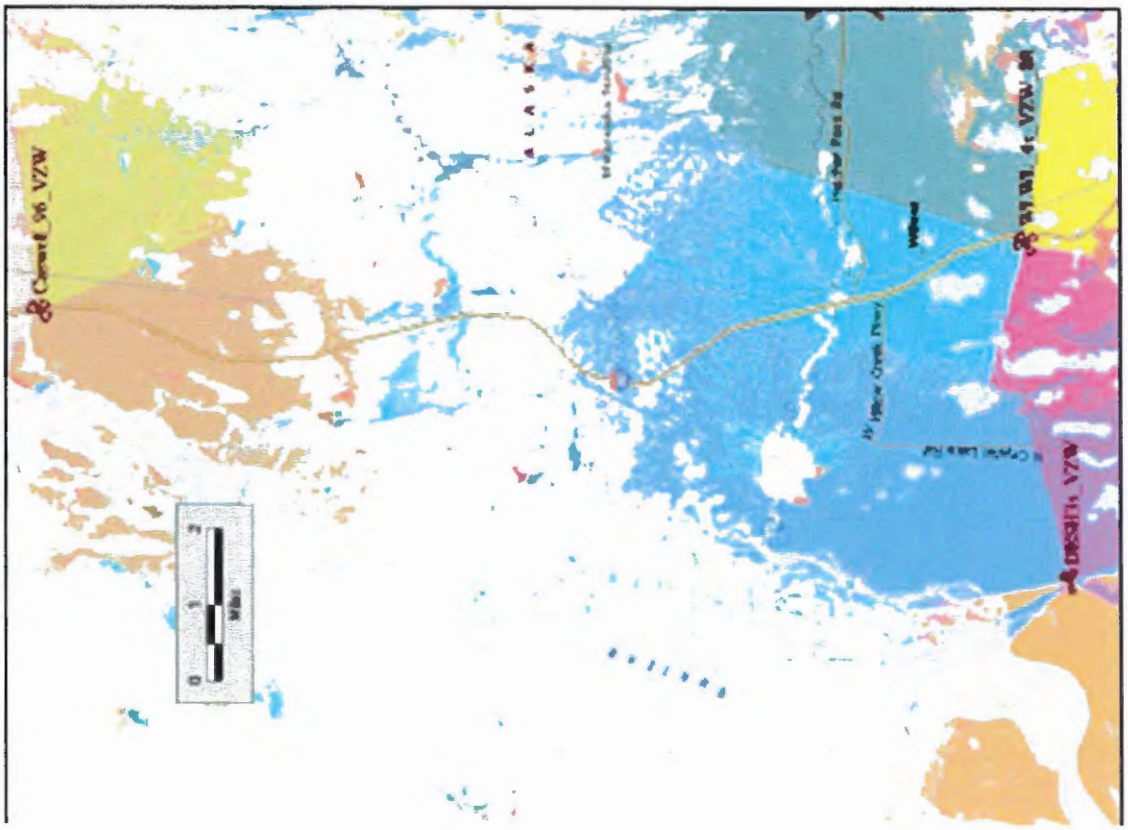
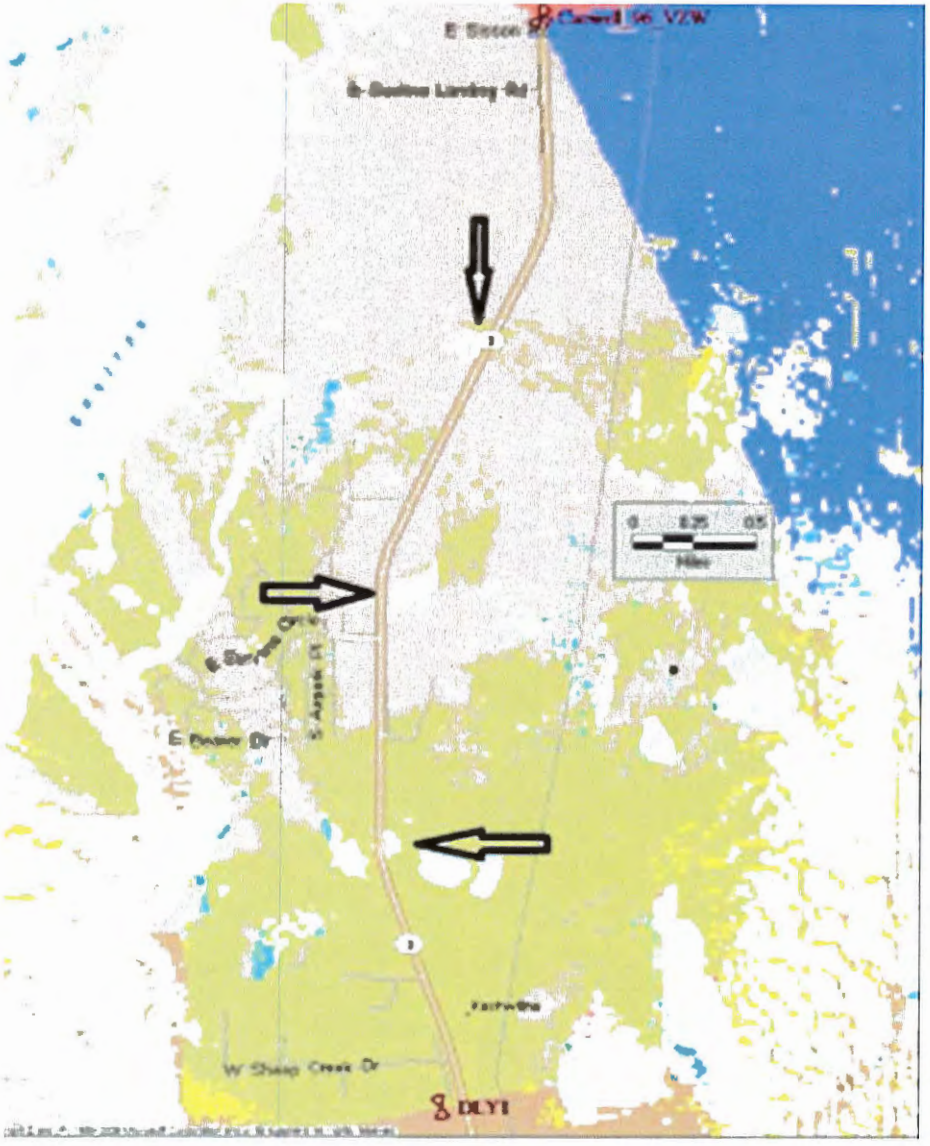
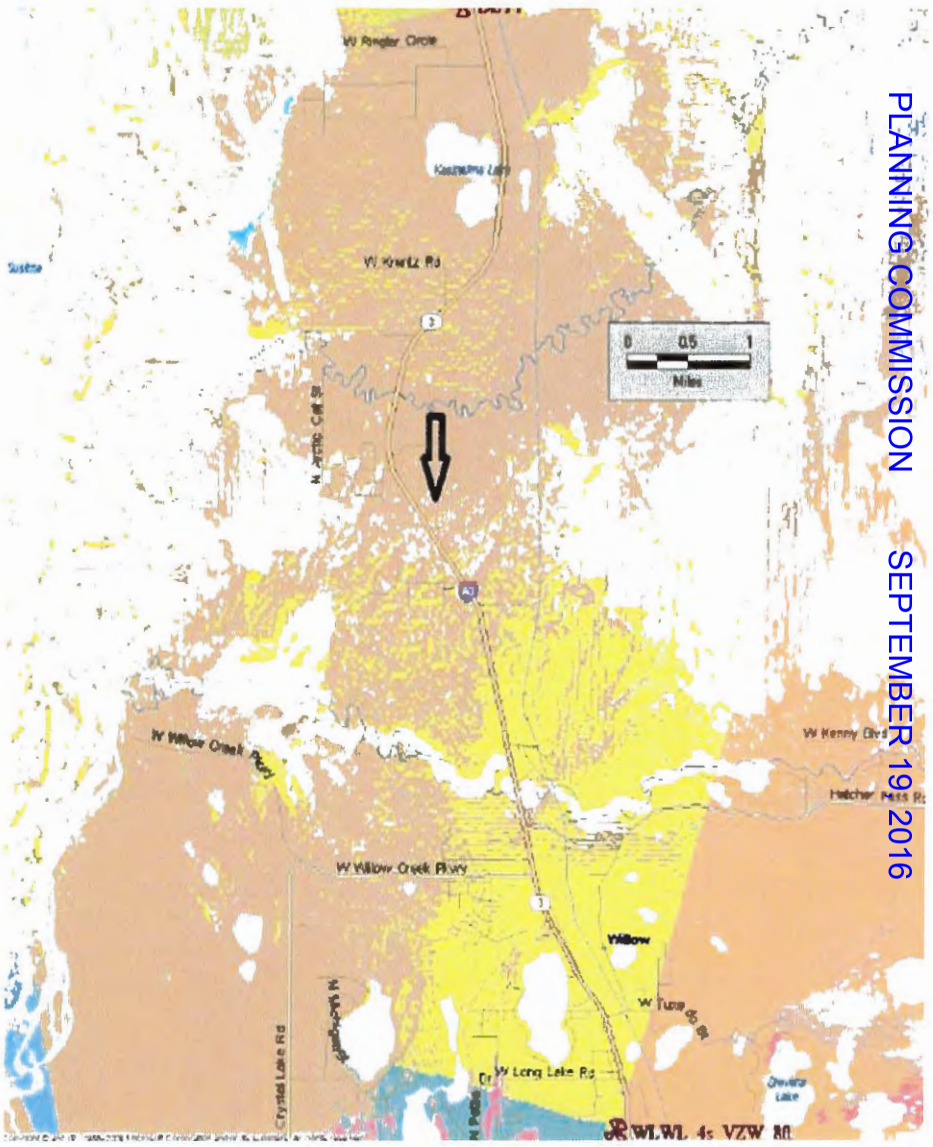
Exhibit E

Propagation Maps

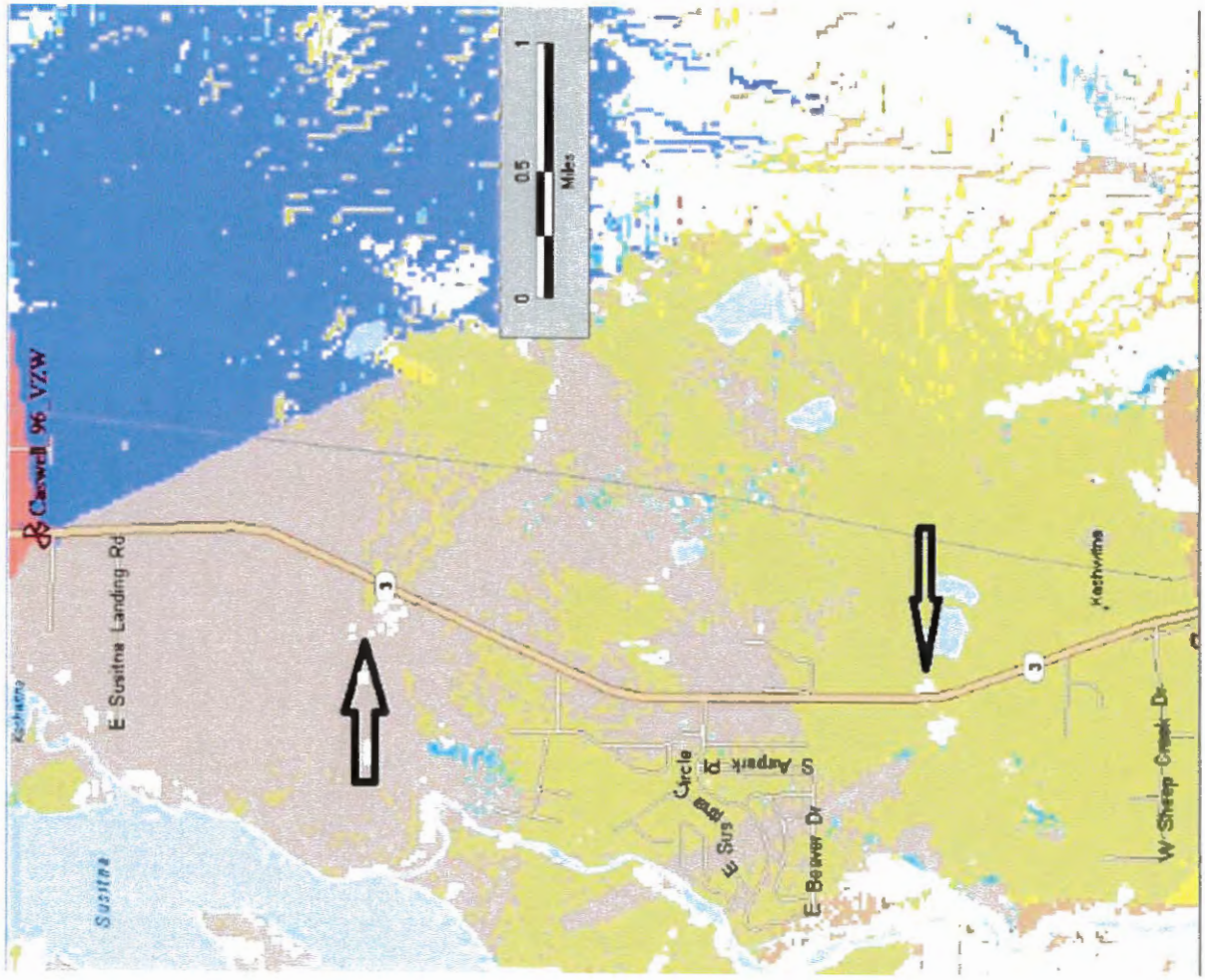


DLY1 Site – Inactive
(current coverage)





DLY1 Coverage Gaps North & South at 120 ft



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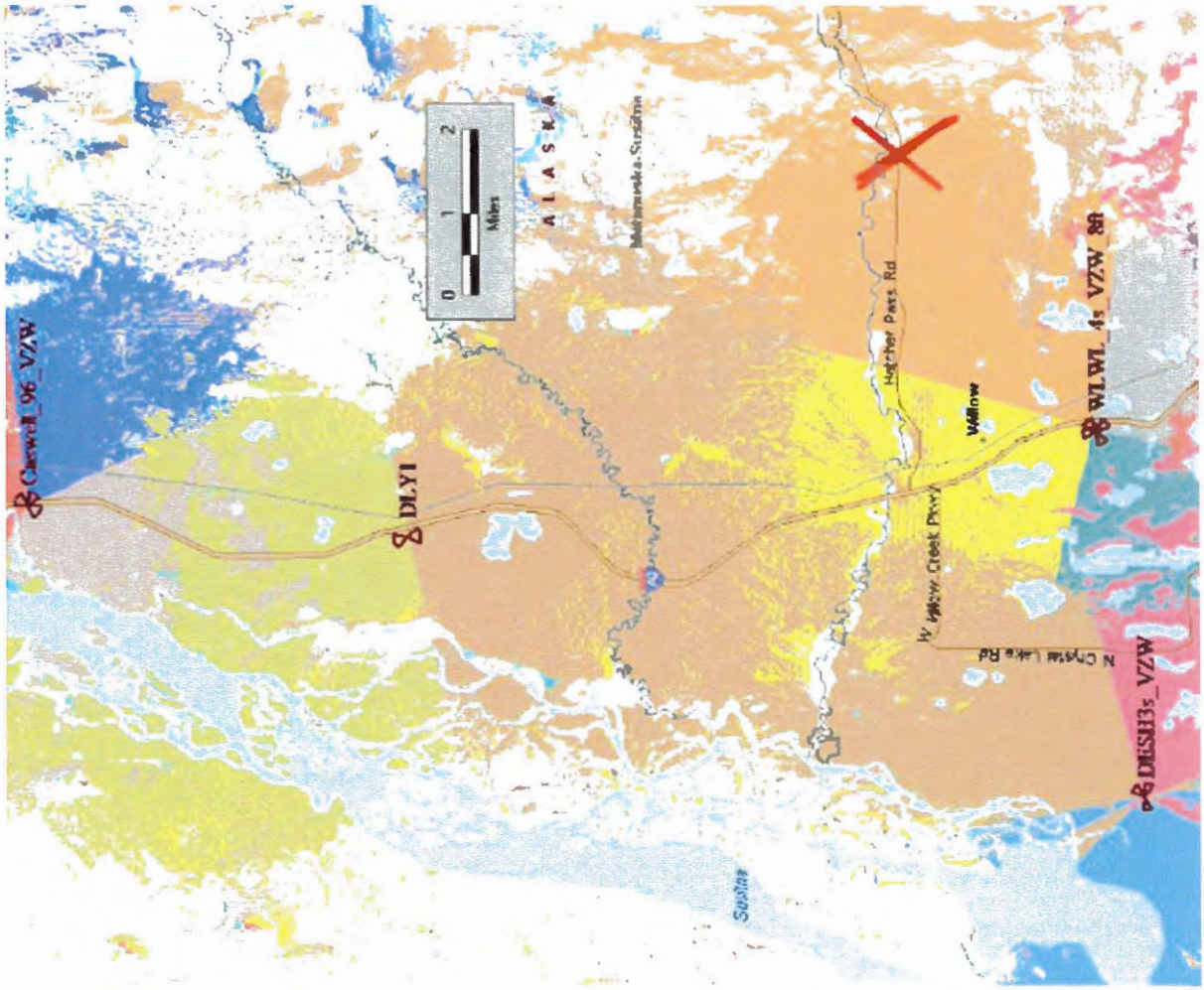


DLY1 Site – 180 feet

Exhibit F

Notification Letter, Mailing List,

Meeting Sign in, and Meeting Summary

NEW HORIZONS TELECOM, INC.

Program & Project Management, Engineering Design, Permitting, Construction, Installation, Integration
~ Your Turnkey Providers ~

May 17, 2016

TO: Neighbors of 41238 W Parks Hwy
Legal Description - Township 20N Range 4W Section 6 Lot C3

This letter is to notify area Neighbors that MTA Communications (MTAC) will be making an application for Site DLY1, a Conditional Use Permit for the placement of a 185 foot tall lattice type self-supporting antenna structure (180 foot tower and 5 foot lightning rod) on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off the south end of N Delyndia Road. Potential tower lighting will be part of the discussion at the meeting.

MTAC will present the proposed placement on Wednesday, June 1, 2016, at the at the Willow Community Center. The meeting begins at 6PM and is located at 23557 West Willow Community Center Circle, Willow, Alaska.

The construction of this antenna structure will provide enhanced and improved wireless communications for personal, business and emergency service in the area. Representatives from MTAC will be present to answer questions or concerns from the community.

As a nearby property owner to the proposed facility you are entitled to this information pursuant to Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code. For your convenience, the language provided for this notification is as follows:

Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting.

New Horizons Telecom, Inc. is the agent for MTAC for this conditional use application. If you have any questions pertaining to the proposed notification, please contact Sherrie Greenshields; Site Acquisition Consultant, with New Horizons Telecom Inc., 901 Cope Industrial Way, Palmer, AK 99645, at the information below.

Respectfully,

Sherrie Greenshields, Site Acquisition Consultant
sgreenshields@nhtiusa.com
907-761-6057 office; 907-315-3201 cell

Attachments: Mat-Su Borough Comment Form; Permit Center ½ mile offset from Parcel; Antenna Structure Proposed Site Location

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Site Name DLY1, Conditional Use Permit - 185 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Wednesday, June 01, 2016, 6 PM

Meeting Location: 23557 West Willow Community Center Circle, Willow, Alaska

Legal Description of Project: Township 20N Range 4W Section 6 Lot C3

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) is making an application for Site DLY1 a Conditional Use Permit for the placement of a 185 foot tall lattice type self-supporting antenna structure (180 ft tower with 5 ft lightning rod) on the parcel referenced above. The attached MatSu Borough Land Info Parcel Report and google earth image, show the parcel location and proposed tower placement. Site access will be from a proposed driveway off the south end of N Delyndia Road. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Address:*** _____

Location/Legal Description of your property: _____

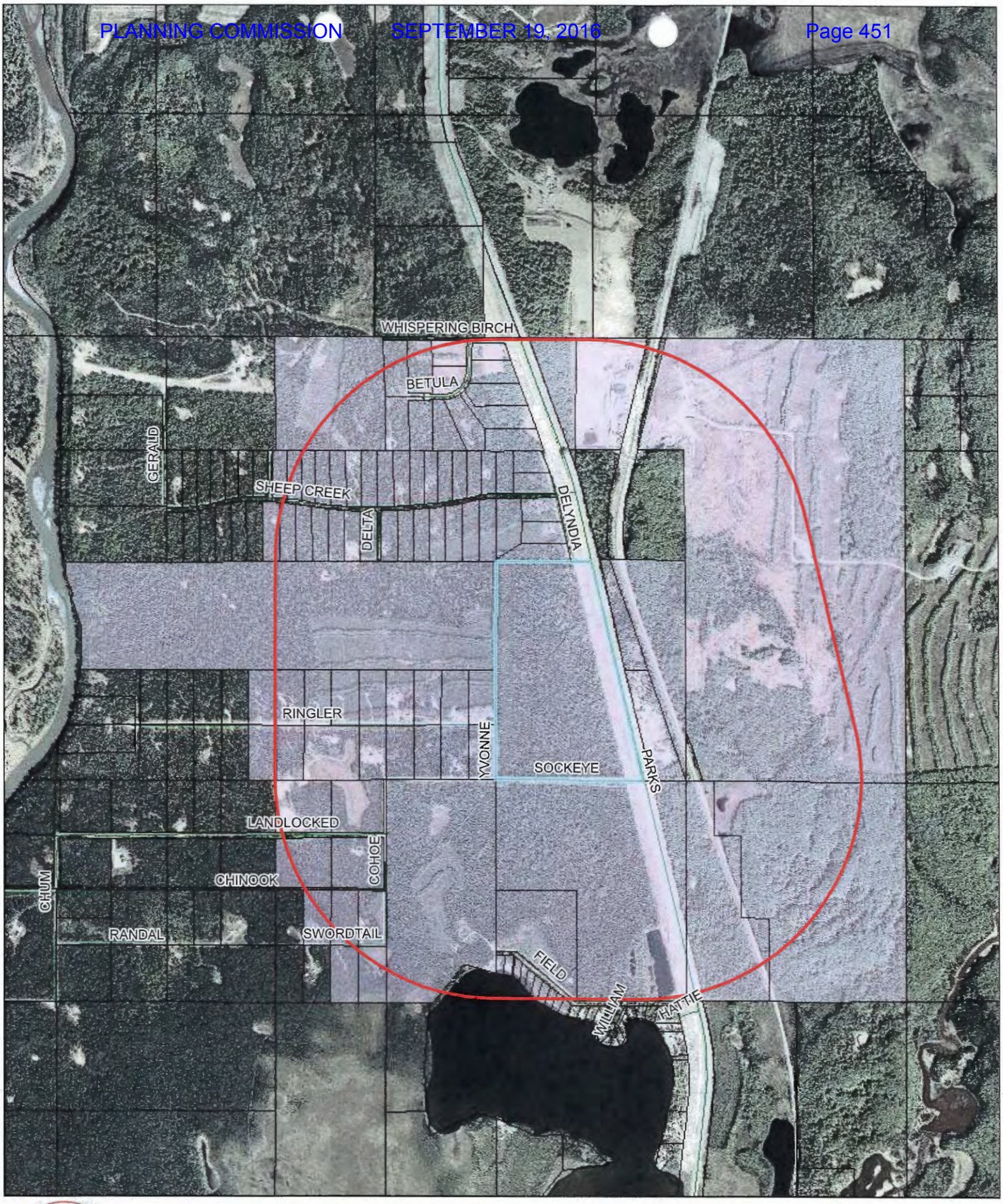
Comments: _____

_____

_____

_____

_____



Matanuska Susitna Borough
Permit Center

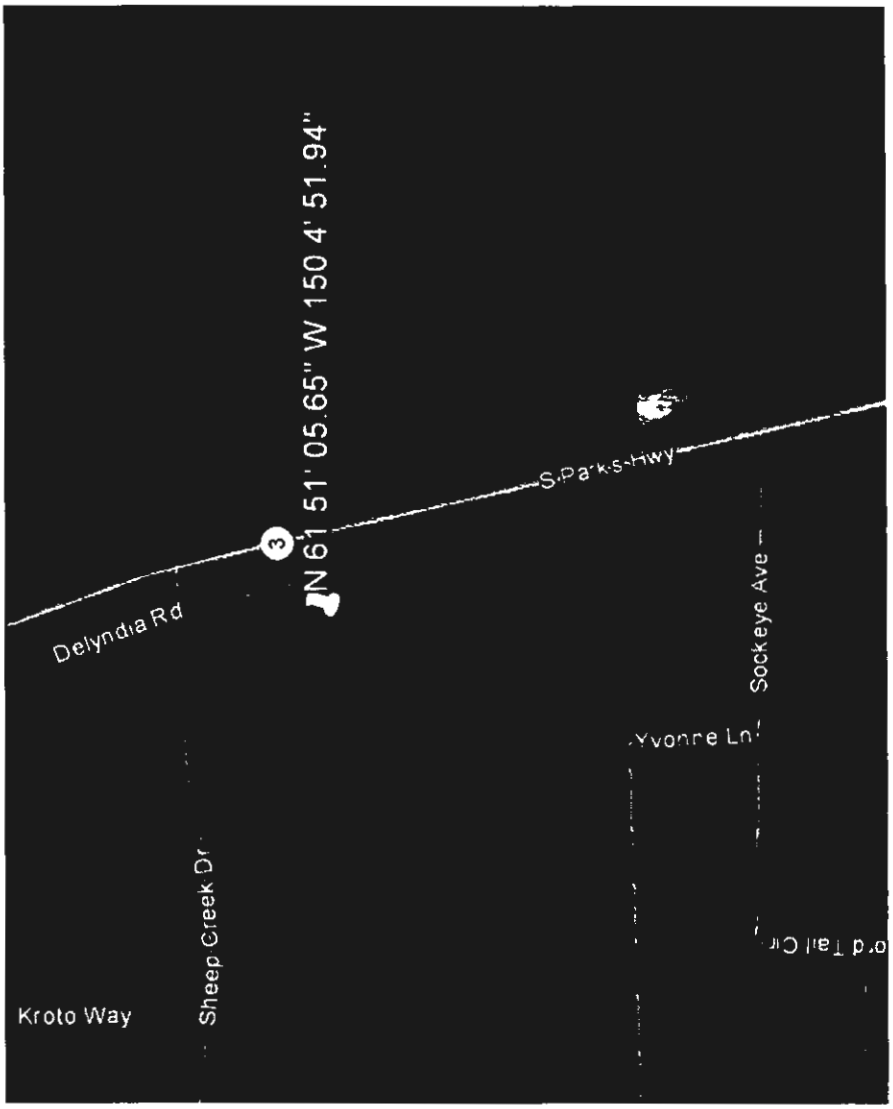
Date: 5/9/2016

0 1,000 2,000 Feet

N

This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and polices related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4601.

DLY1 – Proposed MTA Communication Site Location



Yellow Pin depicts proposed antenna strucure on property

UNITED STATES POSTAL SERVICE®

Certificate of Mailing — Firm (Domestic)

Name and Address of Sender	TOTAL NO of Pieces Listed by Sender	TOTAL NO. of Pieces Received at Post Office™	Affix Stamp Here *Postmark with Date of Receipt.*
NEW HORIZONS TELECOM, INC. 901 COPE INDUSTRIAL WAY PALMER, AK 99645	102	102	US POSTAGE $ 07.65 Mailed From 99645 05/17/2016 032A 0061807387
	Postmaster, per *(name of receiving employee)* Karamulkey	PALMER, AK 99645 MAY 17 2016 USPS	

USPS® Tracking Number / Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift

PS Form 3665, January 2016 (Page ___ of ___) PSN 7530-17-000-5549

See Reverse for Instructions

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ALASKA STATE OF, DEPT OF
NATURAL RESOURCES, STE 1050A
550 W 7TH AVE
ANCHORAGE, AK 99501-3579

55395000L007
ALVARDO IGNACIO & TERESA
PO BOX 876841
WILLOW, AK 99501-3579

56336000L014
BAILEY ANTHONY & CORISSA
BINDER JASON & CARRIE
7615 ISLAND DR
ANCHORAGE, AK 99504-2724

51246B02L014
BAIRD RANDALL B
PO BOX 875
WILLOW, AK 99688-0875

51246B04L001
BATES THOS W & PATRICIA J
8217 RACE CIR
ANCHORAGE, AK 99504-4747

55395000L013
BEACHY DAVID M
BEACHY TERESA FERN
HC 89 BOX 222
WILLOW, AK 99688-9703

51246B04L004
BELL JORDON L
SKARDA AMYEE L
108 CHATHAM LN
OAK RIDGE, TN 37830

55395000L005
BERRY TED & JEAN LVG TRUST
PO BOX 49
WILLOW, AK 99688-0049

55395000L004
BERRY TED & JEAN LVG TRUST
PO BOX 49
WILLOW, AK 99688-0049

55395000L006
BERRY TED & JEAN A
PO BOX 49
WILLOW, AK 99688-0049

55395000L012
BERRY TED & JEAN A
PO BOX 49
WILLOW, AK 99688-0049

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BINKOWSKI MABLE K
LEAKANOFF LOUISE M
PO BOX 744
WILLOW, AK 99688-0744

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BINKOWSKI MABLE K
YARO GEORGE B
PO BOX 744
WILLOW, AK 99688-0744

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BOWERS WM H & SANDRA L
305 S BARTLETT CIR
WASILLA, AK 99654

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BROOKS K C GAM TR
BROOKS KENNETH J & MARIA C O TRE
421 SW 356 ST
FEDERAL WAY, WA 98023-7303

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BRUSO JAS W & BINNIE P
9008 165TH ST E
PUYALLUP, WA 98373

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COLASKA INC
240 W 68TH AVE
ANCHORAGE, AK 99518

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COLASKA INC
240 W 68TH AVE
ANCHORAGE, AK 99518-1752

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COLASKA INC
240 W 68TH AVE
ANCHORAGE, AK 99518-1752

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COOK INLET REGION INC
PO BOX 93330
ANCHORAGE, AK 99509-3330

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DEWALL ROCKLYN & AMY
4271 W LAKE CIR
ANCHORAGE, AK 99502-4907

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DOWELL KENNETH L
10129 N PALMER FISHHOOK RD
PALMER, AK 99645-9245

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EDWARDS BRUCE L & JOAN C
PO BOX 884
WILLOW, AK 99688

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EITERER CHRISTIAN & H
A-6561 ISCH G L 280
HOTEL CARNI FLIANA
TIROL AUSTRIA

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ELDRED STEPHEN D & BARBARA
HC 89 BOX 294
WILLOW, AK 99688-9703

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ENGEN DAVID O & JODY K
PO BOX 56863
NORTH POLE, AK 99705-1863

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ENGEN DAVID O & JODY K
PO BOX 56863
NORTH POLE, AK 99705-1863

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EVANS JANET L
E104
8871 CENTENNIAL CIR
ANCHORAGE, AK 99504-5032

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EVANS JEFFERY L & DARLA L
HC 89 BOX 225
WILLOW, AK 99688-9703

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FIELD JUDITH A DEC OF TR
FIELD JUDITH A TRE
2700 JEFFORD PL
ANCHORAGE, AK 99517-1038

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GAUSMANN PAUL E
5135 RAYMOND RD
MAYSLICK, KY 41055-8903

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GRIFFIN JOS D & PAMELA J
PO BOX 696
WILLOW, AK 99688-0696

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GUINTU RANDY & CHELSEA
6930 ROVENNA ST
ANCHORAGE, AK 99518-2170

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MANNONS KENNETH R JR&JA
PO BOX 0181
WILLOW, AK 99688-0181

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HARRISON PATRICK & TERESA L
23302 NE 211ST
BATTLE GROUND, WA 98604-3900

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HENDERSON SAMUEL A
HAMPTON MELANIE A, #2
11910 JOHNS RD
ANCHORAGE, AK 99515-3437

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HUFFORD CHERI
PO BOX 520891
BIG LAKE, AK 99652-0891

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HUNTER CRAIG A & VIRGINIA D
HC 89 BOX 202
WILLOW, AK 99688-9703

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IMIG ERIC A
IMIG GREG L, #100
2611 FAIRBANKS ST
ANCHORAGE, AK 99503

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JENSEN RICKY A
PO BOX 873334
WASILLA, AK 99687-3334

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JENSEN RICKY A
PO BOX 873334
WASILLA, AK 99687-3334

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JOHNSTON HERBERT B & SUSAN
15630 SE 178TH ST
RENTON, WA 98058-9003

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KOORENNY ELEANOR E TR TRE
C/O STACY EVANS
1835 PRENTISS DR
DOWNERS GROVE, IL 60516-2425

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KOZAK CHESTER B II
DOLSBERRY LINDA A
727 N WILD PLUM CT
LAWRENCE, KS 66049

55395000L001
KREIN TODD E
HC 89 BOX 211
WILLOW, AK 99688-9703

55395000L002
KREIN TODD E
HC 89 BOX 211
WILLOW, AK 99688-9703

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LARKIN CONRAD A
PO BOX 711314
MOUNTAIN VIEW, HI 96771-1314

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LARSEN CORRY B, #19
1400 W 25TH AVE
ANCHORAGE, AK 99503

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LOFTIN CELESTE LEFFINGWELL
C/O CARL W LOFTIN
160 STRATFORD RD
ASHEVILLE, NC 28804-1452

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LYSENG TODD L
PO BOX 994
WILLOW, AK 99688-0994

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MAAKESTAD TALLAK DANIEL
MAAKESTAD ELIZABETH RUTH
17620 PIONEER DR
EAGLE RIVER, AK 99577-9343

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MAAKESTAD WALTER & MOLLY
PO BOX 70
LAKE MINCHUMINA, AK 99757

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MALINGOWSKI JAMES WALTER
MALINGOWSKI CARLA COOKSON
2944 EASTERN SHORE DR
HAMPTON COVE, AL 35763-9339

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MATANUSKA-SUSITNA BOROUGH
350 E DAHLIA AVE
PALMER, AK 99645-6488

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MATANUSKA-SUSITNA BOROUGH
350 E DAHLIA AVE
PALMER, AK 99645-6488

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MCCLAIN JOSHUA J & NAOMI J
4040 S BIRCH COVE DR
WASILLA, AK 99623-9456

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MCCORD JAVIN W
4516 NE PACIFIC AVE
VANCOUVER, WA 98663-1818

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513 HUNT LN
SEVEN BAYS, WA 99122-8737

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130 FRANKLIN AVE
BECKLEY, WV 25801-6001

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MICHAUD DANIEL R & SUSAN L
PO BOX 873161
WASILLA, AK 99687-7361

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MICHAUD DANIEL R & SUSAN L
PO BOX 873161
WASILLA, AK 99687-7361

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7814 N THATCHER AVE
TAMPA, FL 33614

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MURPHY PATRICK L & MARGARET
K & K REV FAMILY TR
1780 N WILLIWAW WAY
WASILLA, AK 99654-5907

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OKUBO TAKASHI & SANAE
1-26-5 IGUSA
SUGINAMI-KU
TOKYO 167

51246B04L011
PAAPKE JAMES H
PO BOX 6153
HILO, HI 96720

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PAAPKE JAMES H
PO BOX 6153
HILO, HI 96720

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PAAPKE JAMES H
PO BOX 6153
HILO, HI 96720

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PARENT TOBIN J
HC 89 BOX 220
WILLOW, AK 99688-9703

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PARMETER MICHAEL WALTER
PO BOX 837
WILLOW, AK 99688

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PATTERSON SCOTT & BETTY
HC 89 BOX 205
WILLOW, AK 99688-9703

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RAGAN JOHN C & MARTY S
PO BOX 7592
NIKISKI, AK 99635-7592

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RENCE KEVIN
PO BOX 1149
WILLOW, AK 99688

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RENCE KEVIN
PO BOX 1149
WILLOW, AK 99688

51246B02L016
RENCE KEVIN
PO BOX 1149
WILLOW, AK 99688

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RICHARDS SUSAN R LVG TR
RICHARDS SUSAN R TRE
12540 ATHERTON RD
ANCHORAGE, AK 99516-2911

51246b02l002
RICHTER DORATHY
158 PINE VALLEY DR
PAIGE, TX 78659-4954

51246B03L012
ROBERTS ROBERT EDWARD
3035 SERVIAN PL
SAN DIEGO, CA 92117-6163

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ROBERTSON PHILIP A & c A
PO BOX 769
WILLOW, AK 99688-0769

55395000L010
ROBERTSON PHILIP A & c A
PO BOX 769
WILLOW, AK 99688-0769

55395000L008
ROBERTSON PHILIP A & c A
PO BOX 769
WILLOW, AK 99688-0769

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SAHR L V LVG TR TRE
C/O LORRAINE V BELL
857 GWYNE AVE
SANTA BARBARA, CA 93111-2418

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SCHWANKL JAMES B & VERONICA L
PO BOX 709
WILLOW, AK 99688-0709

562000L028
SHOGREN SUANNE
C/O SUANNE GOJENOLA
9756 E TANGERINE RD
FLORENCE, AZ 85132-7386

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SJOBERG JANET P #40
16940 S OAKLEY RD
CHESANING, MI 48616

220N05W01D015
SMTHE REX G & BECKY S
PO BOX 875416
WASILLA, AK 99687-5416

51246B02L005
STANKO JAS & JOANNE
PO BOX 772797
STEAMBOAT SPGS, CO 80477-2797

51246B04L002
STEPHAN LESTER # 5
7505 BOUNDARY AVE
ANCHORAGE, AK 99504-1244

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STEVENS MICHAEL S
GRAY AMBER C
4508 S CARILLION DR
WASILLA, AK 99654

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TAVIS RITA C TR TRE
C/O GENE M TAVIS #6
3206 S HOPKINS AVE
TITUSVILLE, FL 32780-5667

51246B03L010
TURNER EVADINE M TRE
TURNER EVADINE M DEC TR
PO BOX 870877
WASILLA, AK 99687-0877

56212000L027
WALKER CAMMIE L
ALFORD JAMES P
PO BOX 896
WILLOW, AK 99688-0896

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WALL DOUGLAS A
DOUTHIT WM L HART JEFFERY D
16989 FOOTHILL AVE
EAGLE RIVER, AK 99577

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WALLACE MANUAL A
6 NEW MEXICO WAY
HENDERSON, NV 89015-7212

220N05W01C011
WOOD CHARLES & KATHLEEN
PO BOX 201126
ANCHORAGE, AK 99520-1126

220N05W01D010
WOOD CHARLES & KATHLEEN
PO BOX 201126
ANCHORAGE, AK 99520-1126

220N05W01D011
WOOD CHAS L SR & KATHLEEN
PO BOX 201126
ANCHORAGE, AK 99520-1126

220N05W01D017
ZAMORA WILLIE & ERLINDA
3201 W 28TH CT
ANCHORAGE, AK 99517

220N05W12A001
ZIETLOW THOS D & THERESA M
6201 PETRIFIED TREE CIR
ANCHORAGE, AK 99507-6719

WILLOW COMMUNITY COUNCIL
23625 W. Willow Community Center Circle
Willow, AK 99688

STATE OF ALASKA
LAND DEVELOPMENT
550 W. 7th AVE. SUITE 1260
ANCHORAGE, AK 99501-3557

Willow Area Community Organization
Willow Community Council
23635 W. Willow Community Center Circle
Willow, AK 99688

ALASKA RAILROAD
LAND DEVELOPMENT
PO BOX 107500
ANCHORAGE, AK 99510

Total: 102

MTA Communications – NSL1 and DLY1 Proposed Sites
Community Meeting – June 1, 2016

Name	Address	Phone number	Email
Heidi Denkins	P.O. Box 171, 99688	495-6562	nladv@mtaonline.net

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Wednesday 6/1/16

MTAC Site NSL1
Township 18N Range 4W Section 11 Lot A1
23619 W. Parks Hwy

MTAC Site DYL1
Township 20N Range 4W Section 6 Lot C3
41238 W Parks Hwy

Meeting at Willow Community Center
Attendees
Rod Ewing (MTA), Julie Rowse (MTA), Sherrie Greenshields (NHTI)

Heidi Jenkins (Local Landowner)

Purpose of meeting
The MTA team sent notification letters as required under Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code for a proposed tall tower, site name of NSL1 and DYL1.

MTA was present to hear concerns about the proposed tower structure.

Comments received
Discussion items included the following items.

Health concerns from cell site transmitting antennas.

MTAC response – Antennas conform with FCC requirements for transmitting antennas.

View obstruction concerns.

MTAC response – Agreement to contact Heidi Jenkins when a balloon is flown at the proposed tower height at future date. MTAC will collect photographs from her property of the balloon. At the time if the meeting the site has not been cleared and it is questionable if a balloon can be threaded through the existing tree canopy.

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Matanuska - Susitna Borough
Development Services
JUL 14 2016
Received

Exhibit G

Summary Page & Written Public Comments

Date	Comment Received	Commenter	Land Parcel	Concerns	Comments	Response
5/20/2016	E-mail	Eric Moore(DNR)	None	The DNR has not concerns about this tower as long as the proposed tower does not block or interfere with travel on any State managed easements.	Is in reference to CUP	No response from MTAC
6/10/2016	E-mail	Melitta White	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns apply to all proposed sites.	Tower is required to fill significant gap in service.
6/15/2016	E-mail	Bonnie Church	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns apply to all proposed sites.	Tower is required to fill significant gap in service.

From: Moore, Eric A (DNR) [mailto:eric.moore@alaska.gov]
Sent: Friday, May 20, 2016 12:44 PM
To: Permit Center
Cc: Cox, Clark A (DNR)
Subject: DLY1 - Conditional Use Permit for MTA Communications

The Department of Natural Resources, Division of Mining, Land and Water, Southcentral Regional Office has no objection to the requested permit under the following condition(s):

1) The proposed tower and related infrastructure may not block or interfere with travel on Section Line Easements or any other State-managed easements or rights-of-way.

Sincerely,

Eric Moore
Natural Resource Manager II
Department of Natural Resources
Division of Mining, Land & Water
550 W 7th Ave, Suite 900C
Anchorage, AK 99501
(907)269-8548
eric.moore@alaska.gov

Leann Krey

From: Alex Strawn <Alex.Strawn@matsugov.us>
Sent: Friday, June 10, 2016 9:22 AM
To: Sherrie Greenshields
Cc: Mark Whisenhunt
Subject: FW: Cell towers along the Parks Highway

From: Michelle Olsen **On Behalf Of** Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Leann Krey

From: Mark Whisenhunt <Mark.Whisenhunt@matsugov.us>
Sent: Wednesday, June 15, 2016 10:50 AM
To: Sherrie Greenshields
Subject: FW: 3 cell towers in Willow

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

-----Original Message-----
From: Alex Strawn
Sent: Wednesday, June 15, 2016 10:39 AM
To: Mark Whisenhunt
Subject: FW: 3 cell towers in Willow

-----Original Message-----
From: Michelle Olsen On Behalf Of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

COMMENTS

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE
ZIP 99645 $ 000.46[5]
02 1W
0001399405 JUL 27 2016

RECEIVED
AUG 24 2016
PERMIT CENTER

56336000L011 68
MOYER JUSTIN B & JULIE JEAN
PO BOX 853
WILLOW AK 99688-0853

FIRST CLASS MAIL

9968830853 B012

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	Application for a Conditional Use Permit for the Construction of a Tall Structure.
MSB Code Section:	MSB 17.67-Tall Structures
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	Gerald Keene
Location:	41238 W Parks Hwy (Tax ID# 20N04W06C003); within Township 20 North, Range 4 West, Section 6, Seward Meridian
Request:	To the construct a cell tower, 180-feet in height.

The Matanuska-Susitna Borough Planning Commission will conduct a public hearing concerning the following application for a Conditional Use Permit on Monday, September 19, 2016 at 6:00 p.m. in the Borough Assembly Chambers, 350 E. Dahlia Avenue, in Palmer.

Application material may be viewed online at www.matsugov.us by clicking on 'All Public Notices & Announcements.' Application material may also be reviewed at the Borough Permit Center. For additional information, you may contact Mark Whisenhunt, Planner II, at 861-8527. Written comments can be mailed to the MSB Development Services Division, 350 E. Dahlia Avenue, Palmer, AK 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. In order to be eligible to file an appeal from a decision of the Plannin[illegible] mission, a person must be designated an *"interested party"*. See MSB 15.39.010 for definition of *"interested party"* [illegible] ures governing appeals to the Board of Adjustment and Appeals are contained in MSB 15.39.010-250, whic[illegible] the Borough homepage: www.matsugov.us, in the Borough Clerk's office, and at various libraries within [illegible]

Comments are due on or before *August 22, 2016* and will be included in the Planning Commission packet for the Commissioner's review and information. Please be advised that comments received from the public after that date will not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Justin and Julie Moyer ***Mailing Address:*** P.O. Box 853 Willow Ak 99688

Location/Legal Description of your property: Landlock Ave

Comments: I think it will obstruck our veiw and would like it to be built Elsewhere.

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

US POSTAGE PITNEY BOWES
ZIP 99645 $ 00
02 1W
0001399405 JUL

Matanuska - Susitna Borough
Development Services

AUG 05 2016

Received

220N04W06C003 14
BOWERS WM H & SANDRA L
305 S BARTLETT CIR
WASILLA, AK 99654

FIRST CLASS MAIL

9965437646 C016

The Planning Director of the Matanuska-Susitna Borough will consider the following:

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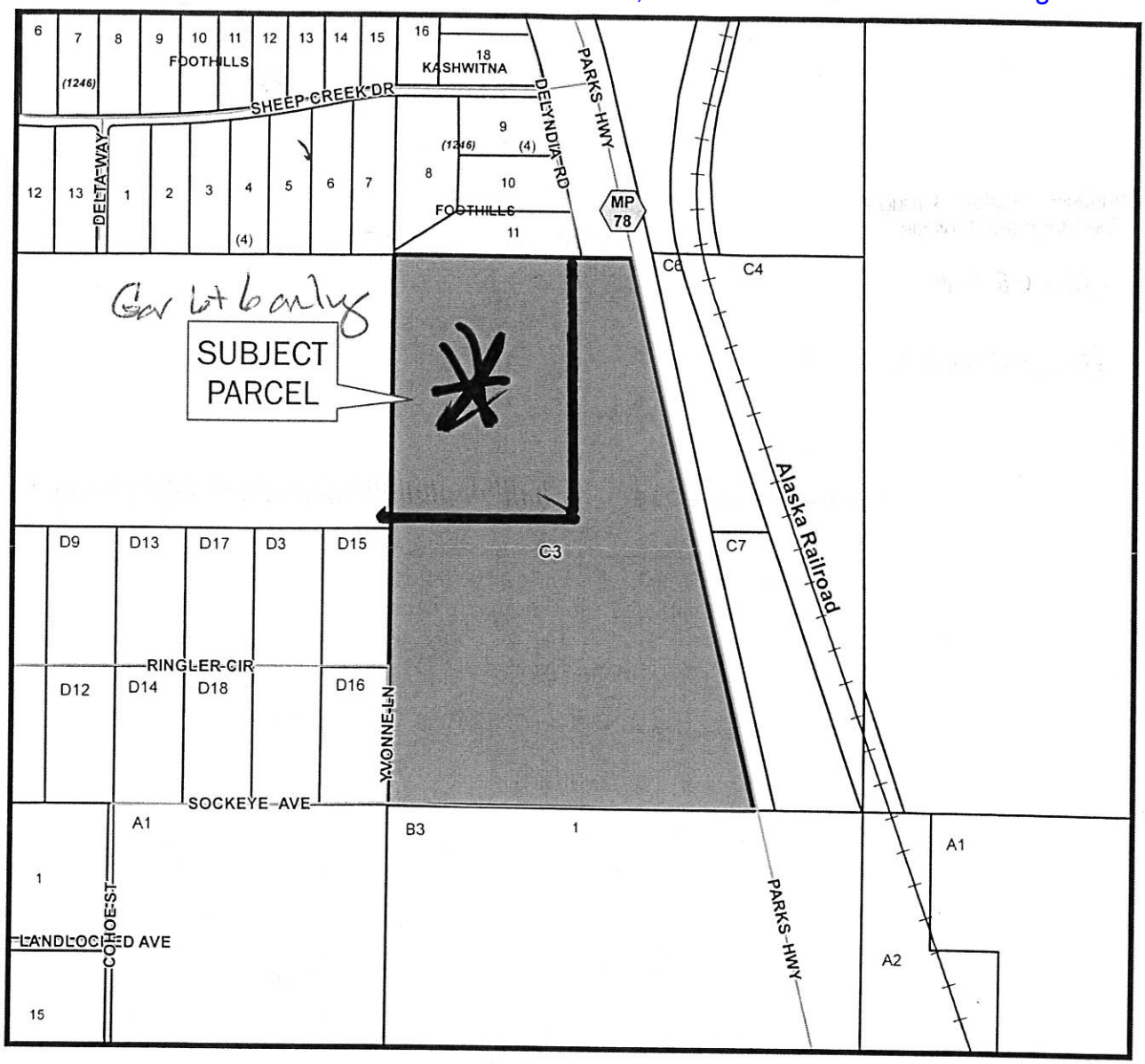
Name: Sandra Bowers ***Mailing Address:*** 305 S. Bartlett Circle Wasilla

Location/Legal Description of your property: 41238 W. Parks Hwy (Tax ID # 20N04W06C003)

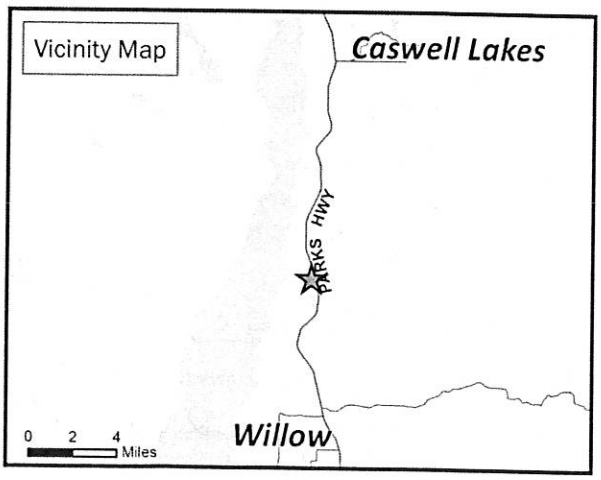
Comments: The address and property description for the permit in not correct. The correct legal description is Government Lot 6 in Section 6, Township 20 North Range 4 West, Seward Meridian. The other two parcels in Tax ID # 20N04W06C003 are not owned by MTA Communications, LLC and not part of the permit. See map on back.

Sandra L Bowers

Note: Vicinity Map Located on Reverse Side



20N04W06C003



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This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7801.

MSB Information Technology/GIS
June 13, 2016

0 500 Feet

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

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Sent: Wednesday, June 15, 2016 10:31 AM
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Subject: 3 cell towers in Willow

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Sent: Friday, June 10, 2016 9:17 AM
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Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

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Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
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We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Mark Whisenhunt

From: Vakalis, Kevin A (DOT) <kevin.vakalis@alaska.gov>
Sent: Tuesday, August 02, 2016 2:33 PM
To: Mark Whisenhunt
Cc: Linnell, John R (DOT); Hartig, Alan R (DOT)
Subject: MTA Telecommunication - CUP for Tall Structures - Tax ID #20N04W06C003 - Gerald Keene
Attachments: img-802055357-0001.pdf

Mark,

The Department of Transportation & Public Facilities has the following comments regarding the conditional use permit application submitted my Sherrie Greenshields of New Horizons Telecom, Inc. on behalf of MTA Communications:

1. Whenever possible, the Department prefers tower foundations be constructed a minimum distance from the ROW equal to, or greater than, total tower height plus 1%.
2. Access to cell site shall be from W. Sockeye Avenue, N. Yvonne Lane or N. Delyndia Road.
3. No Direct Access to the Parks Highway.

Please call me direct with questions or concerns.

Respectfully,

Kevin Vakalis
Right of Way Agent
(907) 269-0688

"Keep Alaska Moving through service and infrastructure."

Mark Whisenhunt

From: Richard Boothby
Sent: Monday, August 15, 2016 1:05 PM
To: Mark Whisenhunt; 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Cc: Mahlon Greene; James Steele; Ken Barkley; Bill Gamble
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003
Attachments: SECTION 502.docx

Fire department access to the site does not meet the minimum standards set forth in the International Fire Code. Any driveway over 150 feet in length must have an approved turnaround. I have provided the code site for your review.

From: Mark Whisenhunt
Sent: Friday, August 05, 2016 8:37 AM
To: 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Richard Boothby; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003

An application for a Conditional Use Permit in accordance with MSB 17.67 - Tall Structures has been submitted to construct a cell tower, 180-feet in height. The Planning Commission will hold a public hearing on this application on September 19, 2016.

Return written comments on or before **August 22, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

SECTION 502
DEFINITIONS

502.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

FIRE APPARATUS ACCESS ROAD. A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as *fire lane*, public street, private street, parking lot lane and access roadway.

FIRE COMMAND CENTER. The principal attended or unattended location where the status of the detection, alarm communications and control systems is displayed, and from which the system(s) can be manually controlled.

FIRE DEPARTMENT MASTER KEY. A limited issue key of special or controlled design to be carried by fire department officials in command which will open key boxes on specified properties.

FIRE LANE. A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.

KEY BOX. A secure device with a lock operable only by a fire department master key, and containing building entry keys and other keys that may be required for access in an emergency.

SECTION 503
FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. *Approved* fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an *approved* route around the exterior of the building or facility.

Exception: The *fire code official* is authorized to increase the dimension of 150 feet (45 720 mm)where:

1. The building is equipped throughout with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an *approved* alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The *fire code official* is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for *high-piled combustible storage* shall comply with the applicable provisions of Chapter 23.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for *approved* security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The *fire code official* shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the *fire code official*.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an *approved* area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the *fire code official*. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, *approved* barriers, *approved* signs or both shall be installed and maintained when required by the *fire code official*.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.3 Marking. Where required by the *fire code official*, *approved* signs or other *approved* notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which *fire lanes* are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.
503.5 Required gates or barricades. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other access ways, not including public streets, alleys or highways. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.
503.5.1 Secured gates and barricades. When required, gates and barricades shall be secured in an *approved* manner. Roads, trails and other access ways that have been closed and obstructed in the manner prescribed by Section 503.5 shall not be trespassed on or used unless authorized by the *owner* and the *fire code official*.
Exception: The restriction on use shall not apply to public officers acting within the scope of duty.
503.6 Security gates. The installation of security gates across a fire apparatus access road shall be *approved* by the fire chief. Where security gates are installed, they shall have an *approved* means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

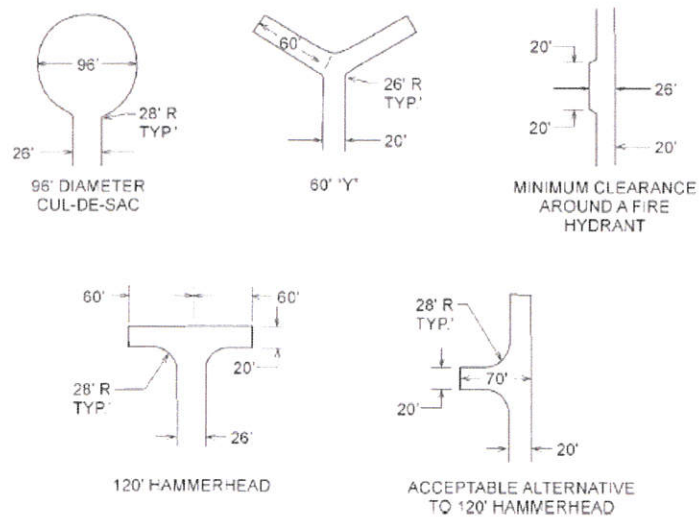
SECTION D101
GENERAL
D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.
SECTION D102
REQUIRED ACCESS
D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).
SECTION D103
MINIMUM SPECIFICATIONS
D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).
D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.
Exception: Grades steeper than 10 percent as *approved* by the fire chief.
D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.
D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:
1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

3. Construction of gates shall be of materials that allow manual operation by one *person*.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be *approved* by the *fire code official*.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the *fire code official*.
8. Electric gate operators, where provided, shall be *listed* in accordance with UL 325.

9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

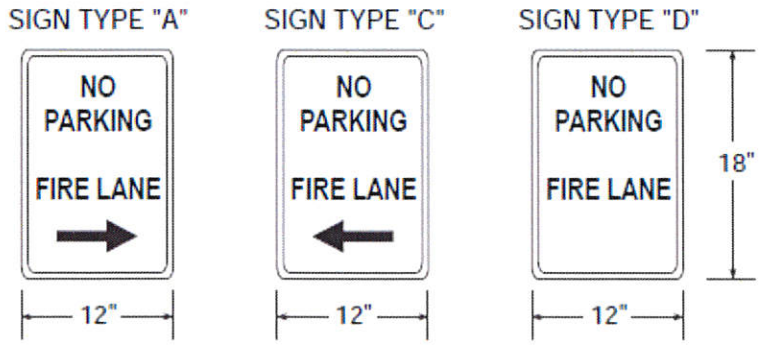


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a *fire lane*.

D103.6.2 Roads more than 26 feet in width. Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a *fire lane*.

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross *building area* of more than 62,000 square feet (5760 m^2) shall be provided with two separate and *approved* fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520m^2) that have a single *approved* fire apparatus access road when all buildings are equipped throughout with *approved automatic sprinkler systems.*

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with *approved* fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* may have a single *approved* fire apparatus access road when all

buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple- family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with separate and *approved* fire apparatus access roads and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.

D108
REFERENCED STANDARDS

ASTM	F 2200-05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC	IFC-09	International Fire Code	D101.5, D107.1
UL	325-02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with revisions through February 2006	D103.5

PLANNING COMMISSION RESOLUTION

By: Mark Whisenhunt
Introduced: August 15, 2016
Public Hearing: Sept. 19, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-31

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION APPROVING A CONDITIONAL USE PERMIT (CUP) IN ACCORDANCE WITH MSB 17.67 – TALL STRUCTURES INCLUDING TELECOMMUNICATION FACILITIES, WIND ENERGY CONVERSION SYSTEMS, AND OTHER TALL STRUCTURES, FOR A 180 FOOT TALL TELECOMMUNICATION TOWER (DLY1), LOCATED AT 41238 W. PARKS HIGHWAY; MSB TAX ID # 20N04W06C003; WITHIN TOWNSHIP 20 NORTH, RANGE 4 WEST, SECTION 6, SEWARD MERIDIAN.

WHEREAS, an application for a Conditional Use Permit was submitted by MTA Communications to construct a 180-foot tall telecommunication tower at 41238 W. Parks Hwy (Tax ID# 20N04W06C003); within Township 20 North, Range 4 West, Section 6, Seward Meridian; and

WHEREAS, it is the purpose and intent of MSB Chapter 17.67 to enable the orderly build-out of wireless telecommunication infrastructure, WECS, and other tall structures while promoting the health, safety, and general welfare of the public; and

WHEREAS, the Planning Commission has reviewed this application, associated materials, and the staff report, with respect to standards set forth in MSB 17.67; and

WHEREAS, the proposed tall structure is a 180-foot tall telecommunication tower; and

WHEREAS, the subject lot is not within a special land use district; and

WHEREAS, there are no existing tall structures at the subject property; and

WHEREAS, the applicant held a public meeting on June 1, 2016 at the Willow Community Center; and

WHEREAS, a certified mailing notification shows the notice was mailed on May 17, 2016 to all property owners within one-half mile of the subject property and to the Willow Area Community Council; and

WHEREAS, the notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options; and

WHEREAS, Exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant; and

WHEREAS, the proposed tall structure site is approximately 290 feet away from the Parks Highway right-of-way; and

WHEREAS, the proposed setback to the Parks Highway right-of-way is greater than the height of the tower; and

DRAFT

WHEREAS, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height; and

WHEREAS, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service; and

WHEREAS, the Matanuska-Susitna Borough Trail Plan does not identify any trails within the one-half mile notice area; and

WHEREAS, the subject property is heavily treed, which will aid in screening the proposed conditional use; and

WHEREAS, according to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area; and

WHEREAS, according to a Federal Aviation Administration determination issued on June 21, 2016, the proposed tall structure will not be a hazard to air navigation; and

WHEREAS, the tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire; and

WHEREAS, the proposed tower has been engineered in accordance with all state building codes; and

WHEREAS, the applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards; and

WHEREAS, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission; and

WHEREAS, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice; and

WHEREAS, signs will be posted on the surrounding 6-foot tall fence; and

WHEREAS, the site requires 240-volts for the operation of the facility; and

WHEREAS, a "high voltage – dangerous" sign will be located at the base of the facility; and

WHEREAS, fencing that surrounds the supporting telecommunication equipment will be 165 feet away from the closest (northern) property line; and

WHEREAS, the proposed tall structure site is approximately 660 feet away from the western lot line; and

WHEREAS, the proposed tall structure site is approximately 2300 feet away from the southern lot line; and

WHEREAS, two parking spaces will be provided at the proposed site.

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NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby adopts the aforementioned findings of fact and makes the following conclusions of law supporting approval of Planning Commission Resolution 16-31:

1. The proposed use meets the criteria to qualify for conditional use permit for the construction of a 180-foot tall structure (MSB 17.67.040(A)(2)); and
2. The applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050); and
3. The location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized (MSB 17.67.080(B)(1)); and
4. The visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)); and
5. The proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)); and
6. The proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.67.080(B)(4)); and

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7. The proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)); and
8. The minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)); and
9. Adequate vehicle parking has been provided (MSB 17.67.090(B)(1)); and
10. Adequate signage has been provided (MSB 17.67.090(C)(1)(a)); and
11. A "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)); and
12. A 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c)); and
13. A fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2).

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.30.060 and does hereby approve the conditional use permit for the earth material extraction activities with the following conditions:

1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at

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reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).

3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).

4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.

5. The following informational signage shall be visibly posted at the tower site:

   a. The antenna structure registration number required by the Federal Communications Commission.

   b. The party responsible for the operation and maintenance of the facility.

   c. Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".

   d. A 24-Hour emergency contact number.

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ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

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YES:

NO:

PUBLIC HEARING

QUASI-JUDICIAL

Resolution No. 16-32

MTA Telecommunication Tower (KSH1) CUP

15960 E. Kashwitna Road

(Page 493 - 658)

PUBLIC HEARING

STAFF REPORT

MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
www.matsugov.us

DEVELOPMENT SERVICES DIVISION STAFF REPORT

File Number:	176720160003
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	Ramon & Ada Gutierrez
Request:	Request for a conditional use permit in accordance with MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures
Location:	15960 E Kashwitna Road (Tax ID# 23N04W29C006); within Township 23 North, Range 4 West, Section 29, Seward Meridian
Size of Property:	10 acres
Reviewed By	Alex Strawn, Development Services Manager
Staff:	Mark Whisenhunt, Planner II
Staff Recommendation:	Approval, with conditions

EXECUTIVE SUMMARY

A conditional use permit application under MSB 17.67 – Tall Structures Including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, has been submitted by Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications to construct a 180-foot tall telecommunication tower. A tall structure exceeding 85 feet in height is only permitted upon the issuance of an administrative or conditional use permit. Unless this type of use is maintained under and in accordance with a lawfully issued permit, a tall structure is declared to be a public nuisance. Maintenance of such a land use without a permit is prohibited.

LAND USE

Existing Land Use:
The subject parcel is 10 acres in size and undeveloped. Aerial imagery suggests that a portion of the property were previously clear of vegetation, but has since over grown again.

Surrounding Land Use:
The parcel is surrounded by both large parcels a residential subdivision to the north. The area is largely undeveloped with only about one-quarter of the parcels within the notice area being developed with residential uses and a few mushing kennels.

COMPREHENSIVE PLAN

The site is located within the Susitna Community Council planning area. The Susitna Community Comprehensive Plan does not address telecommunications towers.

This site is also located within the boundaries of the Matanuska-Susitna Borough Comprehensive Development Plan (2005 Update) planning area. The plan does not specifically address telecommunications towers. A Land Use Goal and Policy of the plan states:

> *Policy LU3-1: Develop and implement regulations that provide for non-residential development.*
> *Policy LU3-2: Allow local communities through local community based plans, to refine borough-wide regulations addressing development patterns and impacts while maintaining consistency with the goals and policies of the Borough-wide Comprehensive Plan.*

As proposed and with conditions, the telecommunications tower is consistent with the Matanuska-Susitna Borough Comprehensive Plan (2005 Update) and does not conflict with the Susitna Community Comprehensive Plan.

REVIEW OF APPLICABLE CRITERIA AND FINDINGS

Public Notification
Notices were mailed to all property owners within one-half mile of the subject property. A total of 99 notices were mailed. The public hearing notice was published in the July 27, 2016 Frontiersman. The application material was posted on the Borough's web site. The property is located within the Susitna Community Council boundary. The Susitna Community Council did not submit any comments for this request. The MSB Fire Code Official submitted comment pertaining to access requirements. On August 24, a new site plan was submitted to the satisfaction of the MSB Fire Code Official. Five written comments from the public were received and in opposition of the proposed tall structure. Their concerns in general are:

- Negative impact to the wilderness views
- General opposition to cell towers in Willow

- Health concerns from electromagnetic frequency (EMF) and radio frequency (RF) radiation
- Will interfere with future air strip
- Will interfere with future solar panels
- Will lower property values
- Unknown environmental impacts

Section 17.67.040 Types of Permits Available

(A) There are three types of permits available for tall structures:

(1) Administrative permit: new tall structures that are greater than 85 feet but less than or equal to 125 feet. The applicant may request that the decision on an administrative permit be made by the planning commission. The request shall be in writing at the time of application and all requirements for a conditional use permit shall be followed.
(2) Conditional use permit: new tall structures greater than 125 feet; or tall structures that exceed the height threshold at which a conditional use permit within a special land use district is required.
(3) Network improvement permit: allows legally constructed telecommunication towers to be increased in height in accordance with MSB 17.67.110.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The subject lot is not within a special land use district.

Finding: Currently, there are no existing tall structures at the subject property.

Conclusion of Law: Based on the above findings, the proposed use meets the criteria to qualify for conditional use permit for the construction a 180-foot tall structure (MSB 17.67.040(A)(2)).

Section 17.67.050 Pre-Application Requirements for New Tall Structures That Require a Conditional Use Permit

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized;
(2) The meeting shall be held at least 15 calendar days after mailing of the notification;
(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;
(4) Notification of the meeting shall, at a minimum, include the following:
(a) legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) description of the proposed development including height, design, lighting, potential access to the site, and proposed service;
(c) date, time, and location of informational meeting;
(d) contact name, telephone number, and address of applicant; and
(e) comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(5) At a minimum, the notification area for the meeting shall include the following:

(a) property owners within one-half mile of the parcels under consideration for the proposed tall structure; and
(b) the nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(1) dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;
(2) content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;
(3) sign-in sheet(s) used at the meeting, that includes places for names, addresses, phone numbers, and other contact information such as email addresses;
(4) a list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices, newsletters, or other written materials;
(5) the number of people who attended meetings;
(6) copies of written comments received at the meeting;
(7) a certificate of mailing identifying all who were notified of the meeting; and
(8) a written summary that addresses the following:

(a) the substance of the public's written concerns, issues, and problems;
(b) how the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and
(c) concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

Applicant's Response: *Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-in and Meeting Summary) and Exhibit G (Summary Page & Written Comments).*

Finding: According to the application material, the applicant held a public meeting on May 23, 2016 at the Upper Susitna Senior Community Center.

Finding: A certified mailing notification showed notice was mailed on May 7, 2016 to all property owners within one-half mile of the subject property and to the Susitna Community Council.

Finding: The notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options.

Finding: Exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant.

Conclusion of Law: Based on the above findings, the applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050).

Section 17.67.080 Standards for Approval of New Tall Structures

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: According to the site plan, the proposed tall structure site is approximately 185 feet away from the public use easement to the north.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the public use easement is greater than the height of the tower.

Finding: The proposed access is "dog-legged" to make use of the heavily treed property for screening.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized (MSB 17.67.080(B)(1)).

(2) Visibility of the tall structure from public parks, trails recognized within adopted borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;

Applicant's Response: *The site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible form direct line of view from the access road. The residences surrounding the lot have trees that will help screen the tower from view.*

Finding: The Matanuska-Susitna Borough Trail Plan does not identify any trails within the one-half mile notice area.

Finding: The subject property is heavily treed, which will aid in screening the proposed conditional use.

Finding: According to the application material, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height.

Finding: According to the application material, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service.

Conclusion of Law: Based on the above findings, visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)).

(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and

Applicant's Response: *Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.*

Finding: According to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area.

Finding: According to a Federal Aviation Administration determination issued on May 31, 2016, the proposed tall structure will not be a hazard to air navigation.

Conclusion of Law: Based on the above findings, the proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)).

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

***Applicant's Response**: The proposed site will not be harmful to the public health, safety, convenience and welfare.*

Finding: The tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire.

Finding: According to the application material, the proposed tower has been engineered in accordance with all state building codes.

Finding: The applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards.

Finding: According to the application material, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission.

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above findings, the proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.60.080(B)(4)).

Section 17.67.090 Operation Standards for New Tall Structures

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

***Applicant's Response**: The proposed site conforms to MSB 17.55.*

Finding: According to the site plan, fencing that surrounds the supporting telecommunication equipment will be approximately 150 feet away from the closest (northern & western) property lines.

Conclusion of Law: Based on the above finding, the proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)).

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

***Applicant's Response**: The proposed tower setback is a distance equal to the height of the tower.*

Finding: According to the site plan, the proposed tall structure site is approximately 185 feet away from the public use easement to the north.

Finding: According to the application material, the proposed tall structure site is approximately 185 feet away from the western lot line.

Finding: According to the application material, the proposed tall structure site is approximately 435 feet away from the southern & eastern lot lines.

Finding: According to the application material, the proposed tall structure is a 180-foot tall telecommunication tower.

Finding: The proposed setback to the public use easement to the north and all property lines is greater than the height of the tower.

Conclusion of Law: Based on the above findings, the minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)).

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

***Applicant's Response**: Refer to Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.*

Finding: According to the application material, two parking spaces will be provided at the proposed site.

Conclusion of Law: Based on the above finding, adequate vehicle parking has been provided (MSB 17.67.090(B)(1)).

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

***Applicant's Response**: MTAC will comply with signage requirements.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Finding: According to the application material, signs will be posted on the surrounding 6-foot tall fence.

Conclusion of Law: Based on the above findings, adequate signage has been provided (MSB 17.67.090(C)(1)(a)).

(b) if more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

***Applicant's Response**: MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.*

Finding: According the application material, the site requires 240-volts for the operation of the facility.

Finding: According to the application material, a "high voltage – dangerous" sign will be located at the base of the facility.

Conclusion of Law: Based on the above findings, a "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)).

(c) a 24-hour emergency contact number.

***Applicant's Response**: a 24 hour contact number will be referenced on signage.*

Finding: According to the application material, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice.

Conclusion of Law: Based on the above finding, a 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c))

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

***Applicant's Response**: Please refer to Appendix A (Site Document and Design Documents).*

Finding: According to the application material, a 6-foot tall chain link fence will surround the tower and supporting telecommunication equipment.

Conclusion of Law: Base on the above finding, a fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2)).

STAFF RECOMMENDATIONS

This application does meet all of the applicable standards of MSB 17.67 and staff recommends approval of this conditional use permit with the following conditions:

1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).
3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).
4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.
5. The following informational signage shall be visibly posted at the tower site:
    - The antenna structure registration number required by the Federal Communications Commission.
    - The party responsible for the operation and maintenance of the facility.
    - Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".
    - A 24-Hour emergency contact number.

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	Application for a Conditional Use Permit for the Construction of a Tall Structure.
MSB Code Section:	MSB 17.67-Tall Structures
Applicant:	Sherrie Greenshields of New Horizons Telecom, Inc. on the behalf of MTA Communications
Property Owner:	Ramon & Ada Gutierrez
Location:	15960 E Kashwitna Road (Tax ID# 23N04W29C006); within Township 23 North, Range 4 West, Section 29, Seward Meridian
Request:	To the construct a cell tower, 180-feet in height.

The Matanuska-Susitna Borough Planning Commission will conduct a public hearing concerning the following application for a Conditional Use Permit on Monday, September 19, 2016 at 6:00 p.m. in the Borough Assembly Chambers, 350 E. Dahlia Avenue, in Palmer.

Application material may be viewed online at www.matsugov.us by clicking on 'All Public Notices & Announcements.' Application material may also be reviewed at the Borough Permit Center. For additional information, you may contact Mark Whisenhunt, Planner II, at 861-8527. Written comments can be mailed to the MSB Development Services Division, 350 E. Dahlia Avenue, Palmer, AK 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. In order to be eligible to file an appeal from a decision of the Planning Commission, a person must be designated an *"interested party"*. See MSB 15.39.010 for definition of *"interested party"*. The procedures governing appeals to the Board of Adjustment and Appeals are contained in MSB 15.39.010-250, which is available on the Borough homepage: www.matsugov.us, in the Borough Clerk's office, and at various libraries within the borough.

Comments are due on or before *August 22, 2016* and will be included in the Planning Commission packet for the Commissioner's review and information. Please be advised that comments received from the public after that date will not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Mailing Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

_____

_____

_____

_____

_____

Note: Vicinity Map Located on Reverse Side

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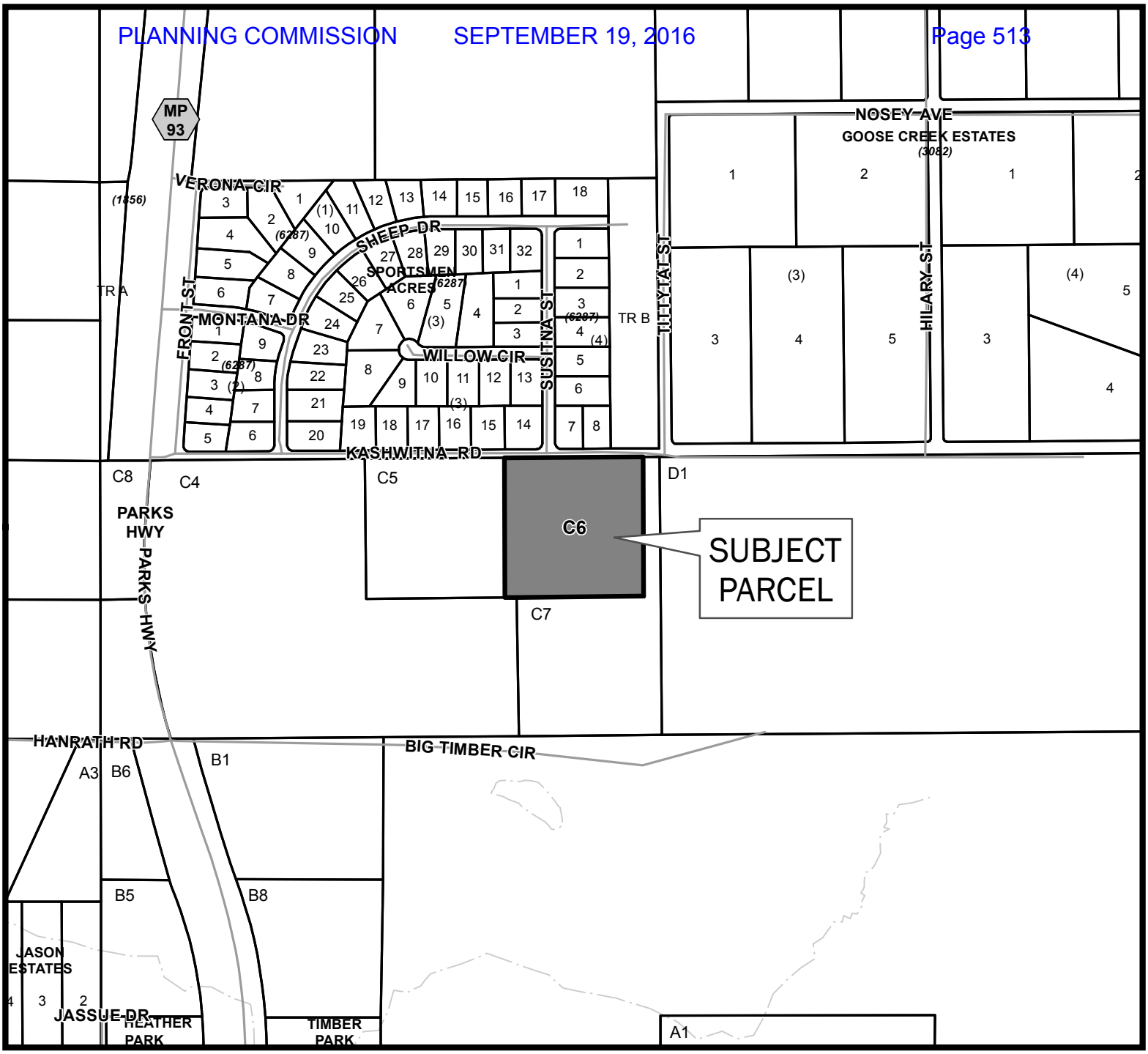
VICINITY MAP



23N04W29C006

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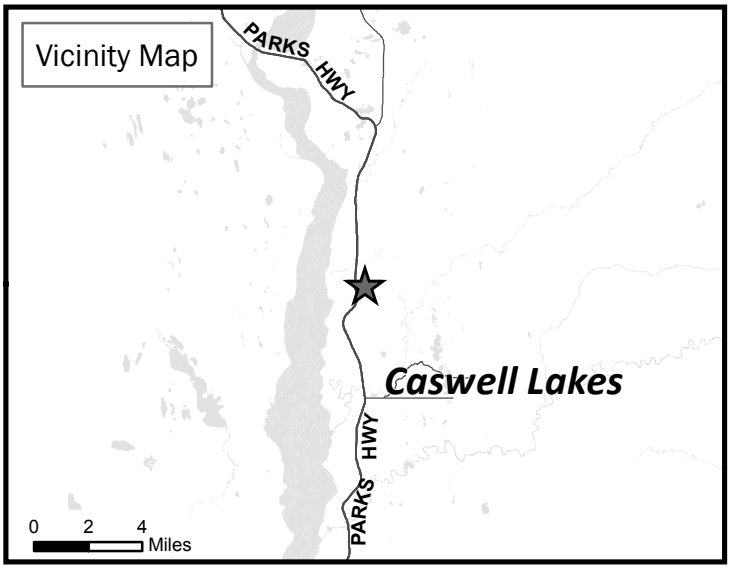
N

MSB Information Technology/GIS
June 13, 2016

0 500 Feet



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1 inch = 800 feet

0 800 1,600 Feet

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1 inch = 100 feet

0 100 200 Feet

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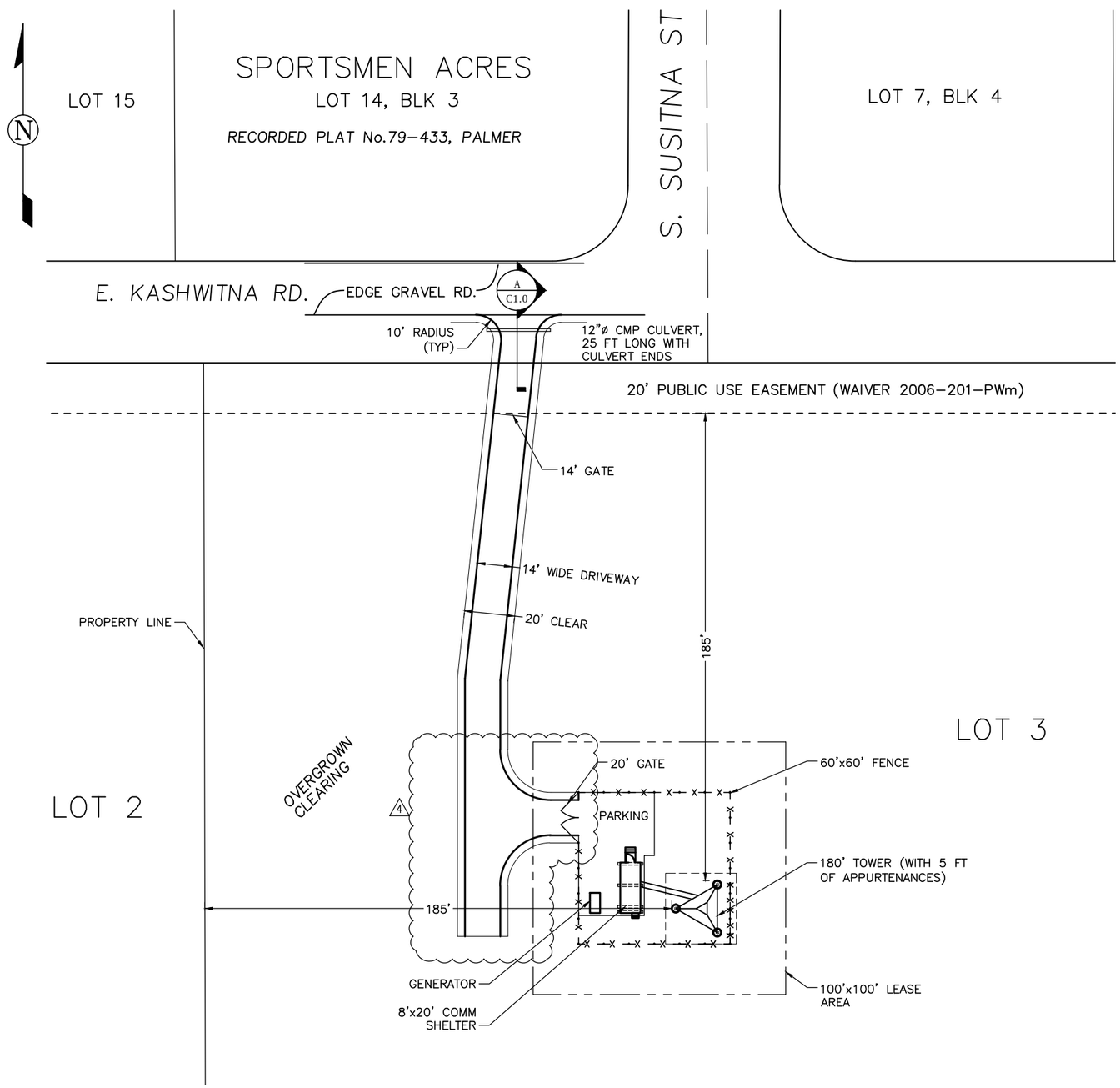
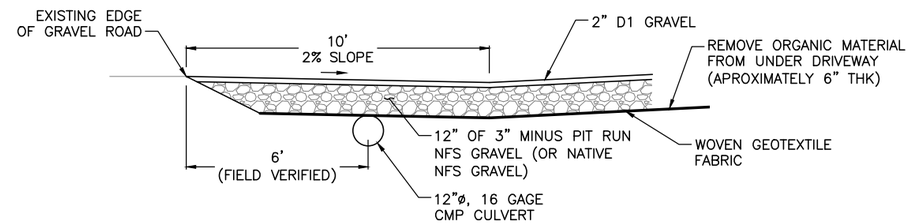
SITE PLAN



1 / C1.0 **SITE PLAN**
SCALE: 1" = 50'

NOTES:

1. THIS SITE PLAN DEVELOPED FROM MTA DESIGN SURVEY "PROPOSED WIRELESS TOWER KSH1" DATED 4-7-2016.



A / C1.0 **DRIVEWAY SECTION**
SCALE: 1" = 5'

REV.	DESCRIPTION	DATE
4	ADDED TURNAROUND	160823
3	ADDED CULVERT AND DETAILS	160812
2	MOVED TOWER	160714
1	MOVED SHELTER & GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
KSH1 LTE SITE

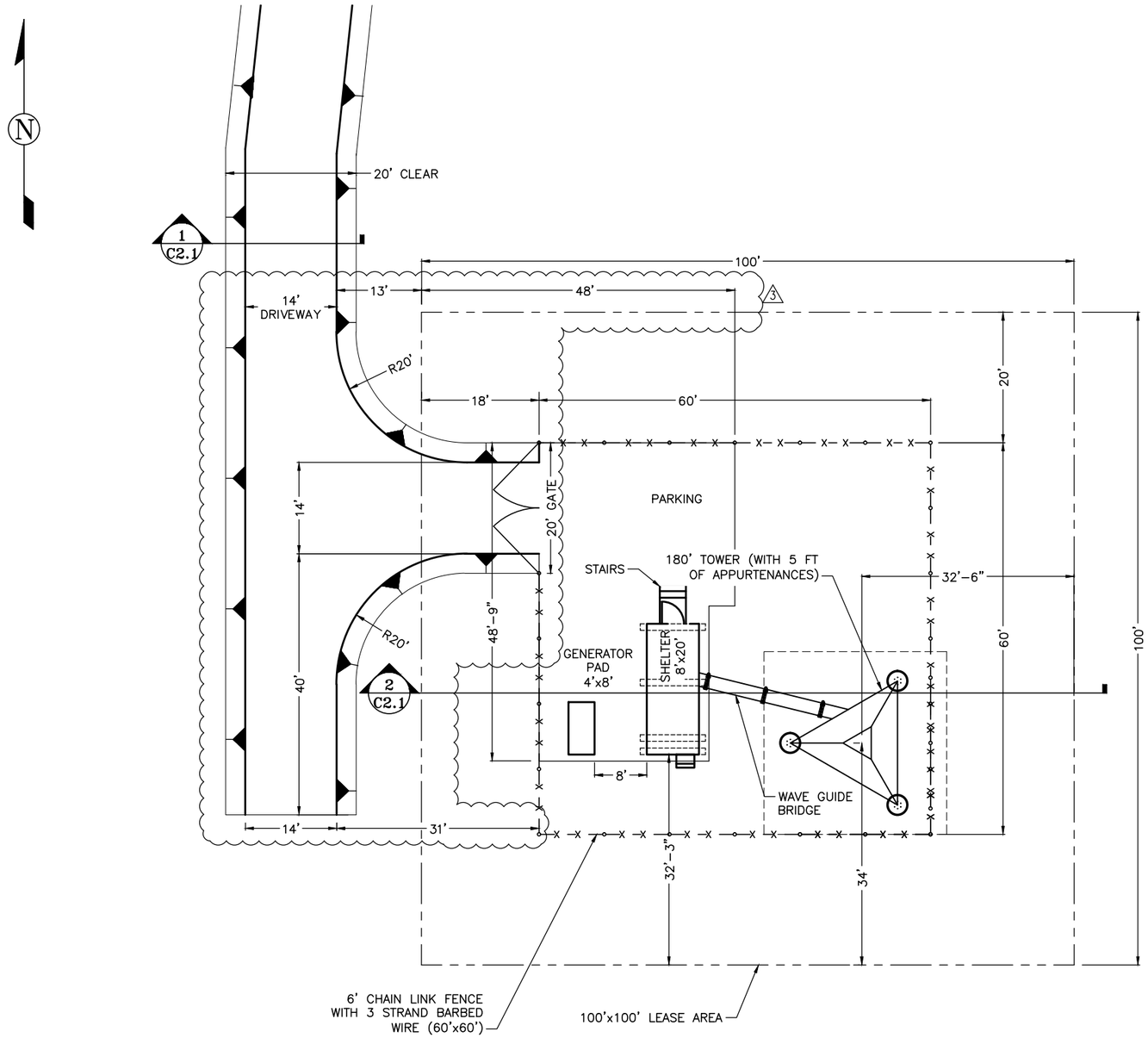
SITE PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

C1.0 REV 4

FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\C1.0 SITE PLAN.DWG 1 PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C2.0 ENLARGED SITE PLAN
SCALE: 1' = 20'

REV.	DESCRIPTION	DATE
3	ADDED TURNAROUND	160823
2	MOVED TOWER	160714
1	MOVED SHELTER & GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE

ENLARGED SITE PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

C2.0 REV 3

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
8/23/2016
REGISTERED PROFESSIONAL ENGINEER

FILE: X:\6 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\5-CADD\DRAWINGS\C2.0 ENLARGED SITE PLAN.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1

APPLICATION MATERIAL

RECEIVED
JUL 07 2016
PERMIT CENTER

MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-7876
Email: permitcenter@matsugov.us

KSH1

APPLICATION FOR A TALL STRUCTURE – MSB 17.67

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Application fee must be attached:
__x__ **$1,000** for **Conditional Use Permit** - > 125 feet in height
_____ **$ 500** for **Administrative Permit** – 85' to 125' in height
_____ **$ 100** for **Network Improvement Permit** – In accordance with MSB 17.67.110.

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made ***prior*** *to the application presentation before the Borough Planning Commission or Planning Director decision.*

Subject Property Township: 23N, Range: 4W, Section: 29, Meridian____
MSB Tax Account # 23N04W29C006
SUBDIVISION: _____ BLOCK(S): _____, LOT(S): C6
STREET ADDRESS: 15960 E Kashwitna Road
(US Survey, Aliquot Part, Lat. /Long. etc) _____

Ownership *A written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application.* Is authorization attached? **o Yes o No o N/A**

Name of Property Owner
Ramon & Ada Gutierrez
Address: HC 89 Box 492
Willow, Alaska 99688-9705
Phne: Hm _____ Fax_____
Wk_____ Cell_____
E-mail _____

Name of Agent/ Contact for application
Sherrie Greenshields
Address: 901 Cope Industrial Way
Palmer, Alaska 99645
Phne: Hm 907-761-6000 Fax 907-761-6001
Wk 907-761-6057 Cell 907-315-3201
E-mail Sgreenshields@nhtiusa.com

Special Land Use District *(if applicable)*: _____

Pre-Application Requirements for New Tall Structures that Require a Conditional Use Permit	
Prior to applying for a conditional use permit for a new tall structure, the applicant shall hold at least one community meeting.	
1. The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest available public facility that is capable of seating a minimum of 20 people shall be utilized.	
2. The meeting shall be held at least 15 calendar days after mailing of the notification.	
3. The meeting shall not start prior to 5:00 p.m. and no later than 7:00 p.m.	
4. Notification of the meeting shall, at a minimum, include the following: • Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility. • Description of the proposed development including height, design, lighting, potential access to the site and proposed service. • Date, time, and location of the informational meeting. • Contact name, telephone number, and address of applicant. • Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.	
5. At a minimum, the notification area for the meeting shall include the following: • Property owners within one-half mile of the parcels under consideration for the proposed tall structure. • The nearest community council and any community council whose boundary is within 1200 feet of the parcels under consideration for the tall structure.	
A written report summarizing the results of the community meeting shall be prepared that includes the following information:	**Attached**
1. Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal.	X
2. Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters and other publications.	X
3. Sign-in sheet(s) used at the meeting, that includes places for names, address, phone numbers and other contact information such as e-mail addresses.	X
4. A list of residents, property owners, and interested parties who have requested in writing that they keep informed of the proposed development through notices, newsletters, or other written materials.	X
5. The number of people who attended meetings.	x
6. Copies of written comments received at the meeting.	x
7. A certificate of mailing identifying all who were notified of the meeting.	x
8. A written summary that addresses the following: • The substance of the public's written concerns, issues, and problems. • How the applicant has addressed, or intends to address, concerns, issues and problems expressed during the process. • Concerns issues, and problems the applicant has not addressed or does not intend to address and why.	X

General application requirements for Administrative and Conditional Use Permits	**Attached**
1. Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect.	X
2. Citizen participation report *(if applying for a Conditional Use Permit)*	x
3. Certified site plan *(As defined in MSB 17.125.010)*	x
4. Copy of a determination of no hazard to air navigation from the Federal Aviation Administration.	X
5. If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.	X

In order to grant a Conditional Use Permit or Administrative Permit the Planning Commission or Planning Director must find that each of the following criteria has been met. Explain the following in detail:	**Attached**
1. To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized.	X
2. Visibility of the tall structure from public parks, trails recognized within adopted MSB plans, and waterbodies has been minimized to the extent that is technically feasible and potentially available.	X
3. The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the MSB Regional Aviation System Plan or by the Alaska State Aviation System Plan.	X
4. That granting the permit will not be harmful to the public health, safety, convenience, and welfare.	X

Application requirements for a Network Improvement Permit	**Attached**
1. A description of the proposed modifications to the telecommunication tower, including a description of the height, type, and lighting of the new or modified structure and the existing structure.	
2. A certified site *(as defined in MSB 17.125.010)* for purposes of setback verification.	
3. Design drawings for the proposed modified or new structure, drawn to scale, and certified by a registered engineer or architect.	

In order to grant a Network Improvement Permit the Planning Director must find that each of the following criteria has been met. Explain the following in detail.	**Attached**
1. The proposed development conforms to setback requirements of MSB 17.55.	
2. The telecommunication tower being extended was lawfully constructed at the time of application for a Network Improvement Permit.	
3. The proposed modification does not violate permit conditions of any valid permits that have been issued to the existing facility, provided that the condition being violated does not limit height of the structure.	

Operation Standards for New Tall Structures – Conditional Use Permit, Administrative Permit, and Network Improvement Permit	**Attached**
1. The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55	X
2. Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.	X
3. Adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way to enable emergency vehicle access. No more than two spaces per provider shall be required.	X
4. Information signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility shall be visibly posted at the equipment compound.	X
5. If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".	X
6. A 24-hour emergency contact number shall be visibly posted at the equipment compound.	X
7. A fence or wall not less than six (6) feet in height with a secured gate shall be maintained around the base of the tower.	X

Additional Standards for <u>Wind Energy Conversion Systems</u> (WECS) – In addition to the operations standards for new tall structures, the following standards shall apply to WECS	**Attached**
1. WECS shall be equipped with an automatic overspeed control device designed to protect the system form sustaining structural failure such as splintered or thrown blades and the overturning or breaking of towers due to an uncontrolled condition brought on by high winds.	
2. WECS shall have a manually operable method that assures the WECS can be brought to a safe condition in high winds. Acceptable methods include mechanical or hydraulic brakes or tailvane deflection systems which turn the rotor out of the wind.	

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 48461 and,
I hereby apply for approval conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.67 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

Signature: Property Owner	Printed Name	Date
Sherrie Greenshields	Sherrie Greenshields	7/7/2016
Signature: Agent	Printed Name	Date

MSB USE ONLY

Date application submitted:

Date application determined complete: _____

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Susan Lee

From: Alex Strawn
Sent: Monday, July 11, 2016 9:37 AM
To: Susan Lee
Subject: FW: KSH1 and NSL1 owner letters
Attachments: KSH1 Owner authorization.pdf; NSL1 Owner Authorization.pdf

From: Sherrie Greenshields [mailto:SGreenshields@nhtiusa.com]
Sent: Monday, July 11, 2016 9:00 AM
To: Alex Strawn
Subject: KSH1 and NSL1 owner letters

Alex,

Please see owner letters attached for KSH1 and NSL1 sites.

Sherrie

From: Rod Ewing [mailto:rode@mtaonline.net]
Sent: Monday, July 11, 2016 7:03 AM
To: Sherrie Greenshields <SGreenshields@nhtiusa.com>
Cc: Julie Rowse <jrowse@mta-telco.com>; ANaylor@mta-telco.com
Subject: KSH1 and NSL1 owner letters

Sherrie,

Attached are copies of the signed owner authorization letters for NSL1 and KSH1 CUP applications. Alisha Naylor can assist you with the DLY1 authorization letter.

Rod

Rod Ewing
Project Mgr
MTA Communications, LLC
907-354-7400
rode@mtaonline.net

July 8, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 Ease Dahlia Avenue
Palmer Alaska 99645

Re: Application for Tall Structure – MSB 17.67
MTAC Site Name KSH1
Legal – T23N R4W Section 29 Lot C6
Address – 15960 E Kashwitna Road
MSB Parcel ID - 48461

Dear Sir/Madam,

Please consider this letter authorization for MTA Communications and their agent New Horizons Telecom, Inc. to apply for application of a Tall Structure under MSB 17.67 for property defined above.

As the landowner, we acknowledge restrictions associated with the permit application as defined under MSB 17.67.

Respectfully,

Ramon K Gutierrez

Ada K Gutierrez

MTA Communications

Matanuska - Susitna Borough
Development Services

JUL 14 2016

Received

July 14, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: Response to MSB Review Comments - Site KSH1 Conditional Use Application
Location 23N04W29C008

MTA Communications, LLC (MTAC) responses to Matanuska-Susitna Borough review comments received July 12, 2016 are detail below.

1. What color is the proposed tower?

   Response: The tower will be golvanized steel which is a silvery gray.

2. Will adequate power supply be installed to accommodate the number of carriers the tower is designed for?

   Response: The site will have a 3 gang meter base installed. This will allow 3 carriers to each have a separate 200 amp electrical service for the tower.

3. M5B Code section 17.67.090(A)(2) states "minimum setback for the tower base shall be a distance equal to the height of the tower". The setback from the tower back to the property lines must be a minimum of 185 feet. The setback distances to the north and west property lines is to the center of the tower, not the base of the tower. The site plan will need to be revised.

   Response; please see Drawing C2.0_Rev_2 Enlarged Site Plan and Drawing C1.0_Rev_2 Site Plan for the revision that reflect the 185 ft set back from property lines.

4. Exhibit E- Propagation Maps. The propagation maps do not show a gap in coverage at 120 feet. Why does this proposed tower need to be 180 feet in height?

   Response: There are Parks Hwy coverage gaps with the 120 foot tower at KSH1. Going north 3.5 miles from the Caswell cell site there is a 1.5 mile long area of no coverage and

fringed unreliable poor coverage. Caswell north sector is depicted in Red on the map. Going south 3 miles from the KSH1 site there is a ¾ mile stretch of no coverage fringed by poor unreliable signal. KSH1 south sector coverage is in Aqua color. The White areas depict areas without useable coverage. With the proposed KSH1 tower at 180 feet the coverage becomes acceptable.

MTAC appreciates the timely review of the original application. Please let us know if you have any questions or comments regarding the responses provided to MSB application information request.

Respectfully,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

Attachments:

- Drawing C2.0 Rev_2 Enlarged Site Plan
- C1.0 Rev_2 Site Plan

Matanuska-Susitna Borough
Planning and Land Use Department
Permitting Center
350 East Dahlia Ave, Palmer AK 99645

ACKNOWLEDGMENT OF APPLICATION

PERMIT # P016397
TAX PARCEL ID # 223N04W29C006

This is NOT a permit. This is an acknowledgment of your application and information on the normal sequence of events.

1) The proposed location of the driveway must be marked with flagging.

2) The Inspector will conduct a site visit (normally within 2 weeks)

3) The **AUTHORIZATION TO CONSTRUCT** letter will be sent, detailing what is needed to construct your driveway to Borough standards.

4) Upon completion of driveway, call 861-7822. Leave a message stating the P# at the top of this form and that the driveway is ready for final inspection.

5) The Inspector will conduct a site visit (normally within 2 weeks)

6) A **FINAL DRIVEWAY ACCEPTANCE LETTER** will be sent to notify you the process is complete and the driveway is acceptable to the Borough.

7) Please be aware that if this property is in a Special Flood Hazard Area a **Flood Plain Development Permit** is Required. Please contact the Permit Center to help determine if you are in a Designated Flood Plain Area.

Thank you for your submittal. If you have further questions please contact The Permit Center at 861-7822 or permitcenter@matsugov.us.

June 30, 2016

Matanuska-Susitna Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645

RE: MSB 17.67 Tall Structures – Site KSH1 Conditional Use Application

MTA Communications, LLC (MTAC) is proposing construction of a 185-foot antenna structure (180 foot tower and 5 foot lightning rod) at 15960 E Kashwitna Road, Alaska on that property fully described as Township 23 N Range 4W Section 29 Lot C6.

Construction of this facility will fill a documented significant gap in cellular communications and wireless broadband to the surrounding area. The proposed facility is located on a parcel of land where towers over 125 feet in height are permitted under a conditional use permit. The proposed project is the least intrusive alternative to fill the existing gap in MTAC's coverage in the area.

The attached narrative describes the proposed tower project and responds to elements of MSB 17.67. Please accept this as a part of MTAC's permit application.

Should the Planning Commission have any questions regarding this project, please contact me at the information below.

Sincerely,

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-27

Conditional Use Permit Application

Township 23N Range 4W Section 29 Lot C6

Sherrie Greenshields
New Horizons Telecom, Inc.
sgreenshields@nhtiusa.com
907-761-6057

Eric Anderson
MTA Communications
Director of Engineering/Construction/Operations
eanderson@mta-telco.com
907-761-2795

1.0 Introduction

MTA Communications (MTAC) is an Alaskan owned and operated telecommunications company that provides telecommunication service to the citizens of Alaska.

More than two in five (45.4%) American homes no longer use traditional landline telephone service and instead choose to be wireless only. [1] More than 50% of all adults aged 18-44 and of children under the age of 18 are living in wireless-only households. In Alaska, 31.8% of homes choose to be wireless-only households and another 21.1% are "wireless-mostly." [2] The demand for data on provider networks also continues to grow exponentially. In light of this growing reliance on wireless communications and increased data demand, additional infrastructure has become essential to providing reliable service. The demand for access to wireless communications continues to grow exponentially across both Alaska and the continental United States.

As part of MTAC's efforts to fill network gaps, MTAC is proposing construction of 185-foot antenna structure (180 foot tower with 5 foot lighting rod) at 15960 E Kashwitna Road. The proposed construction will fill an existing significant gap in cellular and wireless broadband service coverage. The construction of communications towers is permitted pursuant to a Conditional Use Application. The proposed tower location is the least intrusive, reasonably available and technically feasible location for the proposed tower construction.

The below sections present a description of radio frequency science, applicable federal law governing telecommunications, and the decision logic used to meet Matanuska-Susitna Borough Planning Department requirements set forth in standards MSB 17.67.

1.1 Radio Frequency Description and Evolution

Wireless networks are a complex mesh of radio frequencies that have an exclusive license to operate by the Federal Communication Commission (FCC). This mesh of licensed frequencies allows cellular communications to be delivered at a wide variety of scales. The scale that can be covered by the frequencies is directly proportional to the type of spectrum being used and distance between each set of antennas delivering the signals.

Radio Frequency (RF) is a frequency or band of frequencies in the range 10^4 to 10^{11} or 10^{12} Hz at which radio waves are transmitted, and they're suitable for use in telecommunications. Hertz (Hz) is the unit of RF and it refers to the number of cycles per second. Wavelength is the distance between successive crest of a wave, peaks of the electromagnetic waves. The relationship between RF and Wavelength is as follows: Wavelength = C/Frequency where C is the speed of light ($3 \times 10^{\wedge 8}$ m/s). Radio Frequencies are allocated and regulated by the FCC and are a part of the electromagnetic spectrum.

The FCC has established safety guidelines for Human Exposure to Radiofrequency Electromagnetic Fields that broadcaster/wireless carriers must adhere to.

---

[1] "Wireless Substitution: Early Release of Estimates from the National Health Interview Survey, July-December2014," U.S. DHHS, CDC National Center for Health Statistics.

[2] CDC Wireless Substitution: State-level Estimates from the National Health Interview Survey (December 2014)

A cellular network is a radio network distributed over land through cells where each cell includes a fixed location transceiver known as base station. Multiple cells together provide radio coverage over larger geographical areas.

Mobile communication operators use radio spectrum to provide mobile calling and data services. In order to keep up with a demand that is exponentially growing, the technology continues to evolve. Some Factors that affect wireless network performance

- Physical Obstructions – Wireless signals have difficulty penetrating solid objects such as hills, buildings, foliage, etc. The more obstructions there are between the transmitter and receiver the higher the chances of a poor signal level.

- Network Range and Distance between Devices – The way wireless signal propagates and with obstructions on the way, the further apart the devices are, the weaker the signal becomes. The signal strength decreases, roughly in an inverse cubic relation with respect to the distance between two devices (4Gon Solutions). For example, if the distance between two devices doubles, the signal becomes at least eight times weaker.

- Network Usage and Load – If the number of active users in the network increases due to a special event or something of that nature, the resources required to support them may not be available. This results in reducing network performance by decreased data speeds or reduced accessibility.

1.2 Telecommunications Act of 1996

The Telecommunications Act of 1996 was enacted to encourage the rapid deployment of new telecommunications technologies, while also preserving state and local control over zoning matters. *T-Mobile Northeast LLC v. City of Lawrence*, 755 F.Supp.2d 286, 290 (D. Mass. 2010) (internal citations omitted). The Act generally preserves state and local authority over the placement and construction of telecommunication tower facilities. The Act places several limitations on local control. Specifically, the Act dictates that:

(1) A local government cannot unreasonably discriminate among providers of functionally equivalent services; and
(2) A local government cannot prohibit or effectively prohibit the provision of personal wireless services; and
(3) A local government cannot deny or limit an application for the construction of a wireless tower on the basis of the health or environmental effects of radio frequency emissions, as long as the proposed tower complies with FCC requirements for emissions; and
(4) Any local government decision to deny a request to construct personal wireless facilities must be in writing and supported by substantial evidence.

Since the Act's adoption, federal courts have assessed the application of these limitations and concluded that "a significant gap in service (and thus an effective prohibition of service) exists whenever a provider is prevented from filling a significant gap in *its own* service coverage." *MetroPCS, Inc. v. City & Cnty. of San Francisco*, 400 F.3d 715, 733 (9th Cir. 2005). Essentially, <u>the Act precludes a municipality from restricting the construction of new infrastructure required by a provider to fill a gap in its network</u>, even if coverage is available from other providers in the area. The fact that coverage is provided by another carrier in the area cannot be relied upon by a local land use commission to deny a permit application for a new tower.

Any decision by a local planning or zoning authority denying a land use permit required to construct a personal wireless services facility must be in writing and supported by substantial evidence. Where a provider has demonstrated a significant gap in its service coverage and proposed the least intrusive means to fill this gap, the burden of proof shifts to the zoning board to demonstrate that the record contains substantial evidence in support of its decision. When a provider has made a prima facie showing that a proposed tower is the least intrusive means of filling a significant gap in service, even if a zoning board's denial is supported by substantial evidence the Commission must also specifically show that there are some potentially available and technologically feasible alternatives for construction. *T-Mobile USA v. City of Anacortes*, 572 F.3d 987, 998 (9th Cir. 2009). The provider must then have an opportunity to dispute the availability and feasibility of the alternatives favored by the locality. *Id.*

2.0 Existing Significant Gap in MTAC Coverage

The area of Mat-Su Borough in the vicinity of the proposed cell site is currently underserved by MTAC for both voice and data coverage, which results in a significant gap in coverage for the MTAC system.

Detailed Propagation maps are included under Exhibit E (Propagation Maps). Three heights for the tower were considered, 120 feet, 150 feet and 185 feet (180-foot tower with 5foot lightning rod. However, both the 120 and 150 foot elevations do not result in full coverage of the significant gaps.

2.1 Site Selection Process

To fill the significant gaps in MTAC's service, MTAC's engineers used computer modeling to determine an idealized design point for tower construction and a surrounding search radius containing properties which, dependent upon topography and other surface interference, could serve as a build location. A potential tower location within the search ring would be ideal to fill the existing significant gap in MTAC's coverage.

MTAC's preference is to co-locate on existing towers wherever possible. There were no existing towers or buildings co-location sites in the general vicinity.

2.2 Tower and Site Design

Through strategic choices in site design and tower height the proposed construction is designed to fill the significant gap in MTAC's coverage in the least intrusive manner possible. The proposed site is located on a parcel of land which in undeveloped. Surrounding area is comprised of undeveloped lots and homes.

A detailed site plan for the tower construction is included with this application as Exhibit A. The drawings are certified by a licensed professional engineer demonstrating soundness and conformity with all applicable codes, as well as State and federal law. The tower complex will be surrounded by a six-foot chain link fence. The tower site will be access using a new driveway.

The tower structure is a lattice tower. Site placement allows existing trees to screen the site from adjacent properties.

2.3 Tower Height

The tower is designed to be the minimum height necessary to assure that the significant gap in MTAC's service coverage can be filled.

The propagation maps are included in Exhibit E (Propagation Maps) depict the proposed tower at heights of 120 feet, 150 feet and 185 feet (180-foot tower with 5-foot lighting rod).

It is MTAC's policy to construct all wireless infrastructures to an engineering standard that allows multiple carriers to locate equipment on the structure. The proposed tower is designed and engineered to accommodate two additional sets of antennas, of equal or lesser specification to MTAC's proposed equipment, yielding the ability to co-locate two additional carriers on the structure. With the inclusion of the MTAC's antennas, the structure allows for a total of three carriers on the tower.

2.4 Tower Illumination

MTAC prefers not to illuminate towers. Illumination is typically only installed when instructed by the FAA for the health and safety of aviators or when otherwise required by federal and state agencies, though there are instances where MTAC has voluntarily lit a piece of infrastructure at the request of the local community. The tower is not required to be illuminated. The FAA has determined that no marking or lighting is required for this tower location (FAA Determination of No Hazard). Documentation is attached to this application as Exhibit B. The document can also be searched and downloaded from the FAA's website using Aeronautical Study Number 2016-AAL-433-OE. MTAC will not install aviator illumination, or any other type of illumination, on this tower.

The Susitna Community Council has requested the tower be lighted due to concerns with local aviation. Therefore, the tower be illuminated.

3.0 Application Criteria Matanuska-Susitna Borough 17.67

As set forth above, MTAC's proposed tower requires a Conditional Use Permit Matanuska-Susitna Borough 17.67. The project will protect the public health, safety, and welfare, will not injure the lawful use with existing neighboring uses.

17.67.050 PRE-APPLICATION REQUIREMENTS FOR NEW TALL STRUCTURES THAT REQUIRE A CONDITIONAL USE PERMIT.

(A) Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting:

(1) The meeting shall be held at the nearest facility where community council meetings are regularly scheduled. If the facility is not available, the nearest

available public facility that is capable of seating a minimum of 20 people shall be utilized;

(2) The meeting shall be held at least 15 calendar days after mailing of the notification;

(3) The meeting shall not start prior to 5 p.m. and no later than 7 p.m.;

(4) Notification of the meeting shall, at a minimum, include the following:

(a) Legal description and map of the general parcel, or parcels, within the coverage area under consideration for the telecommunication facility;

(b) Description of the proposed development including height, design, lighting, potential access to the site, and proposed service;

(c) Date, time, and location of informational meeting;

(d) Contact name, telephone number, and address of applicant; and

(e) Comment form created by the borough that has a comment submittal deadline and provides options for submitting comments.

(5) At a minimum, the notification area for the meeting shall include the following:

(a) Property owners within one-half mile of the parcels under consideration for the proposed tall structure; and

(b) The nearest community council and any community council whose boundary is within 1,200 feet of the parcels under consideration for the tall structure.

(B) A written report summarizing the results of the community meeting shall be prepared that includes the following information:

(2) Dates and locations of all meetings where citizens were invited to discuss the potential applicant's proposal;

(3) Content, dates mailed, and numbers of mailings, including letters, meeting notices, newsletters, and other publications;

(4) Sign-in sheet(s) used at the meeting that includes places for names, addresses, phone numbers, and other contact information such as email addresses;

(5) A list of residents, property owners, and interested parties who have requested in writing that they be kept informed of the proposed development through notices, newsletters, or other written materials;

(6) The number of people who attended meetings;

(7) Copies of written comments received at the meeting;

(8) A certificate of mailing identifying all who were notified of the meeting; and

(9) a written summary that addresses the following:

(a) The substance of the public's written concerns, issues, and problems;

(b) How the applicant has addressed, or intends to address, concerns, issues, and problems expressed during the process; and

(c) Concerns, issues, and problems the applicant has not addressed or does not intend to address and why.

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

17.67.070 GENERAL APPLICATION REQUIREMENTS FOR ADMINISTRATIVE AND CONDITIONAL USE PERMITS.

(A) An application for a conditional use or administrative permit to construct a new tall structure may be initiated by a property owner or the owner's authorized agent and shall include:

(1) Completed application form provided by the department and signed by the property owner or authorized agent;

MTAC Response – Please find application form attached to this narrative.

(2) Design drawings for the proposed tall structure, drawn to scale, and certified by a registered engineer or architect;

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents).

(3) Fee in the amount designated in MSB 17.99;

MTAC Response – Fee omount will be paid

(4) Citizen participation report in accordance with MSB 17.67.050(B);

MTAC Response – Please refer to attached Exhibit F (Notification Letter, Mailing List, Meeting Sign-In, and Meeting Summary) and Exhibit G (Summary Page & Written Comments).

(5) a certified site plan,

MTAC Response – Please refer to Exhibit A (Site Document and Design Documents)

(6) Copy of a determination of no hazard to air navigation from the Federal Aviation Administration; and

MTAC Response – Please refer to Exhibit B (FAA Determination).

(7) If breakpoint technology is intended to be utilized, a written statement specifying the height at which the engineered structural weakness will be located.

MTAC Response – breakpoint technology not applicable to this tower application.

17.67.080 STANDARDS FOR APPROVAL OF NEW TALL STRUCTURES.

(A) A permit for a new tall structure may only be approved if it meets the requirements of this section in addition to any other applicable standards required by this chapter.

(B) In granting or denying a permit, the commission or director shall make findings on whether the applicant has demonstrated that:

(1) To the extent that is technically feasible and potentially available, the location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.

(2) Visibility of the tall structure from public parks, trails recognized within adopted

borough plans, and water bodies has been minimized to the extent that is technically feasible and potentially available;

MTAC Response – the site is situated within a lot surrounded by existing trees. The access road is "dog-legged" in so the site is not visible from direct line of view from access road. The residences surrounding the lot have trees that will help screen the tower from view.

(3) The tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan; and

MTAC Response – Please refer to Appendix B (FAA Determination). The site does not interfere with existing airports or airfields.

(4) Granting the permit will not be harmful to the public health, safety, convenience, and welfare.

MTAC Response – the proposed site will not be harmful to the public health, safety, convenience and welfare.

17.67.090 OPERATION STANDARDS FOR NEW TALL STRUCTURES.

(A) The following setback requirements shall apply to all new telecommunications towers regulated under this chapter:

(1) The equipment compound shall meet minimum setback distances from all property lines in accordance with MSB 17.55.

MTAC Response – The proposed site conforms to MSB 17.55.

(2) Minimum setback for the tower base shall be a distance equal to the height of the tower.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(a) The commission, or director if it is an administrative permit, may reduce the setback to a distance less than the height of the tower, if the applicant demonstrates there is no risk to public health, safety, or welfare of adjacent property owners.

(3) Setbacks shall be determined from the dimensions of the entire lot, even though the tower may be located on lease areas within the lot.

MTAC Response – The proposed tower setback is a distance equal to the height of the tower.

(B) For all tall structures regulated under this chapter, adequate vehicle parking shall be provided on the subject property, outside of public use easements and rights-of-way, to enable emergency vehicle access.

MTAC Response – Refer to Exhibit A (Site Document and Design Documents). The site has adequate vehicle parking on subject property to enable emergency vehicle access.

(1) No more than two spaces per provider shall be required.

(C) The following requirements apply to all new and existing telecommunication towers and wind energy conversion systems regulated under this chapter:

(1) The following signage shall be visibly posted at the equipment compound:

(a) Informational signs for the purpose of identifying the tower such as the antenna structure registration number required by the Federal Communications Commission, as well as the party responsible for the operation and maintenance of the facility;

MTAC Response – MTAC will comply with signage requirements.

(b) If more than 220 volts are necessary for the operation of the facility, warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER"; and

MTAC Response – MTAC proposed service will be 240 volts. MTAW will comply with signage requirements.

(c) A 24-hour emergency contact number.

MTAC Response – a 24 hour contact number will be referenced on signage.

(2) A fence or wall not less than six feet in height with a secured gate shall be maintained around the base of the tower.

MTAC Response – Please refer to Appendix A (Site Document and Design Documents)

4.0 Conclusion

MTAC's Matanuska-Borough network includes a significant gap in coverage in the proposed site vicinity as depicted in attached propagation studies in Exhibit E. After a search of available sites which could meet the technical requirements necessary to fill this coverage gaps, MTAC has identified 15960 E Kashwitna Road, Alaska on that property fully described as Township 23 N Range 4W Section 29 Lot C6. as the location which will allow for construction meeting network requirements. As described in detail in this application, this tower location is the least intrusive and most appropriate option to meet the significant gap in MTAC's coverage, which can only be met through placement of a new tower. Finally, MTAC's proposed tower will affirmatively protect the public health, safety, and welfare by providing cellular and wireless broadband services to a currently underserved area, impacting both area households and residents and transient customers seeking to access this technology from roadways and public spaces in the area. We believe we have exceeded the burden of proof outlined in MSB 17.67. for the requested Conditional Use Permit. Therefore, MTAC respectfully requests that the Matanuska-Susitna Planning Commission grant the Conditional Use Permit.

5.0 Exhibits

Exhibit A: Site Document and Design Documents
Exhibit B: FAA Determination
Exhibit C: Balloon Flight
Exhibit D: Redacted Lease
Exhibit E: Propagation Maps
Exhibit F: Notification Letter, Mailing List, Meeting Sign In, and Meeting Summary
Exhibit G: Summary Page and Written Public Comments

Exhibit A

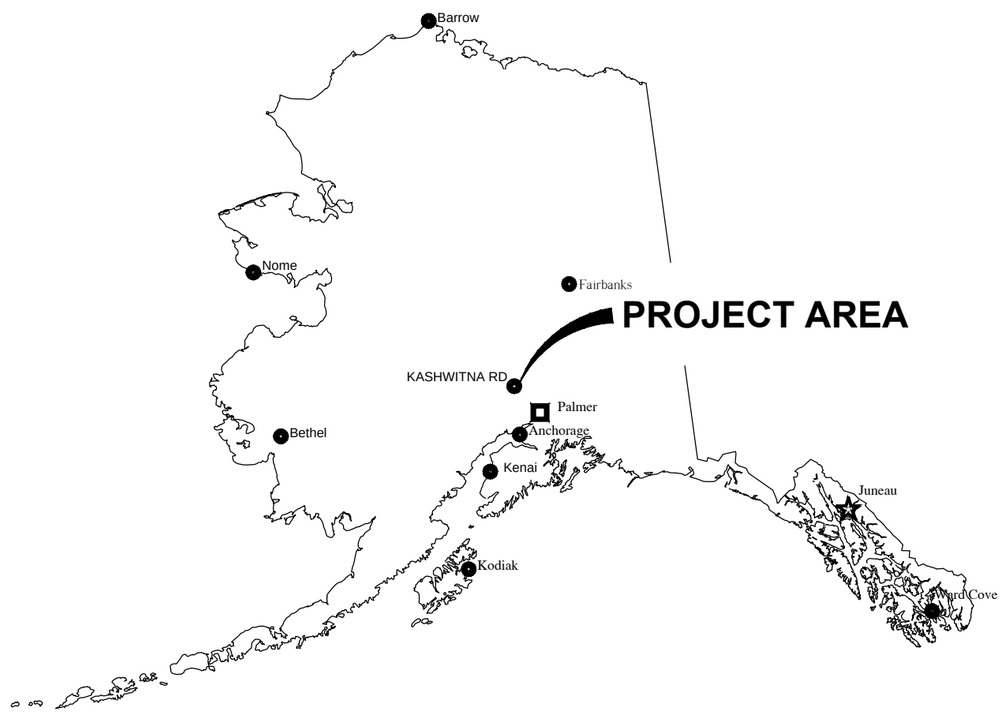
Site Document & Design Documents

KSH1
LTE SITE

PROJECT INFORMATION

PROJECT LOCATION: 15960 E KASHWITNA RD

NHTI PROJECT NUMBER: 16-0067-20



CONTACT INFORMATION

CIVIL ENGINEER

DALE R. BROWNING, PE, SE

NHTI - (907) 761-6069

901 COPE INDUSTRIAL WAY

PALMER, ALASKA 99645

Sheet List Table

SHEET #	TITLE	REV #
T1.0	COVER SHEET	4
C1.0	SITE PLAN	4
C1.1	SITE ELEVATION	
C2.0	ENLARGED SITE PLAN	3
C2.1	ROAD AND PAD SECTIONS	0
S1.0	TOWER FOUNDATION PLAN	0
S1.1	TOWER FOUNDATION SECTION	0
S1.2	GRADE BEAM LAYOUT AND DETAILS	1

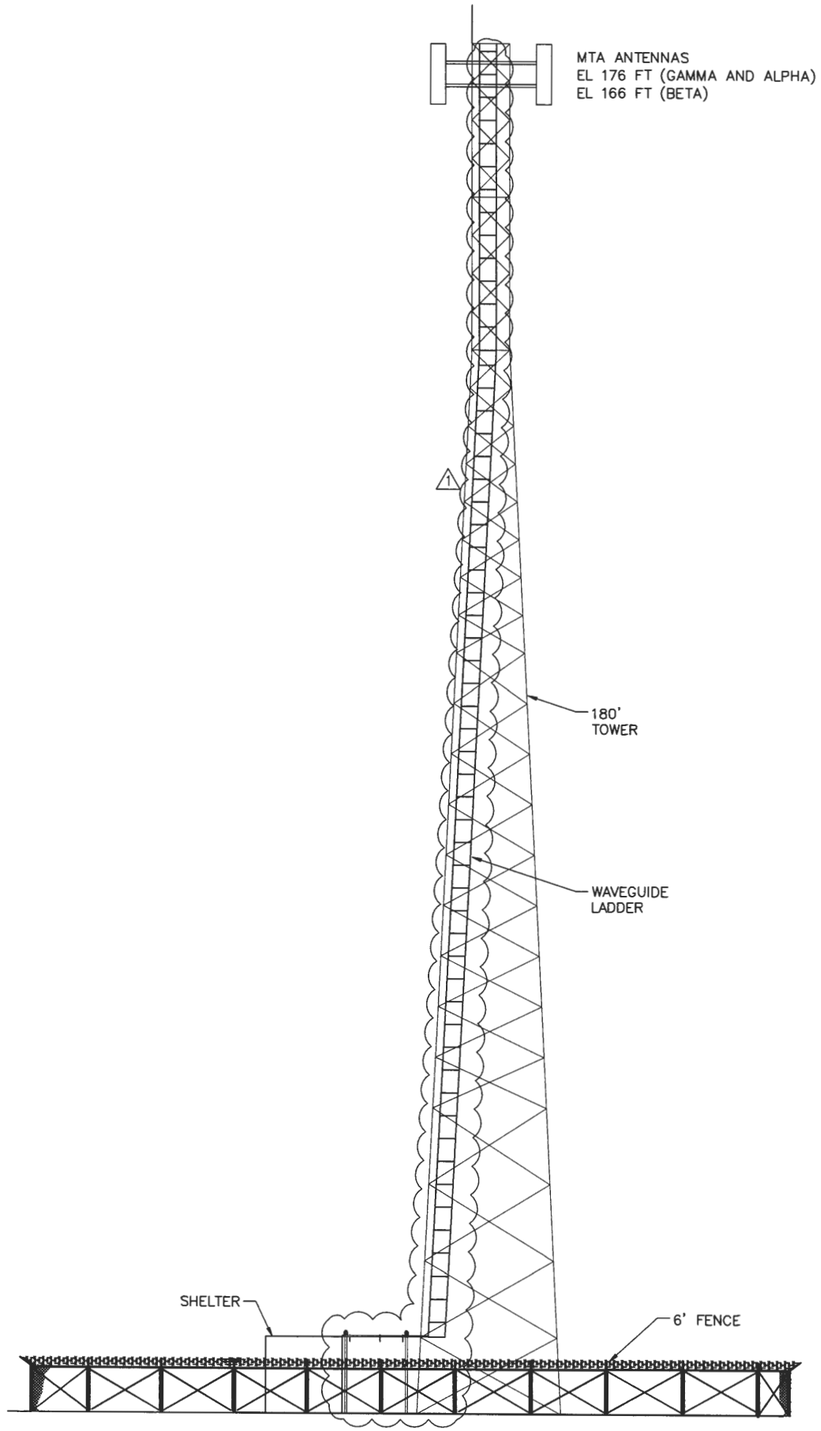
REV.	DESCRIPTION	DATE
4	ADDED TURNAROUND ON SITE PLAN	160823
3	ADDED CULVERT AND DETAILS	160812
2	MOVED TOWER LOCATION	160714
1	CHANGED GRADE BEAM LAYOUT	160622
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE
COVER SHEET

T1.0

FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\T1.0 COVER SHEET.DWG | PLOT DATE: 160823 | PLOT SCALE: 1:1



1 / C1.1 SITE ELEVATION
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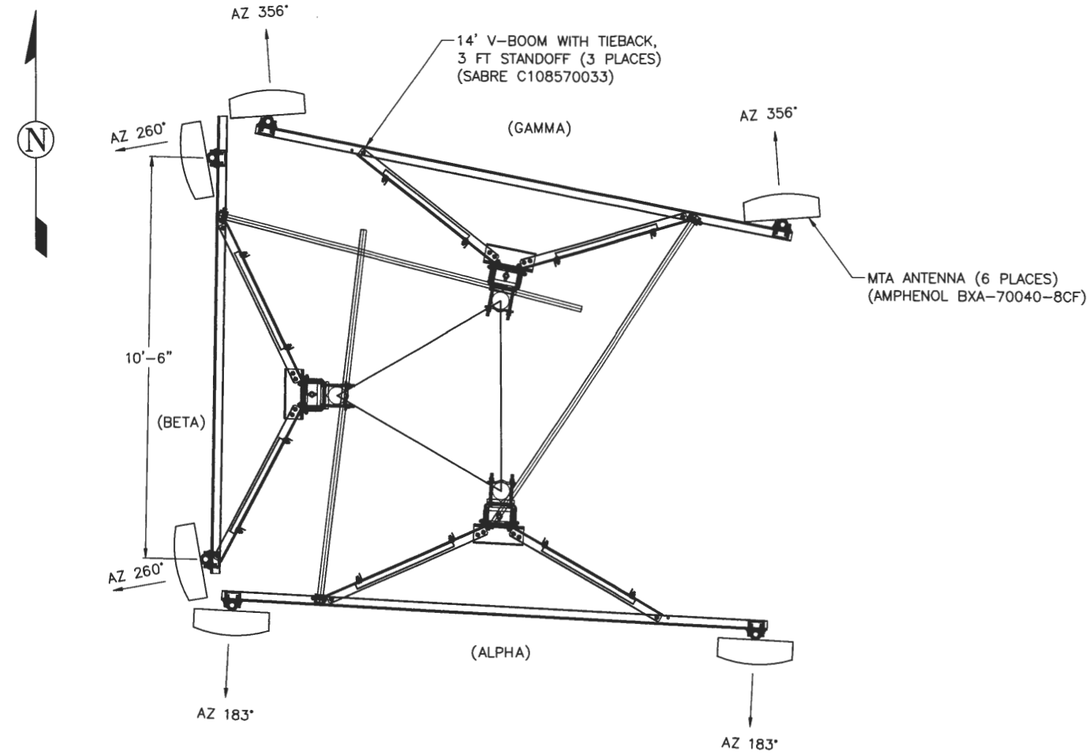

2 / C1.1 MTA ANTENNA LAYOUT
SCALE: 1/4" = 1'-0"

REV.	DESCRIPTION	DATE
1	MOVED WAVEGUIDE LADDER	160622
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/22/2016
REGISTERED PROFESSIONAL ENGINEER

MTA
KSH1 LTE SITE

SITE ELEVATION

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

C1.1 REV 1

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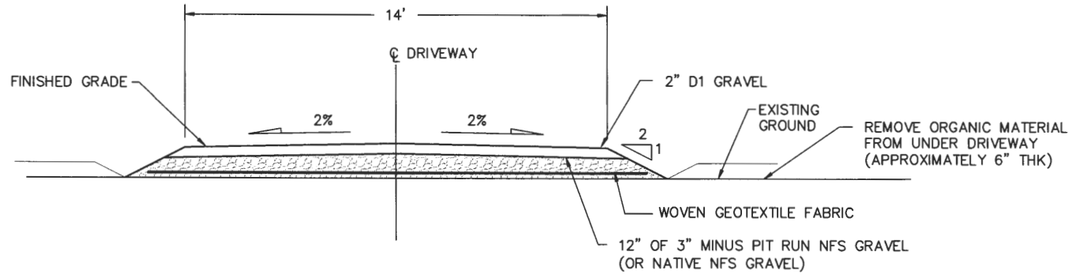

1 / C2.1 DRIVEWAY SECTION (TYP) (PARKING SIMILAR)
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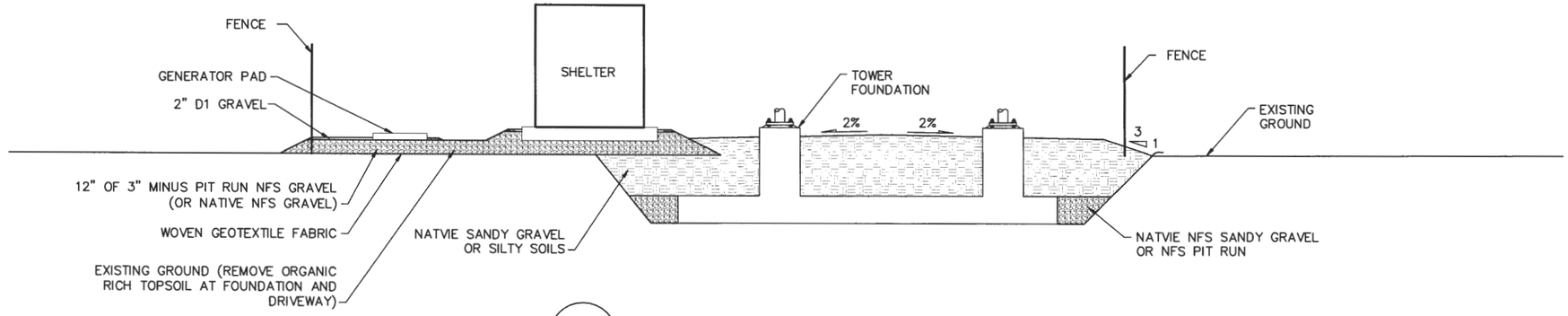


2 / C2.1 PAD SECTION
SCALE: 1"=10'

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
CE 10029
6/16/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE

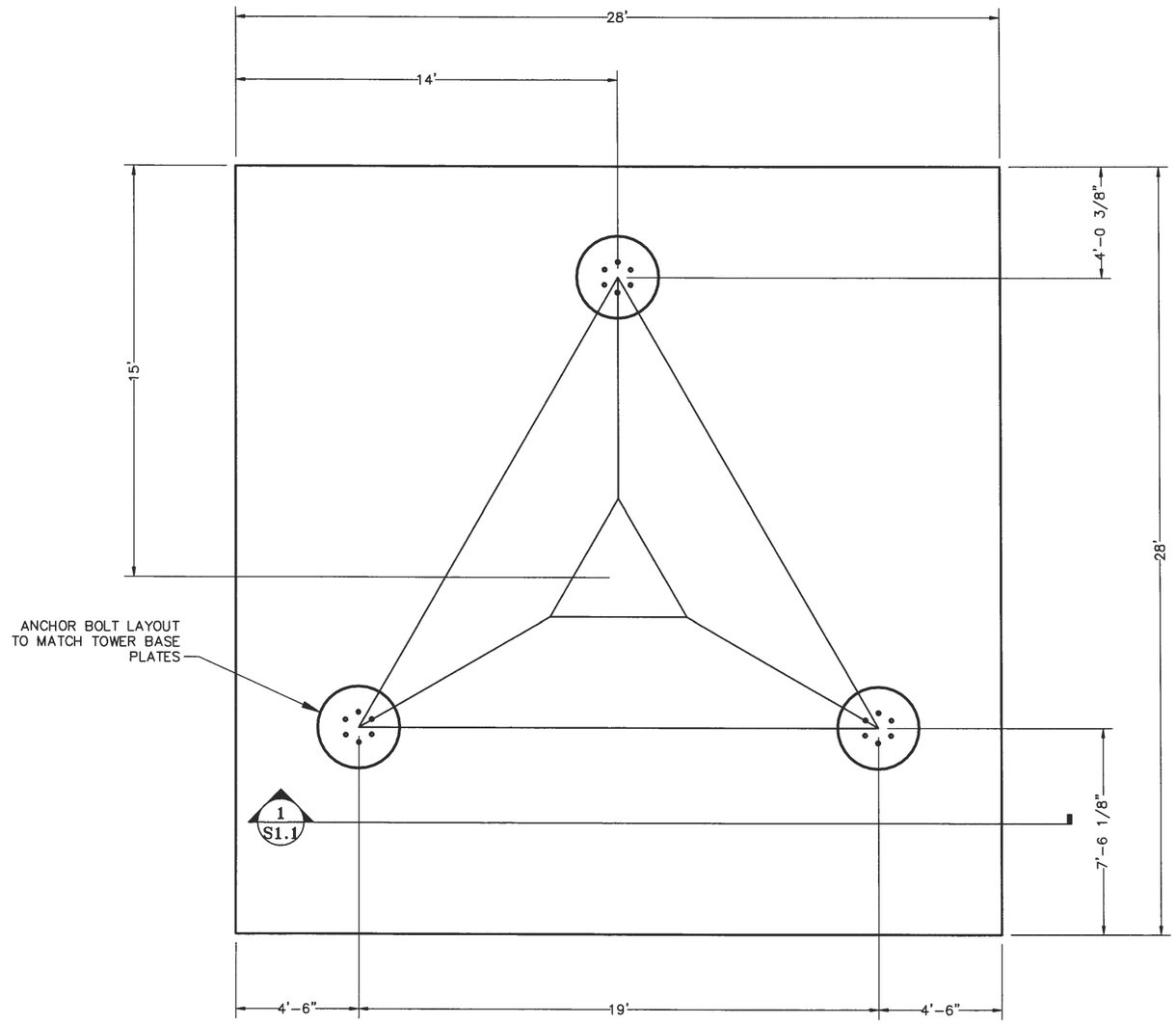
ROAD AND PAD SECTIONS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

C2.1 REV 0

FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\C2.1 ROAD AND PAD SECTIONS.DWG | PLOT DATE: 160616 | PLOT SCALE: 1:1



1 / S1.0 TOWER FOUNDATION PLAN VIEW
SCALE: 3/16" = 1'-0"

DESIGN CRITERIA:

TOWER BASE REACTIONS (SABRE #141609)

AXIAL LOAD:	78.52 KIPS
TOTAL SHEAR:	55.46 KIPS
O.T. MOMENT:	5,567.04 FT-KIPS
UPLIFT PER LEG:	309.0 KIPS
COMP PER LEG:	342.0 KIPS
SHEAR PER LEG:	32.49 KIPS

ALLOWABLE SOIL BEARING: 4000 psf (SANDY GRAVEL)

DESIGN WIND SPEED: 100 MPH
(3 SEC. GUST) PER TIA-222-G

EXPOSURE:	C,
TOPO CATEGORY:	1
STRUCTURE CLASS:	II
IMPORTANCE FACTOR:	1.0
RADIAL ICE:	1/2 IN

NOTES:

EARTHWORK:
1. REMOVE ALL ORGANIC MATTER AND DELETERIOUS MATERIALS FROM UNDER FOOTINGS AND DRIVEWAY. EXCAVATE 5FT BELOW EXISTING GRADE FOR TOWER FOUNDATION.
2. ALL COMPACTED FILL TO BE COMPACTED TO 90% TO 95% MAXIMUM LABORATORY DENSITY IN 12 INCH LIFTS.
3. COMPACTED FILL AND OR EXCAVATION IS REQUIRED TO ALLOW DRAINAGE SO THAT NO STANDING WATER WILL ACCUMULATE ON THE SITE AS A RESULT OF THIS WORK.
4. ALL EXCAVATIONS SHALL BE SHORED OR SLOPED OR OTHERWISE SUPPORTED TO PROTECT PERSONNEL IN ACCORDANCE WITH OSHA, 29 CFR 1926, SUBPART P.

CONCRETE:
1. CONCRETE SHALL OBTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4,500 PSI (F'c = 4,500 PSI). THE MIX SHALL CONTAIN A MINIMUM OF 6 SACKS CEMENT PER CUBIC YARD OF CONCRETE.
2. CEMENT SHALL CONFORM TO ASTM C150 TYPE I OR II.
3. AGGREGATE SHALL CONFORM TO ASTM C33. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH.
4. SLUMP SHALL BE BETWEEN 3 – 5 INCHES.
5. ADMIXTURE SHALL BE PROVIDED AS REQUIRED TO PROVIDE 5% – 8% AIR ENTRAINMENT WITH A MAXIMUM WATER/CEMENT RATIO OF 0.45.
6. CONCRETE SHALL BE KEPT FROM FREEZING FOR THE FIRST SEVEN DAYS AFTER PLACING. SURFACES TO RECEIVE CONCRETE SHALL BE NOT LESS THAN 40° F. THE TEMPERATURE OF THE CONCRETE WHEN PLACED SHALL NOT BE LESS THAN 50° F OR GREATER THAN 80° F.

REINFORCING STEEL:
1. ALL REINFORCING BARS SHALL BE DEFORMED AND CONFORM TO ASTM A615, GRADE 60.
2. ALL BOTTOM MAT REINFORCING BARS SHALL BE ACCURATELY PLACED AND SUPPORTED BY GALVANIZED METAL CHAIRS OR CONCRETE BLOCKS (WOODEN STAKES SHALL NOT BE USED).
3. SUPPORT TOP MAT OF REBAR WITH #4 BENT REBAR SPACERS (STANDIES) AT 4' O.C.
4. MINIMUM CONCRETE COVER FOR REBAR WHERE CONCRETE IS PLACED IN DIRECT CONTACT WITH SOIL IS 3 INCHES CLEAR, FOR ALL OTHER FORMED SURFACES IS 2 INCHES.
5. ALL REBAR SPLICES SHALL BE LAPPED 40 BAR DIAMETERS MIN.

STRUCTURAL STEEL:
1. STRUCTURAL STEEL INCLUDING PLATES, ANGLES AND MISCELLANEOUS SHAPES SHALL BE ASTM A36.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/16/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE

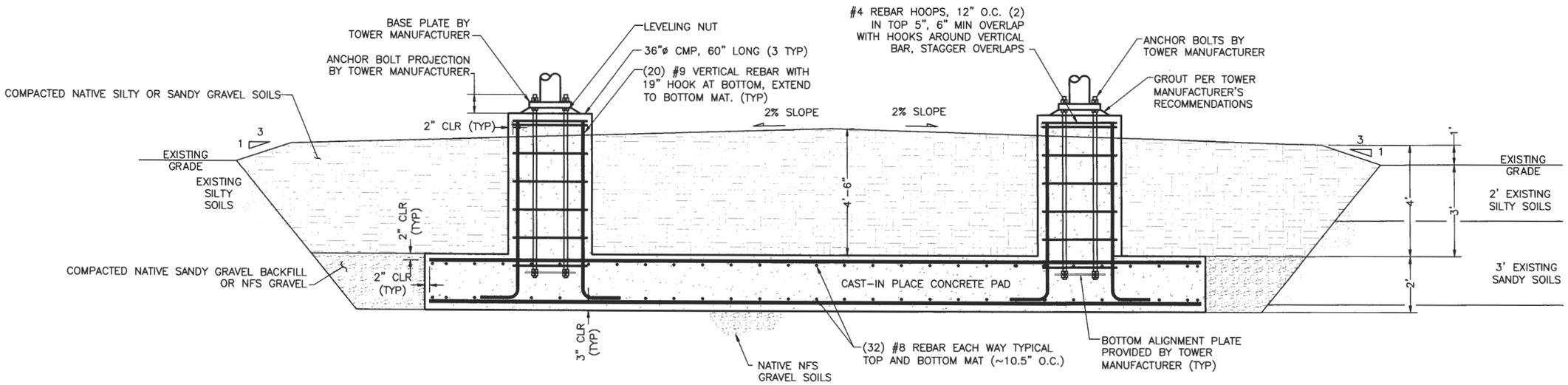
TOWER
FOUNDATION PLAN

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

S1.0 REV 0

FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\S1.0 TOWER FOUNDATION.DWG | PLOT DATE: 160616 | PLOT SCALE: 1:1



1 / S1.1 **TOWER FOUNDATION SECTION**
SCALE: NTS

NOTES:

1. ON SITE TEST HOLE FOUND APPROXIMATELY 6" OF ORGANIC RICH TOPSOIL. THEN 1.5–2 FT OF SILTY SOILS. THEN 3 FT OF SANDY SOILS. THEN A LAYER OF NFS GRAVEL APPROXIMATELY 1–2 FT THICK. THEN SANDY GRAVEL.
2. BOTTOM OF TOWER FOUNDATION TO BE PLACED ON TOP OF OR APPROXIMATELY 6" INTO GRAVEL LAYER.
3. IF EXCAVATION FOR TOWER FOUNDATION REVEALS DIFFERENT SOIL CONDITIONS. CONTACT ENGINEER OF RECORD FOR DIRECTION. DO NOT PLACE TOWER FOUNDATION ON MATERIAL OTHER THAN NATIVE NFS GRAVEL.
4. PROOF ROLL BOTTOM OF EXCAVATION TO ENSURE THERE ARE NO SOFT SPOTS. CONTACT ENGINEER OF RECORD FOR DIFFERING CONDITIONS.

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/16/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE

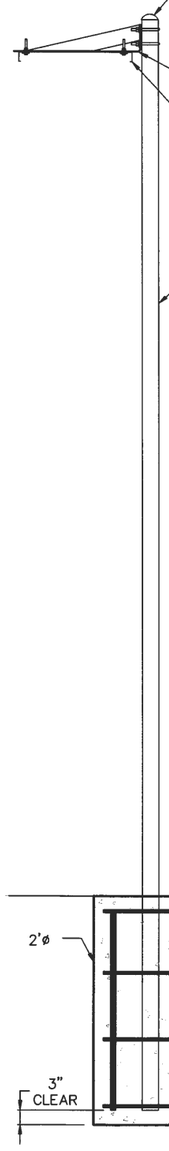
TOWER FOUNDATION SECTION

DWN: JAA CKD. DRB APP. DRB

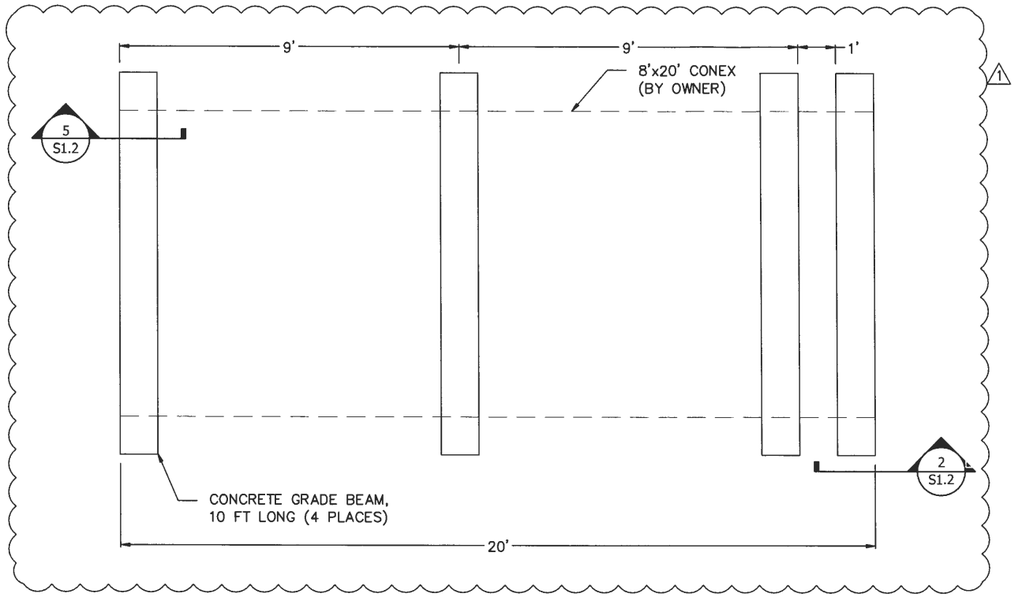
JOB #: 16-0067-20 DATE: 160616

S1.1 REV 0

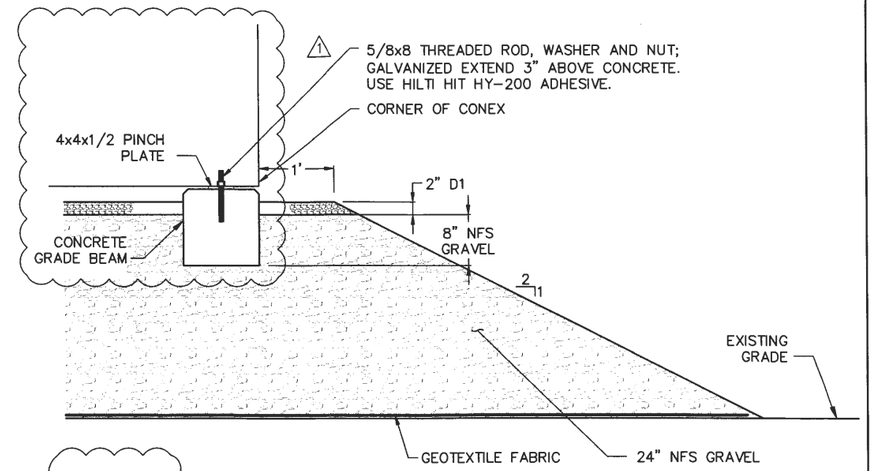
FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\S1.1 FOUNDATION SECTION.DWG | PLOT DATE: 160616 | PLOT SCALE: 1:1



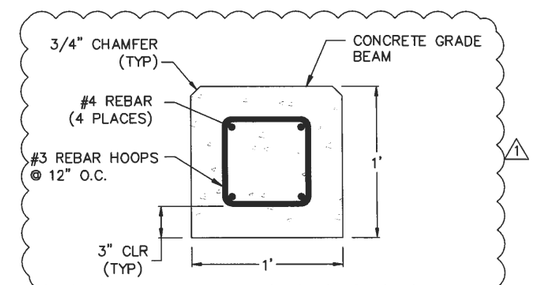
3 / S1.2 POST AND FOOTING DETAIL
SCALE: 3/8" = 1'-0"



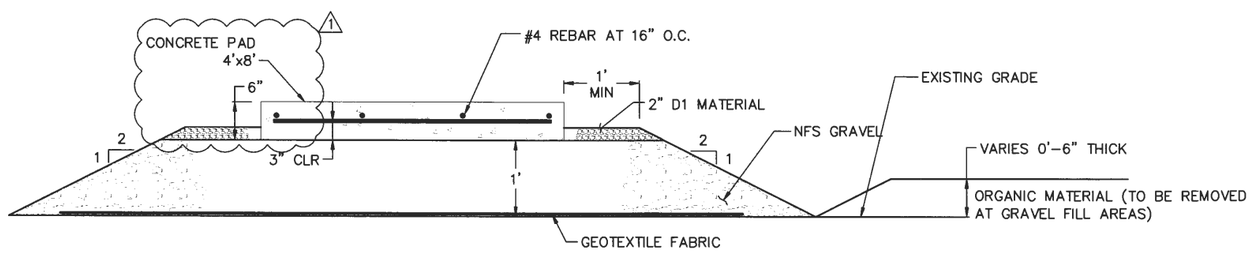
1 / S1.2 GRADE BEAM LAYOUT
SCALE: 1/4" = 1'-0"



2 / S1.2 GRADE BEAM CONNECTION DETAIL
SCALE: 1/2" = 1'-0"



5 / S1.2 CROSS SECTION
SCALE: 1" = 1'-0"



4 / S1.2 GENERATOR PAD SECTION
SCALE: 1/2" = 1'-0"

STATE OF ALASKA
49 TH
Dale Browning
Dale R. Browning
SE 14184
6/22/2016
REGISTERED PROFESSIONAL ENGINEER

REV.	DESCRIPTION	DATE
1	GRADE BEAM LAYOUT AND DETAILS	160622
0	ISSUED FOR CONSTRUCTION	160616

NEW HORIZONS TELECOM, INC.

MTA
KSH1 LTE SITE

GRADE BEAM
LAYOUT AND DETAILS

DWN: JAA CKD. DRB APP. DRB

JOB #: 16-0067-20 DATE: 160616

S1.2 REV 1

FILE: X:\16 JOBS\16-0067-20 MTAC KSH1 LTE SITE DSGN\05-CADD\DRAWINGS\S1.2 GRADE BEAM LAYOUT AND DETAILS.DWG | PLOT DATE: 160623 | PLOT SCALE: 1:1

Exhibit B

FAA Determination

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AAL-433-OE

Issued Date: 05/31/2016

Rod Ewing
MTA Communications, Inc.
1740 S Chugach St
Palmer, AK 99645

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower KSH1
Location:	Talkeetna, AK
Latitude:	62-03-00.71N NAD 83
Longitude:	150-03-05.00W
Heights:	289 feet site elevation (SE)
	185 feet above ground level (AGL)
	474 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 12/01/2017 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination does not constitute authority to transmit on the frequency(ies) identified in this study. The proponent is required to obtain a formal frequency transmit license from the Federal Communications Commission (FCC) or National Telecommunications and Information Administration (NTIA), prior to on-air operations of these frequency(ies).

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (800) 478-3576 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AAL-433-OE.

Signature Control No: 292692329-293954974 (DNE)
Robert van Haastert
Specialist

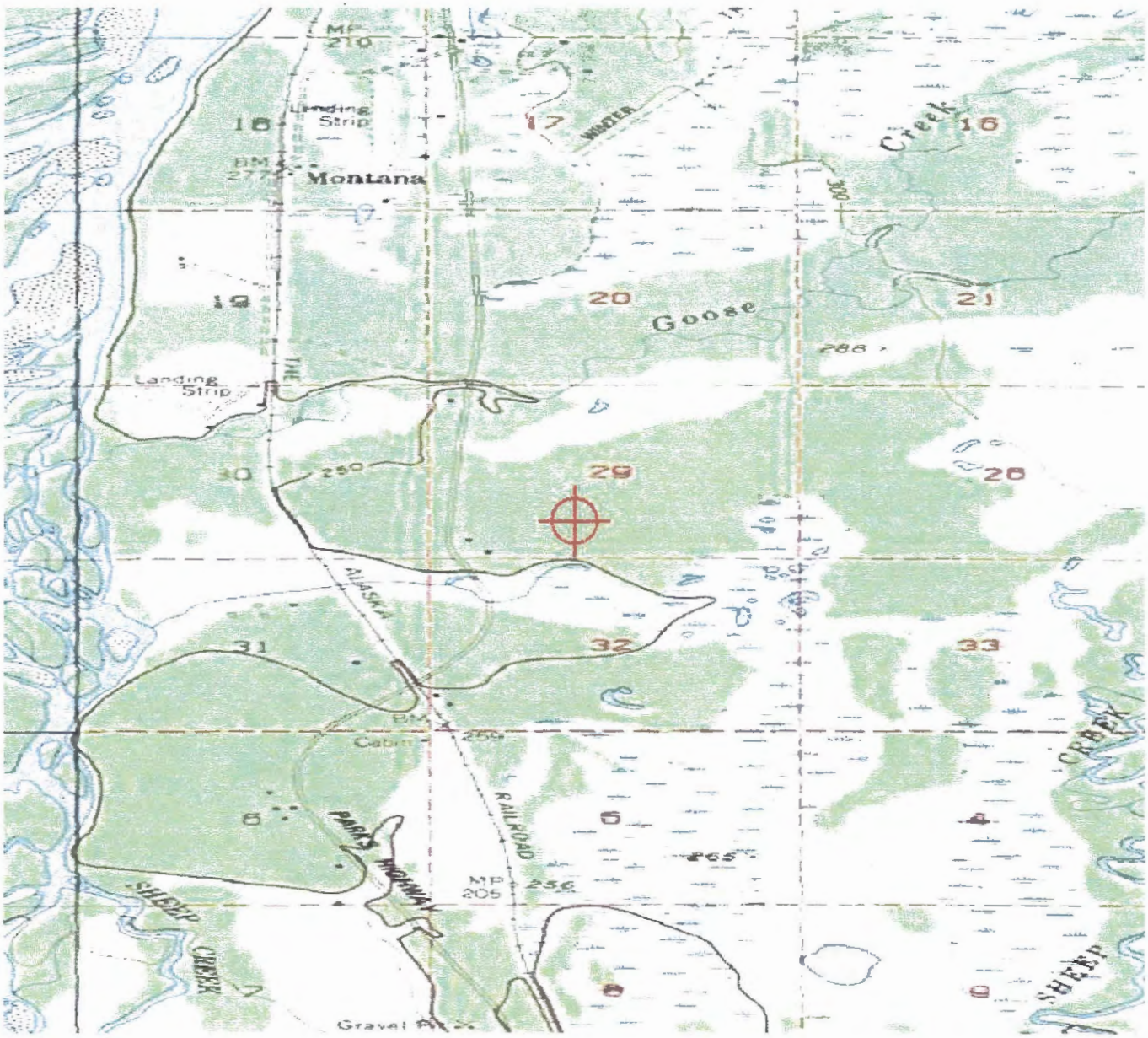
Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2016-AAL-433-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W

TOPO Map for ASN 2016-AAL-433-OE



Sectional Map for ASN 2016-AAL-433-OE

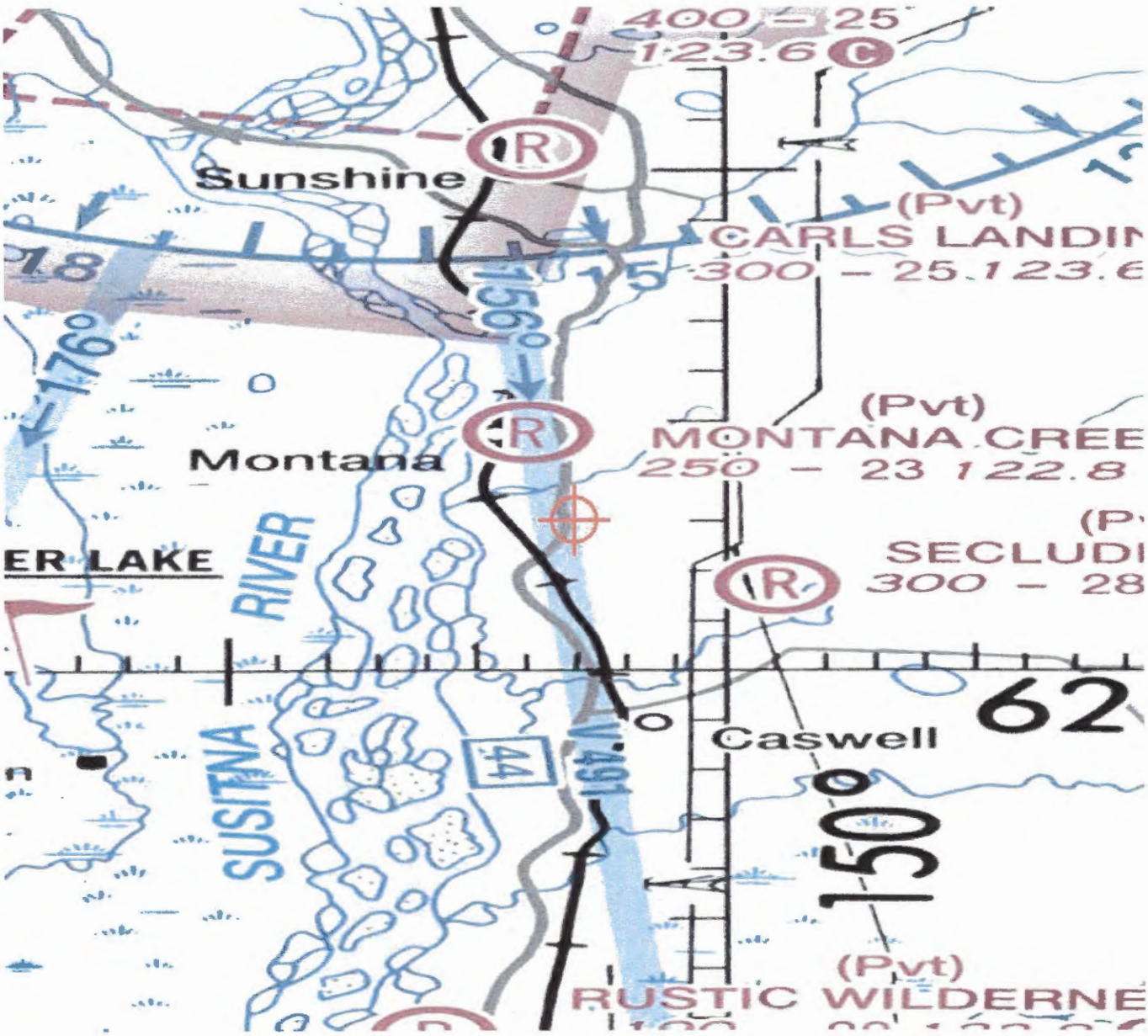


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Exhibit C

Balloon Flight

KSH1

Talkeetna, AK

Ballon Test

May 13, 2016

Area overview with 500 ft, 1000 ft, 1500 ft and 2000 ft radius circles depicted.

Photograph numbers are referenced in relation to the plan view.

1

2

3

4

6

7

8

9

10

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Exhibit D

Redacted Lease

LAND USE AGREEMENT

THIS LAND USE AGREEMENT (the "**Agreement**") is made and entered into as of the 6th day of April, 2016 ("**Effective Date**"), between **Ramon and Ada Gutierrez** ("**Grantor**"), whose address is HC 89 Box 492, Willow, Alaska 99688-9705, and MTA Communications, LLC ("**MTA**"), with an office at 1740 South Chugach Street, Palmer, Alaska 99645. Hereinafter, Grantor and MTA may be individually referred to as "**Party**", or collectively referred to as "**Parties**".

WHEREAS, Grantor owns or controls a certain plot, parcel or tract of land, a portion of which MTA desires to lease subject to terms of this Agreement; and

WHEREAS, Grantor wishes to lease such property to MTA for the uses herein permitted for reasonable compensation.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. GRANT OF EASEMENTS. Grantor hereby conveys to MTA an easement to the following parcel of real property owned or controlled by Grantor: An approximate one hundred foot (100') by one hundred foot (100') area for the site along with a twenty foot (20') by one hundred ninety foot (190') access drive (entering from Kashwitna Road) (the " **Leased Property**") situated within Section 29, Township 23N, Range 4W, Lot C006, Seward Meridian, Palmer Recording District, State of Alaska (the "**Parent Parcel**"). The Leased Property is more particularly described in the attached Site Plan attached hereto as Exhibit A and made a part of this Agreement. Upon installation of MTA's facilities, systems, equipment and improvements to the Leased Property, MTA will, at its expense, complete an as-built survey of the Leased Property. Such survey, once completed, shall replace and supersede the Site Plan in Exhibit A. MTA shall further be granted rights of ingress and egress to the Leased Property, an easement to enter upon the lands of Grantor and to construct, reconstruct, lay, maintain, operate, alter, repair, remove, and replace aerial or buried telecommunications and/or electrification cables, lines, poles, or systems and appurtenances thereto, and make changes and additions thereto, to cut and trim trees and shrubbery that may interfere with or threaten or endanger the operation and maintenance of said cables, lines, poles, tower, property leased around tower, access drive or systems, under, upon, over, and through lands which Grantor owns or in which Grantor has an interest and/or in, upon, or under all private or underlying interest streets, roads or highways abutting said lands. Except for the Leased Property to which MTA shall be permitted exclusive use thereof, Grantor may fully use and enjoy said lands provided that Grantor shall not construct or permit to be constructed any structures or obstructions on, under, or over that will interfere with the construction, maintenance or operation of any telecommunications and/or electrification cables/lines or systems, or appurtenances constructed hereunder. MTA,

GRANTOR

By: _____

Name: Ramon G. Gutierrez

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

THIS TO CERTIFY that on this 6th day of April, 2016 before me, the undersigned, a Notary Public in and for Alaska, personally appeared Ramon G Gutierrez known to me to be the individual in and who executed the foregoing instrument, and he acknowledged to me that he signed the same freely and voluntarily for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I hereunto set my hand and seal the day and year hereinabove set forth.

Karen S. Alden
Notary Public in and for Alaska

My Commission Expires: 10/10/18

KAREN S. ALDEN NOTARY PUBLIC STATE OF ALASKA My Commission Expires October 10, 2018

MTA COMMUNICATIONS, LLC

By: _____

Name: Eric Anderson

Title: Director of Engineering & Construction

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

THIS TO CERTIFY that on this 6th day of April, 2016, before me, the undersigned, a Notary Public in and for Alaska, personally appeared Carolyn Hanson, known to me to be the General Manager of MTA Communications, LLC, the company that executed the foregoing instrument, and she acknowledged to me that she signed the same freely and voluntarily on behalf of said company for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I hereunto set my hand and seal the day and year hereinabove set forth.

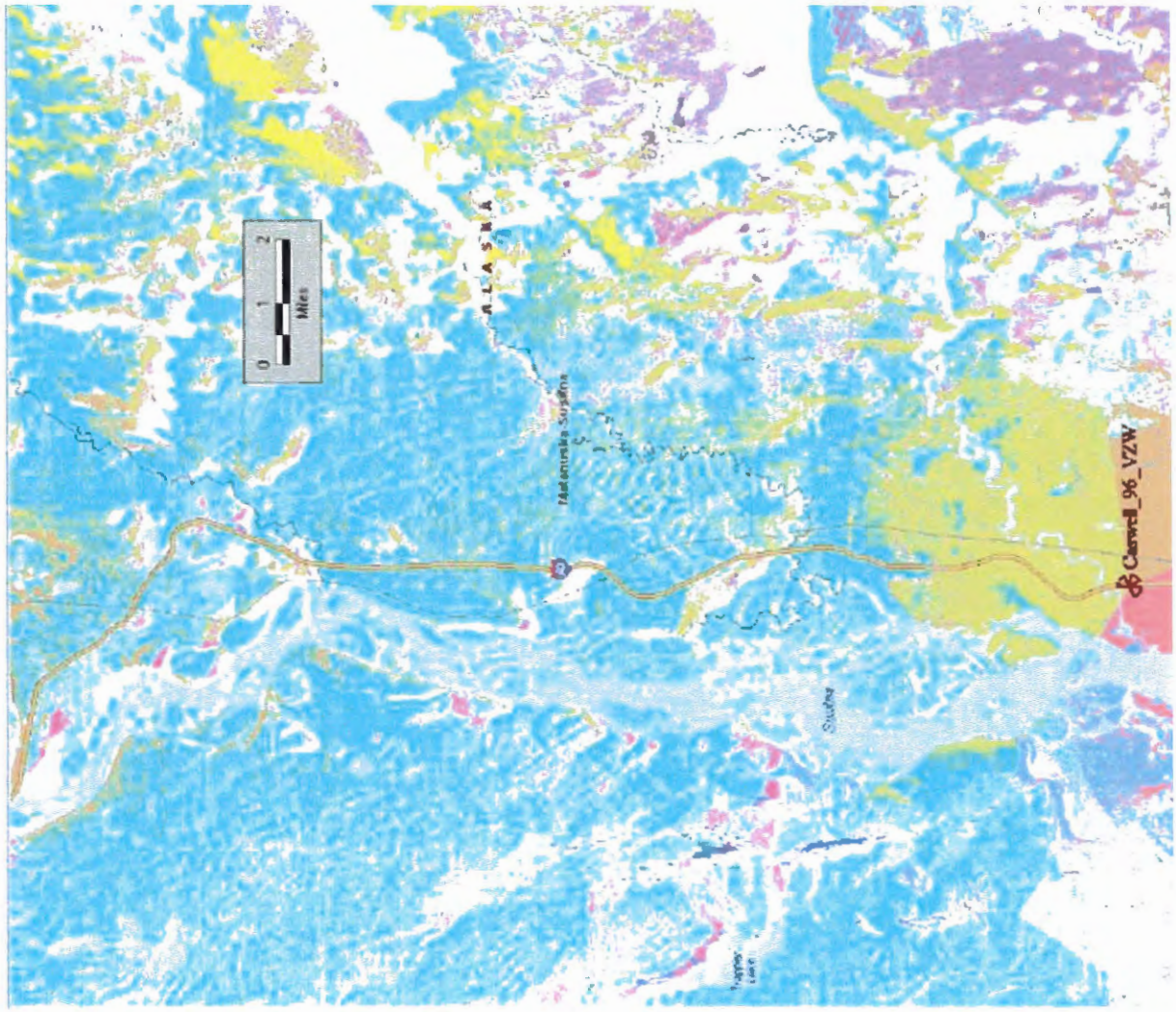
Vera E. Hershey
Notary Public in and for Alaska

My Commission Expires: 3/4/19

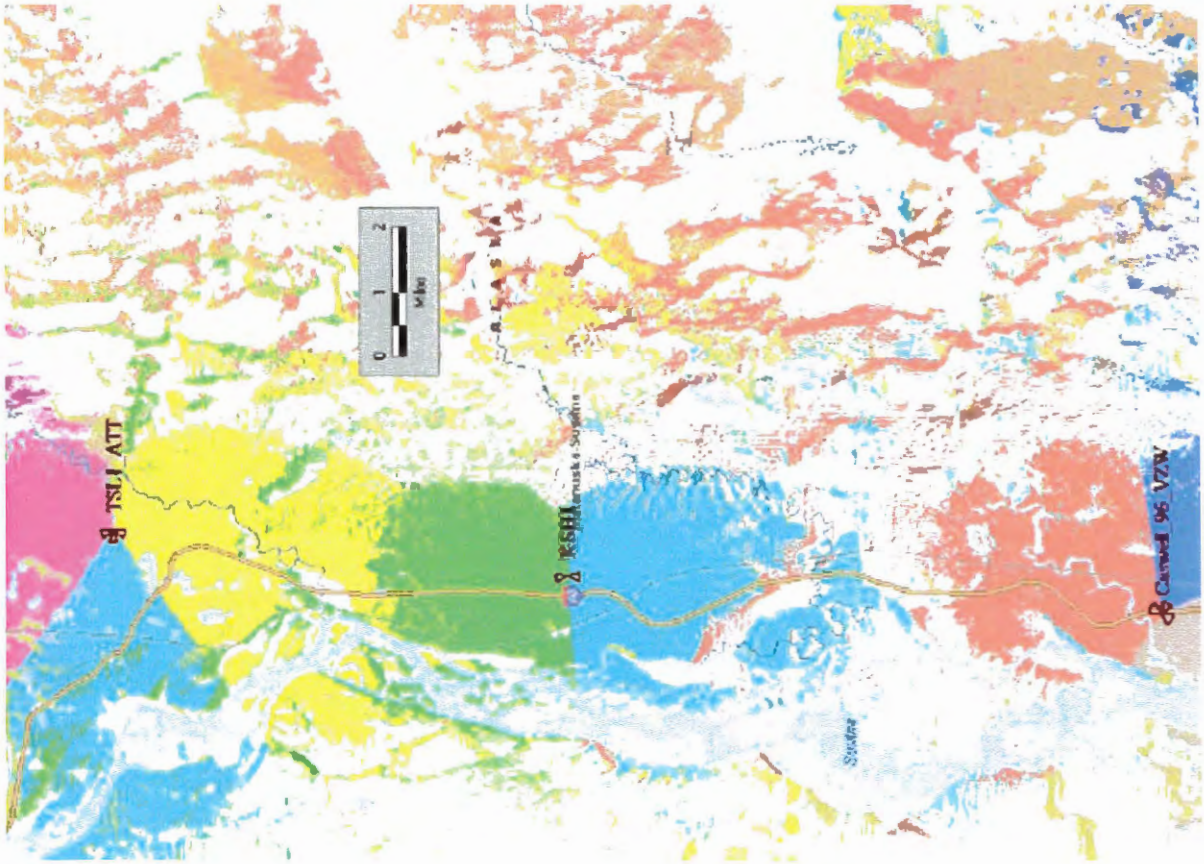
VERA E. HERSHEY
Notary Public - State of Alaska

Exhibit E

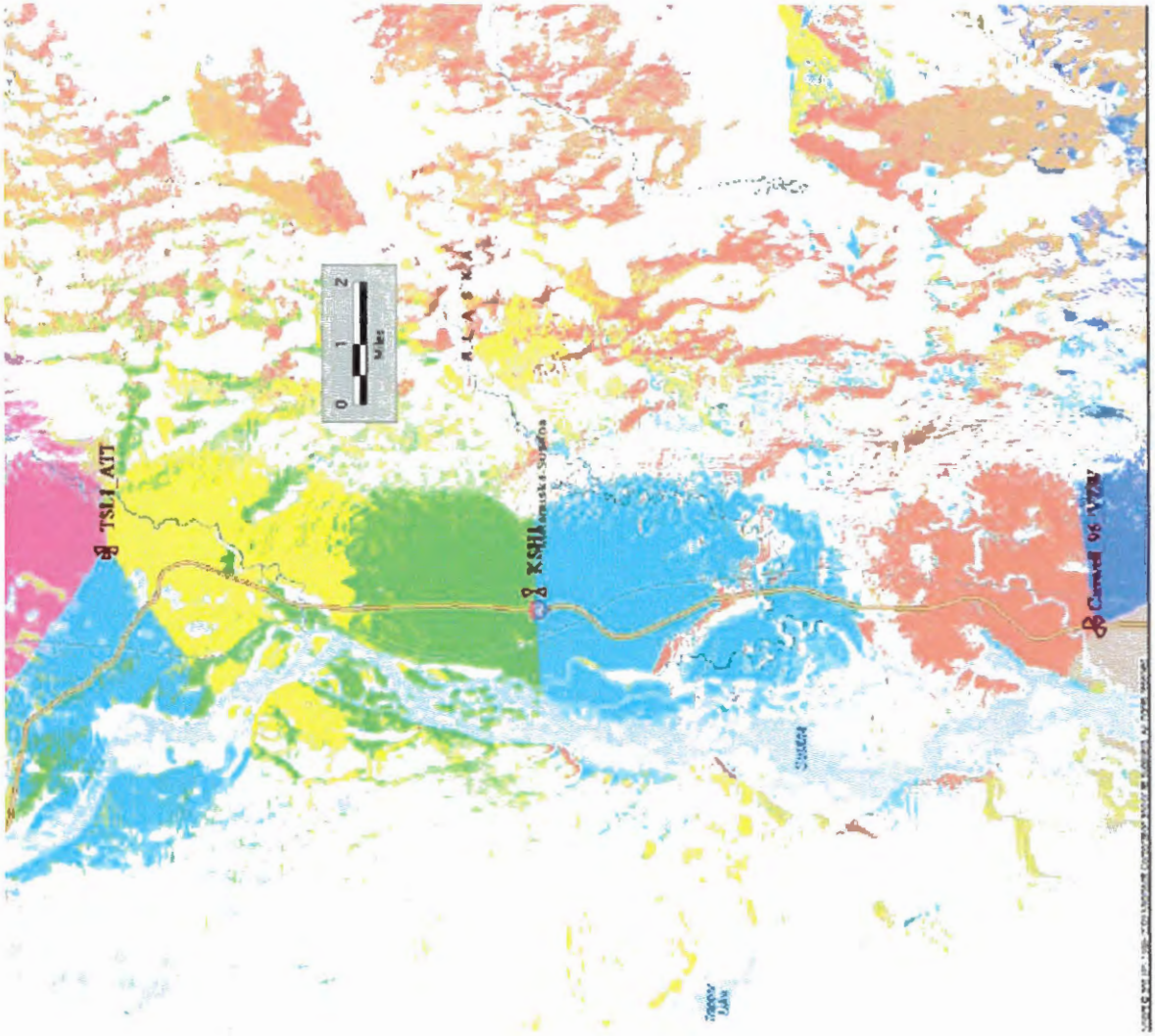
Propagation Maps



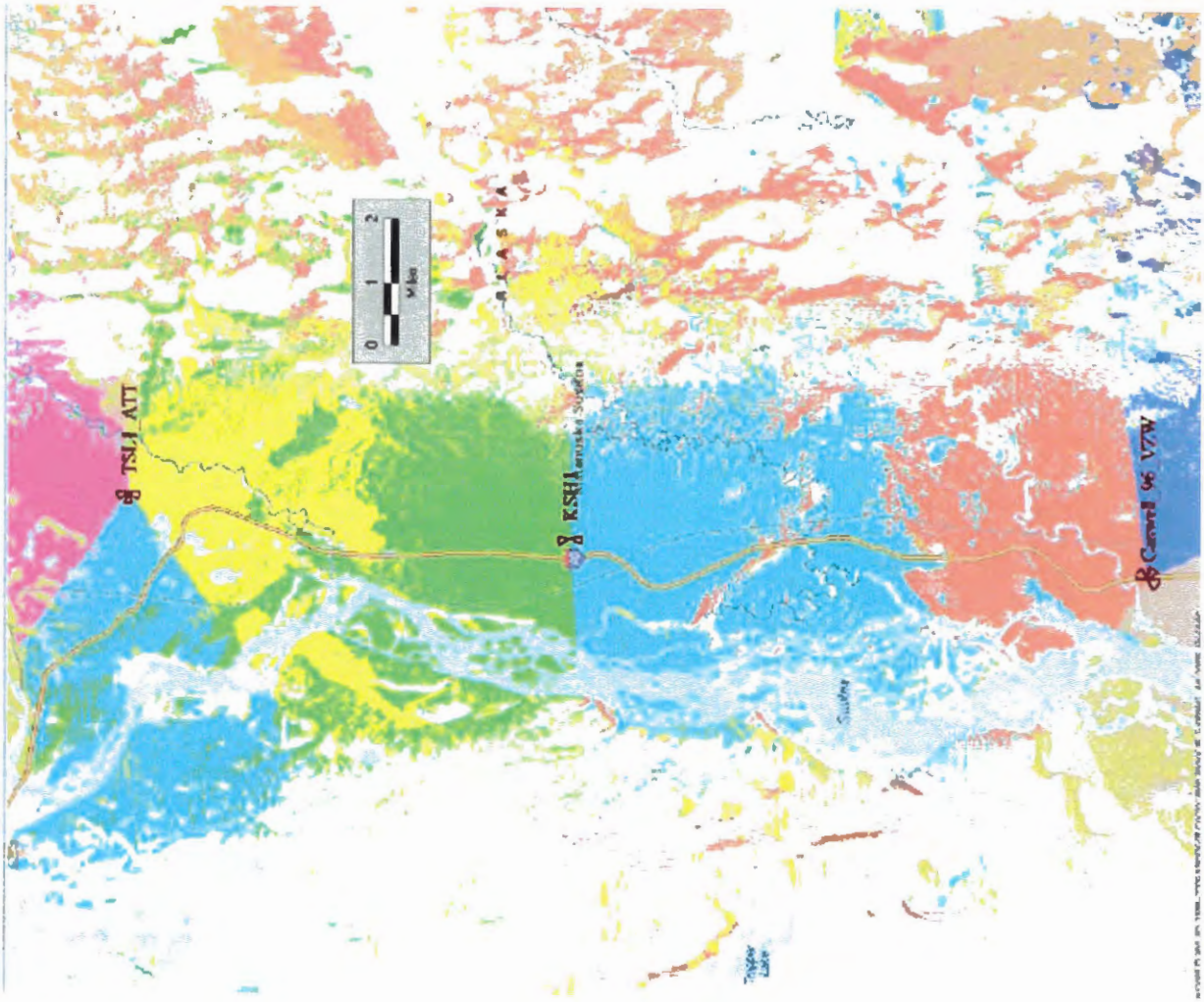
KSH1 with site inactive (current coverage)



KSH1 Site – 120 feet



KSH1 Site – 150 feet



KSH1 Site tower at 180 feet

Exhibit F

Notification Letter, Mailing List,

Meeting Sign in, and Meeting Summary

NEW HORIZONS TELECOM, INC.

Program & Project Management, Engineering Design, Permitting, Construction, Installation, Integration
- Your Turnkey Providers -

May 6, 2016

TO: Neighbors of 15960 E Kashwitna Road
Legal Description - Township 23N Range 4W Section 29 Lot C6

This letter is to notify area Neighbors that MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway off Kashwitna road. Potential tower lighting will be part of the discussion at the meeting.

MTAC will present the proposed placement on Monday, May 23, 2016, at the Upper Susitna Senior/Community Center. The meeting begins at 6PM and is located at 16463 Helena Ave., Talkeetna, AK, 99676.

The construction of this antenna structure will provide enhanced and improved wireless communications for personal, business and emergency service in the area. Representatives from MTAC will be present to answer questions or concerns from the community.

As a nearby property owner to the proposed facility you are entitled to this information pursuant to Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code. For your convenience, the language provided for this notification is as follows:

Prior to applying for a conditional use permit for a new tall structure, the potential applicant shall hold at least one community meeting.

New Horizons Telecom, Inc. is the agent for MTAC for this conditional use application. If you have any questions pertaining to the proposed notification, please contact Sherrie Greenshields; Site Acquisition Consultant, with New Horizons Telecom Inc., 901 Cope Industrial Way, Palmer, AK 99645, at the information below.

Respectfully,

Sherrie Greenshields, Site Acquisition Consultant
sgreenshields@nhtiusa.com
907-761-6057 office; 907-315-3201 cell

Attachments: Mat-Su Borough Comment Form; Permit Center ½ mile offset from Parcel; Antenna Structure Proposed Site Location

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Conditional Use Permit - 180 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, May 23, 2016, 6 PM

Meeting Location: 16463 Helena Avenue, Talkeetna, Alaska

Legal Description of Project: Township 23N Range 4W Section 29 Lot C6

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway from Kashwitna Road. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

_____

_____

_____

_____

Matanuska Susitna Borough
Permit Center

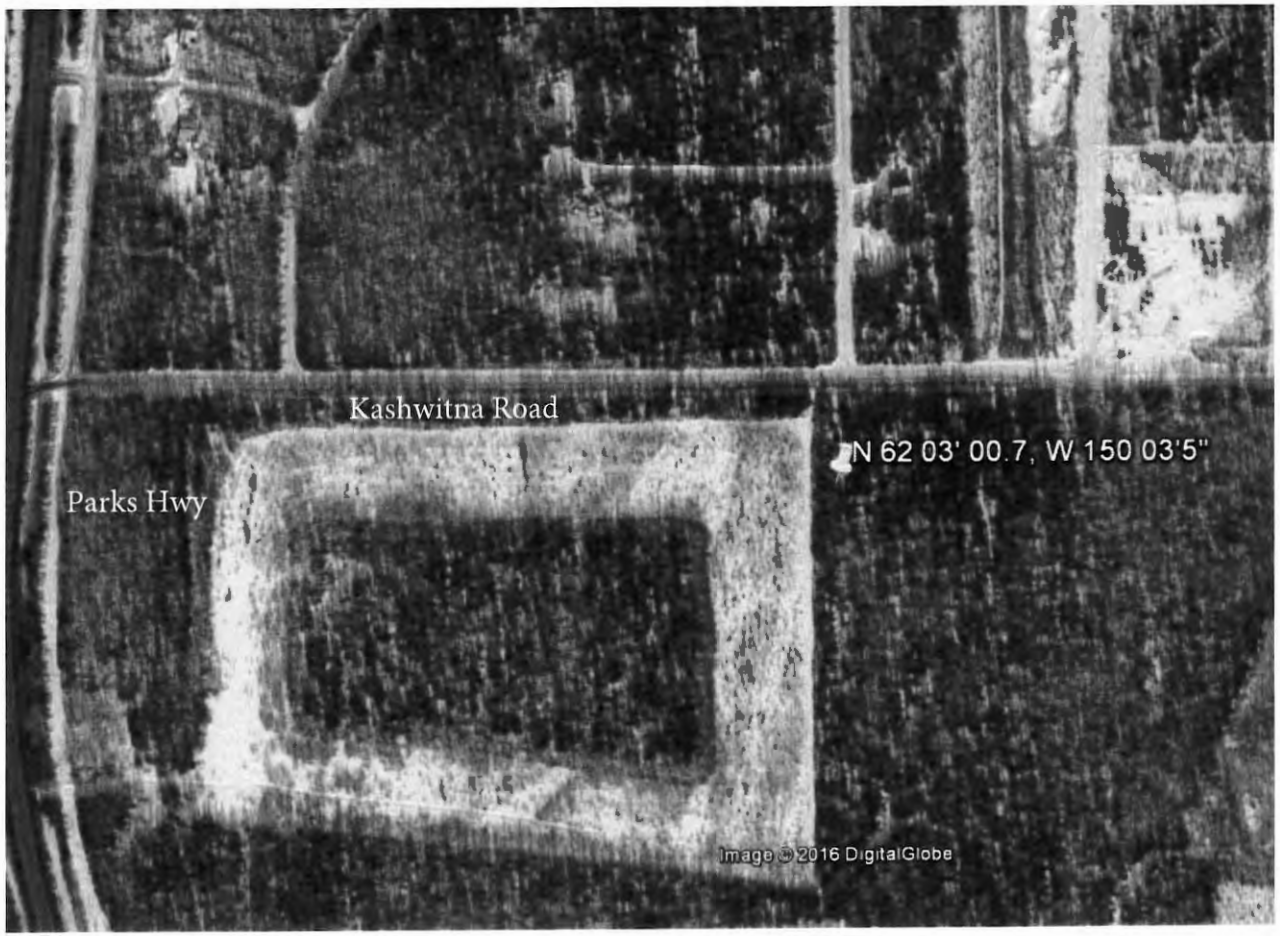
Date: 4/29/2016

0 500 1,000 Feet

N

This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and polices related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4801.

KSH1 – Proposed MTA Communications Site Location



Yellow Pin depicts proposed antenna structure on property

53082B03L003
ADKINS SARAH ELLEN
PO BOX 14122
TRAPPER CREEK AK 99683-4122

223N04W29D001
ARCTIC EXTREME ENV PRODUCTS LLC
PO BOX 13069
TRAPPER CREEK AK 99683-3069

56287B03L027
ARMSTRONG JEFF
102 W JONES ST
YACOLT, WA 98675

56287B03L026
ARMSTRONG JEFF
102 W JONES ST
YACOLT, WA 98675

56287B03L028
BAIR DEBORAH
2570 COTTINGTON CIR NW
NORTH CANTON OH 44720-5702

56287B01L007
BAIR MICHAEL D
3381 ORION ST NW
NORTH CANTON OH 44720-5633

53082B04L003
BAJEMA DANIEL
13371 PINEWOOD ST
GOWEN MI 49326-9415

53082B03L005
BAJEMA DANIEL R
BRADLEY DANIELLE
L HC 89 BOX 585
WILLOW AK 99688-9707

56287B02L008
BARNES RICHARD
316 E BROWN AVE
FRESNO, CA 93704-5401

56287B02L007
BARNES RICHARD
316 E BROWN AVE
FRESNO, CA 93704-5401

56287B01L016
BEETER JOHN H & ROSIE
111 AGATE CIR
ANCHORAGE, AK 99504

56287B04L004
BEETER JOHN H & ROSIE
111 AGATE CIR
ANCHORAGE, AK 99504

56287B04L006
BEETER JOHN H & ROSIE
111 AGATE CIR
ANCHORAGE, AK 99504

52872B01L002
BENNETT BARRY G
HC 89 BOX 479
WILLOW AK 99688

53082B03L002
BONERTZ DAVID R
PO BOX 209
WILLOW AK 99688-0209

56287B03L029 BOWMAN
FLORENCE H
% MAX T BABB
956 MCKINLEY RD E
TACOMA WA 98404-3234

56287B03L030 BOWMAN
FLORENCE H
% MAX T BABB
956 MCKINLEY RD E
TACOMA WA 98404-3234

53082B01L003
BREEDEN JOHN K
9076 N 175TH E AVE
OWASSO OK 74055-5615

56287B01L012
BUDD DAVID
W67 N 388 GRANT AVE
CEDARBURG WI 53012

56287B01L011
BUDD DAVID
W67 N 388 GRANT AVE
CEDARBURG WI 53012

56287B03L024
BURNS BERNICE D
8430 REBEL RIDGE
ANCHORAGE AK 99504

56287B03L025
BURNS BERNICE D
8430 REBEL RIDGE
ANCHORAGE AK 99504

56287B01L018
BUSH LESLIE D
HC 89 BOX 496
WILOW AK 99688-9705

223N04W32B005
BUTCHER ARLA CHARLENE
940 W 11TH AVEANCHORAGE,
AK 99501-4307

56287B02L009
CARPENTER DANIEL E
CARPENTER ROBERT W
4577 CAMPBELL PARK LOOP
ANCHORAGE AK 99507-1165

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CASAGRANDA TANYA
LENI FOSS # E101
1877 E TUDOR RD
ANCHORAGE AK 99507-1055

56287B04L007
CASSADAS GILBERT
PO BOX 298302
WASILLA, AK 99629-8302

PALMER, AK 99645
MAY - 7 2016
USPS

56287B04L008
CASSADAS GILBERT
PO BOX 298302
WASILLA, AK 99629-8302

52914000L001
CLARK RAYMOND E&CYNTHIA A
HC 89 BOX 481
WILLOW, AK 99688

223N04W29B002
CONNEMARA ENTERPRISES LLC
TRAHOS HERTA3326
WESLEYAN DR
ANCHORAGE AK 99508-4864

223N04W30A001
CONNEMARA ENTERPRISES LLC
TRAHOS HERTA3326
WESLEYAN DR
ANCHORAGE AK 99508-4864

223N04W32B006
COOK INLET REGION INC
PO BOX 93330
ANCHORAGE, AK 99509-3330

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COOK INLET REGION INC
PO BOX 93330
ANCHORAGE, AK 99509-3330

223N04W31A003
DAVENPORT DAVID B
DAVIS GEORGIANNE
HC 89 BOX 494
WILLOW AK 99688

223N04W32A001
DAVIDSON'S INV
% CLIFFORD L DAVIDSON
3311 WILEY POST LOOP
ANCHORAGE, AK 99517

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DAVIS STEVEN S
1029
1200 W DIMOND BLVD
ANCHORAGE, AK 99502

56287B01L017
DUCHANIN JAMES N
3800 DOROSHIN AVE
ANCHORAGE AK 99516-2836

223N04W30D013
EDWARDS JAMES P
2616 W 66TH AVE
ANCHORAGE AK 99502-2207

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FROELICH MURRAY & GRETA
PO BOX 49
TALKEETNA AK 99676-0049

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FRY ALLEN
LANFELL RONALD
82510 N PACIFIC HWY
CRESWELL OR 97426

56287B03L017
FRY ALLEN
LANFELL RONALD
82510 N PACIFIC HWY
CRESWELL OR 97426

56287B03L031
GANGWER STEWART M & JANICE T
PO BOX 204
GLENALLEN AK 99588-0204

56562B01L001
GODWIN SCOTT & KELLY
15700 E CLARK RD
PALMER, AK 99645

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GOUBEAUX SCOTTE
6 SEMINOLE AVE
ARCANUM OH 45304

56287B03L014
GRENIER BRIAN J
PO BOX 561
WILLOW, AK 99688-0561

56287B01L010
GUMAER GLENN F
STE 101
3190 STATE ST
MEDFORD OR 97504

223N04W29C004
GUTIERREZ RAMON G & ADA K
HC 89 BOX 492
WILLOW AK 99688-9705

223N04W29C006
GUTIERREZ RAMON G & ADA K
HC 89 BOX 492
WILLOW AK 99688-9705

223N04W29C007
GUTIERREZ RAMON G & ADA K
HC 89 BOX 492
WILLOW AK 99688-9705

53082B02L002
HABLA MICHAEL J& JUDITH A
PO BOX 324
WILLOW, AK 99688-0324

56287B03L023
HAGGARD VERLYN
913 HEATHERWOOD LN
OSSIAN IN 46777-9291

56287B03L022
HALL WILLIAM
HALL ELIZABETH
F HC 89 BOX 497
WILLOW AK 99688-9705

223N04W30D009
HANSEN GARY D & NANCY J
W1336 US HWY 10
GRANTON WI 54436-8566

56287B01L009
HEAL LAWRENCE EUGENE
HEDLUND-SMITH TRACEY R
1321 S WILLIWAW DR
PALMER AK 99645-7020

PALMER, AK 99645
MAY - 7 2016
USPS

56287B03L007
HILL DAVID R
2551 PALMER WASILLA HWY
WASILLA, AK 99654

53082B01L002
IRWIN CHAS E
HC 89 BOX 406B
WILLOW, AK 99688

56287B02L005
JACQUES LESTER E
PO BOX 1000
STERLING, AK 99672-1000

56287B02L004
JACQUES LESTER E
PO BOX 1000

STERLING, AK 99672-1000

53082B04L002
JONES MICHAEL CARTER
PO BOX 13242

TRAPPER CREEK, AK 99683-3242

56287B03L032
KELLY ANNA
L PO BOX 108

CASHMERE WA 98815-0108

56287B03L005
KILGO MICHAEL JAMES
KILGO HATTIE TY LABUFF
HC 89 BOX 482
WILLOW AK 99688

56287B03L010
KILGO MICHAEL JAMES
KILGO HATTIE TY LABUFF
HC 89 BOX 482
WILLOW AK 99688

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KILGO MICHAEL JAMES
KILGO HATTIE TY LABUFF
HC 89 BOX 482
WILLOW AK 99688

56287B03L004
KILGO MICHAEL JAMES
KILGO HATTIE TY LABUFF
HC 89 BOX 482
WILLOW AK 99688

56287B03L002
KORDUS CRISTI SIMMONS
14436 BRANDY CT
YELM, WA 98597-9115

56287B03L001
KORDUS CRISTI SIMMONS
14436 BRANDY CT
YELM, WA 98597-9115

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LABUFF HATTIE TY
HC 89 BOX 482
WILLOW AK 99688

56287B03L008
LABUFF HATTIE TY
HC 89 BOX 482
WILLOW AK 99688

223N04W32B001
LISTON-CUNNINGHAM VANESSA
PMB 655
7362 W PARKS HWY
WASILLA AK 99654-9132

223N04W30D006
LOPEZ JULIANA
705 W 47TH AVE
ANCHORAGE AK 99503

53082B04L005
MANFUL RICK
PO BOX 8
WILLOW, AK 99688-0008

53082B04L004
MANFUL RICK
PO BOX 8
WILLOW, AK 99688-0008

223N04W32A002
MATANUSKA-SUSITNA BOROUGH
350 E DAHLIA AVE
PALMER AK 99645-6488

56287B03L029
MATANUSKA-SUSITNA BOROUGH
LAND MANAGEMENT DIVISION
350 E DAHLIA AVE
PALMER, AK 99645-6488

56287B03L030
MATANUSKA-SUSITNA BOROUGH
LAND MANAGEMENT DIVISION
350 E DAHLIA AVE
PALMER, AK 99645-6488

56287B02L001
MCCABE MICHAEL W
HC 89 BOX 473 O 56
WILLOW, AK 99688

56287B02L002
MCCABE MICHAEL W
HC 89 BOX 473 O 56
WILLOW, AK 99688

56562B01L016
MCDANIEL JAMES G
PO BOX 1002 O 57
CORDOVA AK 99574-1002

56287B03L024

METRO MTG & SEC CO INC
% BERNICE BURNS PO
BOX 311945
ANCHORAGE AK 99521

56287B03L025

METRO MTG & SEC CO INC
% BERNICE BURNS PO
BOX 311945
ANCHORAGE AK 99521

56287B03L019

MILLER BERNARD & MCDONNELL LOREN
YOUNG ISABELLA
13025 BATES CIR
ANCHORAGE AK 99515-3860

MER AK 99645
MAY - 7 2016

223N04W30D011
MILLER HANS J & KELLI M
HC 89 BOX 489
WILLOW AK 99688-9705

56287B04L003
NORTHCUTT ROBERT & NANCY
1
1641 ELCADORE DR
ANCHORAGE AK 99507-4520

56287B04L005
OLSON DOUGLAS LOWELL
1150 GOLDEN HILLS DR
PALMER, AK 99645

56287000T00B
OWNERS OF SPORTSMEN ACRES
GENERAL DELIVERY
WILLOW, AK 99688-9999

56562B01L002
PEARSON JAMES G & LISA
9807 E NORTHSTAR CIR
PALMER AK 99645-8810

56287B02L006
PFEFFER ANDREA S
2787 LAND PARK DR
SACRAMENTO, CA 95818

56287B03L020
RADKE R A III & MARILYN
129 CARNEGIE WAY
FAIRBANKS, AK 99709

56287B03L021
RADKE R A III & MARILYN
129 CARNEGIE WAY
FAIRBANKS, AK 99709

56287B01L001
RATHBURN JEFF WILLIAM
PO BOX 401
FRIDAY HARBOR WA 98250-0401

56287B01L002
RATHBURN JEFF WILLIAM
PO BOX 401
FRIDAY HARBOR WA 98250-0401

56287B01L003
RATHBURN JEFF WILLIAM
PO BOX 401
FRIDAY HARBOR WA 98250-0401

52872B01L001
REICHERT LAWRENCE III
HC 89 BOX 488
WILLOW AK 99688-9705

53082B03L001
SHOOK TYLAN & JODY
PO BOX 151
TALKEETNA AK 99676-0151

56287B03L018
SMITH DONALD F
PO BOX 101357
ANCHORAGE, AK 99510-1357

56287B03L017
SMITH DONALD F
PO BOX 101357
ANCHORAGE, AK 99510-1357

56287B01L004
SPAULDING LOREN
HC 89 BOX 465
WILLOW, AK 99688

51856000T00A
SPAULDING LOREN A
HC 89 BOX 465
WILLOW AK 99688

223N04W29C005
SPURLIN ADA K
GUTIERREZ RAMON
HC 89 BOX 492
WILLOW AK 99688-9705

223N04W29C009
SPURLIN WALTER & OLIVE
% NANCY STAUBER
3601 LAKESHORE DR
ANCHORAGE AK 99517

223N04W30D007
SPURLIN WALTER & OLIVE
% NANCY STAUBER
3601 LAKESHORE DR
ANCHORAGE AK 99517

223N04W29C008
SPURLIN WALTER & OLIVE
% NANCY STAUBER
3601 LAKESHORE DR
ANCHORAGE AK 99517

223N04W30D008
SPURLIN WALTER & OLIVE
% NANCY STAUBER
3601 LAKESHORE DR
ANCHORAGE AK 99517

223N04W30D012
SPURLIN WALTER K & OLIVE
% NANCY STAUBER
3601 LAKESHORE DR
ANCHORAGE AK 99517-2756

52872B01L003
STEENBLIK BRIAN W
ANDERSON JULIA A
554 W 2400 S
SYRACUSE UT 84075-9390

56287B01L005
STOWERS DOUGLAS T
1051 E 26TH AVEANCHORAGE,
AK 99508-3901

223N04W31A004
TAYLOR RONALD W & L M
HC 89 BOX 485
WILLOW, AK 99688-9705

56287B02L003
THOM RICHARD J
4401 E MARIAH DR
WASILLA, AK 99654

160506
Susitna Community Council
HC 89 Box 8575
Talkeetna, AK 99676

PALMER AK 99645
MAY - 7 2016
USPS

223N04W29B004
TISCHER MAE&TISCHER B L/E
TISCHER M R&D F& J A ETAL TISCHER KAT
HC 89 BOX 500
WILLOW, AK 99688

53082B01L001
VARNEY PATRICK D
PO BOX 187
WILLOW, AK 99688-0187

56287B01L015
WALLACE CARL V & KATHRYN
5221 S GENOA WAY
CENTENNIAL CO 80015-3758

56287B04L001
WALLACE CARL V& KATHRYN V
% JOANN ADKINS
5221 S GENOA WAY
CENTENNIAL CO 80015-3758

56287B03L003
WALLACE CARL V& KATHRYN V
% JOANN ADKINS
5221 S GENOA WAY
CENTENNIAL CO 80015-3758

56287B03L013
WALLACE CARL V& KATHRYN V
% JOANN ADKINS
5221 S GENOA WAY
CENTENNIAL CO 80015-3758

56287B04L002
WALLACE CARL V& KATHRYN V
% JOANN ADKINS
5221 S GENOA WAY
CENTENNIAL CO 80015-3758

53082B04L001
WATERS JOSEPH A
5532 ALORA LOOP
ANCHORAGE AK 99504-1047

56287B01L014
WEATHERUP MARTIN G
HUNTER REX
601 E CHICKALOON WAY
WASILLA, AK 99654

56287B03L016
ZARR ROBERT W
2425 MERRILL FIELD DR
ANCHORAGE, AK 99501

56287B01L006
ZEDLITZ JAY W & BETTY L
PO BOX 401
WILLOW, AK 99688

56287B01L013
WEATHERUP MARTIN G
HUNTER REX
601 E CHICKALOON WAY
WASILLA, AK 99654

53082B03L004
WINSLOW JEFFERY A & P L
PO BOX 524564
BIG LAKE, AK 99652-1564

56287B03L015
ZARR HAROLD L JR
703 79TH DR NE
LAKE STEVENS WA 98258-3368

86

PALMER AK 99645
MAY - 7 2016
USPS

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MTA Communications – KSH1

Community Meeting – May 23, 2016

Name	Address	Phone number	Email
[illegible]	HC89 Box 492 Willow AK 99688	(907) 244-2095	ramon.g.gutierrez@hotmail.
Brian Grenier	PO B 561 Willow 99688	495 8331	brigreenears@GMAIL.com

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Monday 5/23/16

MTA Communications Site KSH1
Township 23N Range 4W Section 29 Lot C6
15960 E Kashwitna Road

Pre-Application Meeting at Upper Susitna Senior/Community Center

Attendees
Rod Ewing (MTAC), Julie Rowse (MTA), Sherrie Greenshields (NHTI)

Brian Grenier (Local Landowner), Ramon Gutierrez and Ada Gutierrez (Local Landowners), Randall Kowalke (Assembly Member)

Purpose of meeting
The MTA Communications team sent notification letters as required under Matanuska Susitna Borough, Chapter 17.67.050 Borough Municipal Code for a proposed tall tower, site name of KSH1.

MTAC was present to hear concerns about the proposed tower structure.

Comments received
Discussion items included the following items.

Question regarding co-location on the proposed tower. Will this be allowed? *Response – the tower is rated for a total of 4 carriers. MTAC will be the carrier at the top of the tower. Others can locate below the MTAC installation.*

Discussion about proximity lights vs standard tower lighting fixtures. *Response - Rod Ewing to investigate proximity lights (these are controlled by radar and activated when an aircraft enters a perimeter in the vicinity of the tower).*

Question about electrical service termination point. If the site is approved and electrical service is routed to the facility will the powerline continue to the far lot line beyond the tower site? *Response - Only if it is a MEA requirement.*

Brian Grenier expressed his objections to the proposed location of the tower. Refer to his written comments. *Response – MTA will consider this question.*

Question asked about mailings. Who received and reasons why the Talkeetna Community Council was not included. *Response – mailing conformed to Borough Municipal Code 17.67.050. Susitna Community Council included in the mailing.*

After discussions, copies of three tower notification letters with attachments given to Randall Kowalke (Assembly Member). These include notification letters for KSH1, DLY1, and NSL1.

Exhibit G

Summary Page & Written Public Comments

Date	Comment Received	Commenter	Land Parcel	Concerns	Comments	Response
5/10/2016	E-mail	John Breeden	Goose Creek Estates Block 1 Lot 3	The view and environments being impacted, the land value due to RF Radiation.		Federal permits are part of the application process for the proposed tower. An Environmental Impact Statement is not required for this project. All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.
5/13/2016	E-mail	John Breeden	Goose Creek Estates Block 1 Lot 3	Environmental impacts and mention of concerns about RF Radiation.		No environmental assessment required for site. No additional studies for RF Radition. All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.
5/13/2016	E-mail	John Breeden	Goose Creek Estates Block 1 Lot 3	Asking if a impact study (envirnomental and health risk) was completed and requesting a copy		No environmental assessment required for site.
5/16/2016	E-mail	Brian Grenier	No Site Specified	Concerned that the shadow from the tower will impact future installation of solar panels. Also that it will impact the value of his land due to EMF's and RF.		The proposed tower will have no signifant impact to future solar panels. All transmitting antennas shall be installed as set forth by the manufacturer and by the Federal Communications Commission (FCC) as meeting the current American National Standards Institute (ANSI) standard for nonionizing electromagnetic radiation.
5/31/2016	Comment Form	Daniel Bajema	16283 E. Kashwitna	Plans to build future landing strip in conflict with proposed tower placement		FAA determination processed. No conflict noted with airfields.
5/31/2016	Comment form from letter	Danielle Bradley	Goose Creek Estates Block 3 Lot	Cultivating land for agricultural purposes and says the tower will be in the landing pattern of future landing strip.		FAA determination processed. No conflicts noted with airfields.
6/10/2016	E-mail	Melitta White	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns applying to all proposed sites.	Tower is required to fill significant gap in service.
6/15/2016	E-mail	Bonnie Church	No Site Specified	Does not want more towers up in the Willow area.	No tower identified, concerns applying to all proposed sites.	Tower is required to fill significant gap in service.

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From: John Breeden [mailto:jkbreeden@cox.net]
Sent: Tuesday, May 10, 2016 2:03 PM
To: Permit Center <PermitCenter@matsugov.us>
Subject: New Horizons Lattice antenna on Kashwitna Road

I don't like the idea of a tower at this location, there are far less populated areas to place this tower. It adversely affects the scenery and environment. In my option it will lower the property value because of the fear of communication towers and cancer risk. There has been studies that link different forms of cancer to RF/ radiation . Even the low doses that are approved by the FCC. I'm sure you can show me studies that say it's safe but I'm not happy about it. I realize the importance of better communication for safety and convenience but I don't want it in my neighborhood and a permit shouldn't be granted.

John Breeden
16285 E Nosey Ave
Goose Creek Estates Block 1 Lot 3

From: John Breeden [mailto:jkbreeden@cox.net]
Sent: Friday, May 13, 2016 8:08 AM
To: Permit Center <PermitCenter@matsugov.us>
Subject: New Horizons Lattice antenna on Kashwitna Road

I would like to know if New Horizons Telecom,Inc did a impact study on placing a tower in this location. There are many family's in this area with small children and it would be inappropriate for Mat-Su Borough to approve a permit in this location. If they did do a impact study I would like to see a copy of it.

Thank You

John Breeden

Why are cell phone towers particularly dangerous?

The threat comes from the constant nature of the activity of the towers; they emit pulsed radio frequency radiation. This radiation has been shown in thousands of studies to cause biological damage to the body and to be a precursor to disease.
What are some of the dangers (besides cancer), which result from this damage and are associated with EMFs and cell phone antennae?

- Genetic mutations
- Memory disruptions
- Hindered learning
- ADD
- Insomnia
- Brain disorders
- Hormonal imbalances
- Infertility
- Dementia
- Heart complications

These dangers clearly make it imperative to take action.

Learn more:
http://www.naturalnews.com/040905_cell_phone_towers_radiation_cancer.html#ixzz48YGvF66y

John Breeden
16285 E Nosey Ave
Goose Creek Estates Block 1 Lot 3

From: John Breeden [mailto:jkbreeden@cox.net]
Sent: Friday, May 13, 2016 8:21 AM
To: Sherrie Greenshields <SGreenshields@nhtiusa.com>; permitcenter@matsugov.us
Subject: New Horizons Lattice antenna on Kashwitna Road

This is regarding the cell tower permit you applied for on Kashwitna Road. I would like to know if you did a impact study (environmental and personal health risk) on the tower at this location. If so can you please send me a copy.

Thank You

John Breeden
jkbreeden@cox.net
16285 E Nosey Ave
Goose Creek Estates Block 1 Lot 3

From: Brian Grenier [mailto:brigreenears@gmail.com]
Sent: Monday, May 16, 2016 8:46 AM
To: Permit Center <PermitCenter@matsugov.us>
Subject: Comment on 180' tall structure 23N4WS29LotC6

Comment on 180' tall structure 23N4WS29LotC6 for MTA Communications

This tower casts a literal and figurative shadow across my families' land.

As the next door neighbor across Kashwitna Street, my land value and salability will be severely impacted without payment. This point is true due not to possible carcinogenic results of the Electro Magnetic Frequency (EMFs), radio frequency (RF) and microwave emission waves emanating from this radio tower at such close proximity, but my personal experience is that land and home buyers perception of a problem with EMFs with such a structure nearby creates a loss of property value

The tower, as it is due south of me and close enough, will actually shade my property diminishing my plans for solar electric energy and solar thermal energy at this location as well as my view to the much needed southern exposure here in the Matsu borough

The tower, being so close, may impact my amateur radios including personal radio controlled toys CB's, TV and radio reception and cell phone reception

The distance from the road of this proposed 180' tall tower was not specified on the public notice

Please hold this application until the applicants can negotiate with me for proper compensation

Brian Grenier
PO Box 561
Willow, AK 99688

408 418 8862

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska - Susitna Borough
Development Services

MAY 31 2016

Received

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Conditional Use Permit - 180 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, May 23, 2016, 6 PM

Meeting Location: 16463 Helena Avenue, Talkeetna, Alaska

Legal Description of Project: Township 23N Range 4W Section 29 Lot C6

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway from Kashwitna Road. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Daniel Bajema ***Address:*** 16283 E. Kashwitna

Location/Legal Description of your property: Goose Creek Est Block 3 lot 5 + 1

Comments: As a property owner within the 1/2 mile range radius I am highly opposed to this tower being erected at this site. I (as well as my neighbors) have intentions of putting in a landing strip in which this tower would be directly in the landing pattern.
- Due to my presence at work I am not able to make the meeting -

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska - Susitna Borough
Development Services
MAY 31 2016
Received

FIRST CLASS MAIL

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Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

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Name: Danielle Bradley ***Address:*** 16283 E. Kashwitna

Location/Legal Description of your property: Goose Creek est Block 3 lot 5

Comments: I am very dissatisfied w/this proposal. We are cultivating our land for agriculture and will have an airstrip as a crucial part to our way of life. This tower would directly defeat our ability to move forward with our homesteading progress.

Leann Krey

From: Alex Strawn <Alex.Strawn@matsugov.us>
Sent: Friday, June 10, 2016 9:22 AM
To: Sherrie Greenshields
Cc: Mark Whisenhunt
Subject: FW: Cell towers along the Parks Highway

From: Michelle Olsen **On Behalf Of** Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Leann Krey

From: Mark Whisenhunt <Mark.Whisenhunt@matsugov.us>
Sent: Wednesday, June 15, 2016 10:50 AM
To: Sherrie Greenshields
Subject: FW: 3 cell towers in Willow

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

-----Original Message-----
From: Alex Strawn
Sent: Wednesday, June 15, 2016 10:39 AM
To: Mark Whisenhunt
Subject: FW: 3 cell towers in Willow

-----Original Message-----
From: Michelle Olsen On Behalf Of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Monday, May 23, 2016 7:26 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: DLY1 - Conditional Use Permit for MTA Communications

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Moore, Eric A (DNR) [mailto:eric.moore@alaska.gov]
Sent: Friday, May 20, 2016 12:44 PM
To: Permit Center
Cc: Cox, Clark A (DNR)
Subject: DLY1 - Conditional Use Permit for MTA Communications

The Department of Natural Resources, Division of Mining, Land and Water, Southcentral Regional Office has no objection to the requested permit under the following condition(s):

1) The proposed tower and related infrastructure may not block or interfere with travel on Section Line Easements or any other State-managed easements or rights-of-way.

Sincerely,

Eric Moore
Natural Resource Manager II
Department of Natural Resources
Division of Mining, Land & Water
550 W 7th Ave, Suite 900C
Anchorage, AK 99501
(907)269-8548
eric.moore@alaska.gov

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Wednesday, May 18, 2016 10:12 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: New Horizons Lattice antenna on Kashwitna Road

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Sherrie Greenshields [mailto:SGreenshields@nhtiusa.com]
Sent: Wednesday, May 18, 2016 9:33 AM
To: John Breeden; Permit Center
Subject: RE: New Horizons Lattice antenna on Kashwitna Road

Mr. Breeden,

I apologize for the delay in replying.

MTA will be at the Susitna Community Council meeting this Thursday 5/19/16.

There is also a meeting scheduled Monday, May 23, 2016, at the Upper Susitna Senior/Community Center to discuss the proposed tower. The meeting begins at 6PM and is located at 16463 Helena Ave., Talkeetna, AK.

MTA will be compiling a response to questions received during the permitting process. This response will be included in the final permit application.

Thank you for your questions.

Sherrie

Sherrie Greenshields
New Horizons Telecom, Inc.
907-761-6057 office
907-315-3201 cell

-----Original Message-----
From: John Breeden [mailto:jkbreeden@cox.net]
Sent: Friday, May 13, 2016 8:21 AM
To: Sherrie Greenshields <SGreenshields@nhtiusa.com>; permitcenter@matsugov.us
Subject: New Horizons Lattice antenna on Kashwitna Road

This is regarding the cell tower permit you applied for on Kashwitna Road. I would like to know if you did a impact study (environmental and personal health risk) on the tower at this location. If so can you please send me a copy.

Theresa Taranto

From: Michelle Olsen
Sent: Tuesday, May 17, 2016 11:02 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: Tower Comments
Attachments: New Horizons Lattice antenna on Kashwitna Road; New Horizons Lattice antenna on Kashwitna Road; Comment on 180' tall structure 23N4WS29LotC6; New Horizons Lattice antenna on Kashwitna Road

Here are the emails we received while I was out of the office.

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

Theresa Taranto

From: John Breeden <jkbreeden@cox.net>
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Thank You

John Breeden

Why are cell phone towers particularly dangerous?

The threat comes from the constant nature of the activity of the towers; they emit pulsed radio frequency radiation. This radiation has been shown in thousands of studies to cause biological damage to the body and to be a precursor to disease.

What are some of the dangers (besides cancer), which result from this damage and are associated with EMFs and cell phone antennae?

- Genetic mutations
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- Hindered learning
- ADD
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- Brain disorders
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- Dementia
- Heart complications

These dangers clearly make it imperative to take action.

Learn more: http://www.naturalnews.com/040905_cell_phone_towers_radiation_cancer.html#ixzz48YGvF66y

John Breeden

16285 E Nosey Ave

Goose Creek Estates Block 1 Lot 3

Theresa Taranto

From: Brian Grenier <brigreenears@gmail.com>
Sent: Monday, May 16, 2016 8:46 AM
To: Permit Center
Subject: Comment on 180' tall structure 23N4WS29LotC6

23N04W29C006

Comment on 180' tall structure 23N4WS29LotC6 for MTA Communications

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Brian Grenier
PO Box 561
Willow, AK 99688

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408 418 8862

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To: sgreenshields@nhtiusa.com; Permit Center
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John Breeden

jkbreeden@cox.net

16285 E Nosey Ave
Goose Creek Estates Block 1 Lot 3

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

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16285 E Nosey Ave

Goose Creek Estates Block 1 Lot 3

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

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COMMENTS

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John Breeden

16285 E Nosey Ave

Goose Creek Estates Block 1 Lot 3

Theresa Taranto

From: John Breeden <jkbreeden@cox.net>
Sent: Tuesday, May 10, 2016 2:03 PM
To: Permit Center
Subject: New Horizons Lattice antenna on Kashwitna Road

I don't like the idea of a tower at this location, there are far less populated areas to place this tower. It adversely affects the scenery and environment. In my option it will lower the property value because of the fear of communication towers and cancer risk. There has been studies that link different forms of cancer to RF/ radiation . Even the low doses that are approved by the FCC. I'm sure you can show me studies that say it's safe but I'm not happy about it. I realize the importance of better communication for safety and convenience but I don't want it in my neighborhood and a permit shouldn't be granted.

John Breeden

16285 E Nosey Ave

Goose Creek Estates Block 1 Lot 3

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Theresa Taranto

From: John Breeden <jkbreeden@cox.net>
Sent: Friday, May 13, 2016 8:21 AM
To: sgreenshields@nhtiusa.com; Permit Center
Subject: New Horizons Lattice antenna on Kashwitna Road

This is regarding the cell tower permit you applied for on Kashwitna Road. I would like to know if you did a impact study (environmental and personal health risk) on the tower at this location. If so can you please send me a copy.

Thank You

John Breeden

jkbreeden@cox.net

16285 E Nosey Ave
Goose Creek Estates Block 1 Lot 3

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Wednesday, June 15, 2016 10:35 AM
To: Alex Strawn; Theresa Taranto
Subject: FW: 3 cell towers in Willow

For the files

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

-----Original Message-----
From: Bonnie Church [mailto:getalong@mtaonline.net]
Sent: Wednesday, June 15, 2016 10:31 AM
To: Permit Center
Subject: 3 cell towers in Willow

I am NOT in favor of 3 MORE cell towers going up in Willow. I don't understand why there have to be so many and I am totally against more being here in our community!!!
Bonnie Church

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Friday, June 10, 2016 9:17 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: Cell towers along the Parks Highway

More comments for the file

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Melitta [mailto:ted.melitta@yahoo.com]
Sent: Friday, June 10, 2016 8:57 AM
To: Permit Center; Susan Morgan; Bonnie Imlach Shurtleff
Subject: Cell towers along the Parks Highway

Enough already! I practically live under a recently constructed tower and my cell phone reception is worse than ever and it was not very good to start with.

In addition you are ruining our views. We live here to get away from living in a commercial zone and now you are bringing it to us.

We say NO! more cell tower construction on the Parks Highway. They spoil the view and the rural character of our neighborhood. We don't need or want them.

Sincerely,
Ted and Melitta White
Willow Residents

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska - Susitna Borough
Development Services
MAY 31 2016
Received

FIRST CLASS MAIL

Comment form for Citizen Participation Process

Matanuska-Susitna Borough Code Section: MSB 17.67 – TALL STRUCTURES

Application or Item: Conditional Use Permit - 180 ft lattice self supporting antenna structure

Applicant: MTA Communications (Agent - New Horizons Telecom, Inc. - Sherrie Greenshields)

Applicant Phone#: 907-760-6057 office; 907-315-3201 cell

Applicant Address: New Horizons Telecom, Inc. - 901 Cope Industrial Way, Palmer, AK 99645

Meeting Date & Time: Monday, May 23, 2016, 6 PM

Meeting Location: 16463 Helena Avenue, Talkeetna, Alaska

Legal Description of Project: Township 23N Range 4W Section 29 Lot C6

Description of the proposed development including height, design, lighting, potential access to the site and proposed service:

MTA Communications (MTAC) will be making an application for a Conditional Use Permit for the placement of a 180 foot tall lattice type self-supporting antenna structure on the parcel referenced above. The attached Matanuska-Susitna Borough Land Information Parcel Report and google earth image, show both the parcel location and the proposed tower placement. Site access will be from a proposed driveway from Kashwitna Road. Potential tower lighting will be part of the discussion at the meeting.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 East Dahlia, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to *permitcenter@matsugov.us*. Comments received prior to the meeting date will be included in the citizen participation report. Please be advised that comments received from the public after that date will not be included in the citizen participation report but will be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Danielle Bradley ***Address:*** 16283 E. Kashwitna

Location/Legal Description of your property: Goose Creek est Block 3 lot 5

Comments: I am very dissatisfied w/this proposal. We are cultivating our land for agriculture and will have an airstrip as a crucial part to our way of life. This tower would directly defeat our ability to move forward with our homesteading progress.

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska - Susitna Borough
Development Services
MAY 31 2016
Received

FIRST CLASS MAIL

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Name: Daniel Bajema ***Address:*** 16283 E. Kashwitna

Location/Legal Description of your property: Goose Creek Est Block 3 lot 5 + 6

Comments: As a property owner within the 1/2 mile range radius I am highly opposed to this tower being erected at this site. I (as well as my neighbors) have intentions of putting in a landing strip in which this tower would be directly in the landing pattern.
- Due to my presence at work I am not able to make the meeting -

Theresa Taranto

From: Brian Grenier <brigreenears@gmail.com>
Sent: Monday, May 16, 2016 8:46 AM
To: Permit Center
Subject: Comment on 180' tall structure 23N4WS29LotC6

Comment on 180' tall structure 23N4WS29LotC6 for MTA Communications

This tower casts a literal and figurative shadow across my families' land.

As the next door neighbor across Kashwitna Street, my land value and salability will be severely impacted without payment. This point is true due not to possible carcinogenic results of the Electro Magnetic Frequency (EMFs), radio frequency (RF) and microwave emission waves emanating from this radio tower at such close proximity, but my personal experience is that land and home buyers perception of a problem with EMFs with such a structure nearby creates a loss of property value

The tower, as it is due south of me and close enough, will actually shade my property diminishing my plans for solar electric energy and solar thermal energy at this location as well as my view to the much needed southern exposure here in the Matsu borough

The tower, being so close, may impact my amateur radios including personal radio controlled toys CB's, TV and radio reception and cell phone reception

The distance from the road of this proposed 180' tall tower was not specified on the public notice

Please hold this application until the applicants can negotiate with me for proper compensation

Brian Grenier
PO Box 561
Willow, AK 99688

--
408 418 8862

Theresa Taranto

From: Michelle Olsen on behalf of Permit Center
Sent: Monday, May 23, 2016 7:26 AM
To: Theresa Taranto
Cc: Alex Strawn
Subject: FW: DLY1 - Conditional Use Permit for MTA Communications

Michelle Olsen, CFM
Permit Technician
Matanuska-Susitna Borough
350 E Dahlia Ave
Palmer, AK 99645
(907) 861-7871

From: Moore, Eric A (DNR) [mailto:eric.moore@alaska.gov]
Sent: Friday, May 20, 2016 12:44 PM
To: Permit Center
Cc: Cox, Clark A (DNR)
Subject: DLY1 - Conditional Use Permit for MTA Communications

The Department of Natural Resources, Division of Mining, Land and Water, Southcentral Regional Office has no objection to the requested permit under the following condition(s):

1) The proposed tower and related infrastructure may not block or interfere with travel on Section Line Easements or any other State-managed easements or rights-of-way.

Sincerely,

Eric Moore
Natural Resource Manager II
Department of Natural Resources
Division of Mining, Land & Water
550 W 7th Ave, Suite 900C
Anchorage, AK 99501
(907)269-8548
eric.moore@alaska.gov

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Mark Whisenhunt

From: Theresa Taranto
Sent: Monday, August 08, 2016 2:53 PM
To: Mark Whisenhunt
Subject: RE: Request for Review: MTA Tower KSH1 23N04W29C006

FIRM 4220, X Zone
No other comments.
Thanks,

Theresa Taranto
Development Services
Administrative Specialist

Mat-Su Borough
350 E Dahlia Ave.
Palmer, Alaska 99645
907-861-8574

From: Mark Whisenhunt
Sent: Friday, August 05, 2016 8:47 AM
To: 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Richard Boothby; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Subject: Request for Review: MTA Tower KSH1 23N04W29C006

An application for a Conditional Use Permit in accordance with MSB 17.67 - Tall Structures has been submitted to construct a cell tower, 180-feet in height. The Planning Commission will hold a public hearing on this application on September 19, 2016.

Return written comments on or before **August 22, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

LAND USE

Existing Land Use:
The subject parcel is 10 acres in size and undeveloped. Aerial imagery suggests that a portion of the property were previously clear of vegetation, but has since over grown again.

Surrounding Land Use:
The parcel is surrounded by both large parcels a residential subdivision to the north. The area is largely undeveloped with only about one-quarter of the parcels within the notice area being developed with residential uses and a few mushing kennels.

COMPREHENSIVE PLAN

The site is located within the Susitna Community Council planning area. The Susitna Community Comprehensive Plan does not address telecommunications towers.

This site is also located within the boundaries of the Matanuska-Susitna Borough Comprehensive Development Plan (2005 Update) planning area. The plan does not specifically address telecommunications towers. A Land Use Goal and Policy of the plan states:

> *Policy LU3-1: Develop and implement regulations that provide for non-residential development.*
> *Policy LU3-2: Allow local communities through local community based plans, to refine borough-wide regulations addressing development patterns and impacts while maintaining consistency with the goals and policies of the Borough-wide Comprehensive Plan.*

As proposed and with conditions, the telecommunications tower is consistent with the Matanuska-Susitna Borough Comprehensive Plan (2005 Update) and does not conflict with the Susitna Community Comprehensive Plan.

REVIEW OF APPLICABLE CRITERIA AND FINDINGS

Public Notification
Notices were mailed to all property owners within one-half mile of the subject property. A total of 99 notices were mailed. The public hearing notice was published in the July 27, 2016 Frontiersman. The application material was posted on the Borough's web site. The property is located within the Susitna Community Council boundary. The Susitna Community Council did not submit any comments for this request. The MSB Fire Code Official submitted comment pertaining to access requirements. On August 24, a new site plan was submitted to the satisfaction of the MSB Fire Code Official. Five written comments from the public were received and in opposition of the proposed tall structure. Their concerns in general are:

- Negative impact to the wilderness views
- General opposition to cell towers in Willow

Mark Whisenhunt

From: Richard Boothby
Sent: Monday, August 15, 2016 1:05 PM
To: Mark Whisenhunt; 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Cc: Mahlon Greene; James Steele; Ken Barkley; Bill Gamble
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003
Attachments: SECTION 502.docx

Fire department access to the site does not meet the minimum standards set forth in the International Fire Code. Any driveway over 150 feet in length must have an approved turnaround. I have provided the code site for your review.

From: Mark Whisenhunt
Sent: Friday, August 05, 2016 8:37 AM
To: 'allen.kemplen@alaska.gov' (allen.kemplen@alaska.gov); 'kevin.vakalis@alaska.gov' (kevin.vakalis@alaska.gov); 'tucker.hurn@alaska.gov' (tucker.hurn@alaska.gov); melanie.nichols@alaska.gov; 'steven.banse@alaska.gov' (steven.banse@alaska.gov); erik.johnson@alaska.gov; 'mike.bethe@alaska.gov' (mike.bethe@alaska.gov); holly.zafian@alaska.gov; mark.fink@alaska.gov; usswcd@mtaonline.net; sdukes@houston-ak.gov; 'mearow@matanuska.com' (mearow@matanuska.com); 'rglenn@mta-telco.com' (rglenn@mta-telco.com); jthompson@mta-telco.com; row@enstarnaturalgas.com; 'ospdesign@gci.com' (ospdesign@gci.com); Platting; Richard Boothby; Elizabeth Weiant; Eric Phillips; regpagemaster@usace.army.mil; Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; randallk_2@msn.com
Subject: RE: Request for Review: MTA Tower DLY1 20N04W06C003

An application for a Conditional Use Permit in accordance with MSB 17.67 - Tall Structures has been submitted to construct a cell tower, 180-feet in height. The Planning Commission will hold a public hearing on this application on September 19, 2016.

Return written comments on or before **August 22, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

SECTION 502
DEFINITIONS

502.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

FIRE APPARATUS ACCESS ROAD. A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as *fire lane*, public street, private street, parking lot lane and access roadway.

FIRE COMMAND CENTER. The principal attended or unattended location where the status of the detection, alarm communications and control systems is displayed, and from which the system(s) can be manually controlled.

FIRE DEPARTMENT MASTER KEY. A limited issue key of special or controlled design to be carried by fire department officials in command which will open key boxes on specified properties.

FIRE LANE. A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.

KEY BOX. A secure device with a lock operable only by a fire department master key, and containing building entry keys and other keys that may be required for access in an emergency.

SECTION 503
FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. *Approved* fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an *approved* route around the exterior of the building or facility.

Exception: The *fire code official* is authorized to increase the dimension of 150 feet (45 720 mm)where:

1. The building is equipped throughout with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an *approved* alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The *fire code official* is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for *high-piled combustible storage* shall comply with the applicable provisions of Chapter 23.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for *approved* security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The *fire code official* shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the *fire code official*.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an *approved* area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the *fire code official*. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, *approved* barriers, *approved* signs or both shall be installed and maintained when required by the *fire code official*.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the *fire code official* based on the fire department's apparatus.
503.3 Marking. Where required by the *fire code official*, *approved* signs or other *approved* notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which *fire lanes* are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.
503.5 Required gates or barricades. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other access ways, not including public streets, alleys or highways. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.
503.5.1 Secured gates and barricades. When required, gates and barricades shall be secured in an *approved* manner. Roads, trails and other access ways that have been closed and obstructed in the manner prescribed by Section 503.5 shall not be trespassed on or used unless authorized by the *owner* and the *fire code official*.
Exception: The restriction on use shall not apply to public officers acting within the scope of duty.
503.6 Security gates. The installation of security gates across a fire apparatus access road shall be *approved* by the fire chief. Where security gates are installed, they shall have an *approved* means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

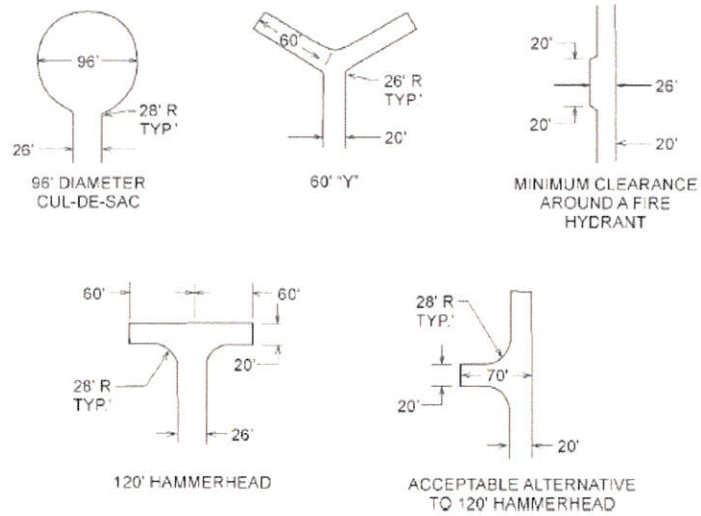
SECTION D101
GENERAL
D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.
SECTION D102
REQUIRED ACCESS
D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).
SECTION D103
MINIMUM SPECIFICATIONS
D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).
D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.
Exception: Grades steeper than 10 percent as *approved* by the fire chief.
D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.
D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:
1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

3. Construction of gates shall be of materials that allow manual operation by one *person*.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be *approved* by the *fire code official*.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the *fire code official*.
8. Electric gate operators, where provided, shall be *listed* in accordance with UL 325.

9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

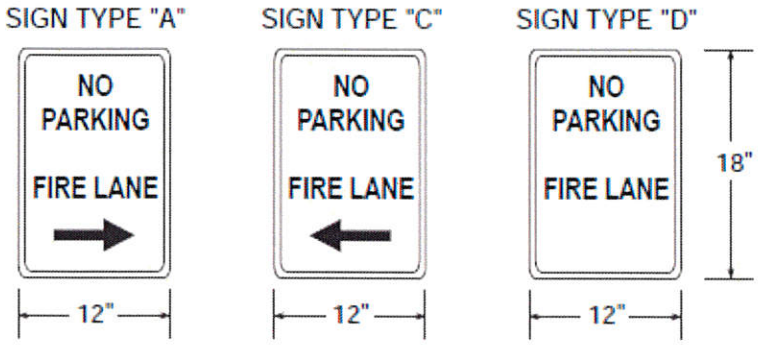


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a *fire lane*.

D103.6.2 Roads more than 26 feet in width. Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a *fire lane*.

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross *building area* of more than 62,000 square feet (5760 m^2) shall be provided with two separate and *approved* fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520m^2) that have a single *approved* fire apparatus access road when all buildings are equipped throughout with *approved automatic sprinkler systems.*

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with *approved* fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* may have a single *approved* fire apparatus access road when all

buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple- family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with separate and *approved* fire apparatus access roads and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.

D108
REFERENCED STANDARDS

ASTM	F 2200-05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC	IFC-09	International Fire Code	D101.5, D107.1
UL	325-02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with revisions through February 2006	D103.5

PLANNING COMMISSION RESOLUTION

By: Mark Whisenhunt
Introduced: August 15, 2016
Public Hearing: Sept. 19, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-32

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION APPROVING A CONDITIONAL USE PERMIT (CUP) IN ACCORDANCE WITH MSB 17.67 – TALL STRUCTURES INCLUDING TELECOMMUNICATION FACILITIES, WIND ENERGY CONVERSION SYSTEMS, AND OTHER TALL STRUCTURES, FOR A 180 FOOT TALL TELECOMMUNICATION TOWER (KSH1), LOCATED AT 15960 E KASHWITNA ROAD, TAX ID# 23N04W29C006; WITHIN TOWNSHIP 23 NORTH, RANGE 4 WEST, SECTION 29, SEWARD MERIDIAN.

WHEREAS, an application for a Conditional Use Permit was submitted by MTA Communications to construct a 180-foot tall telecommunication tower at 15960 E Kashwitna Road (Tax ID# 23N04W29C006); within Township 23 North, Range 4 West, Section 29, Seward Meridian; and

WHEREAS, it is the purpose and intent of MSB Chapter 17.67 to enable the orderly build-out of wireless telecommunication infrastructure, WECS, and other tall structures while promoting the health, safety, and general welfare of the public; and

WHEREAS, the Planning Commission has reviewed this application, associated materials, and the staff report, with respect to standards set forth in MSB 17.67; and

WHEREAS, the proposed tall structure is a 180-foot tall telecommunication tower; and

DRAFT

WHEREAS, the subject lot is not within a special land use district; and

WHEREAS, there are no existing tall structures at the subject property; and

WHEREAS, the applicant held a public meeting on May 23, 2016 at the Upper Susitna Senior Community Center; and

WHEREAS, a certified mailing notification showed notice was mailed on May 7, 2016 to all property owners within one-half mile of the subject property and to the Susitna Community Council; and

WHEREAS, the notification included a legal description and map of the parcel, a description of the proposed development, the date, time, and location of the informational meeting, contact name, telephone number, and address of the applicant, and comment form created by the borough with a deadline to submit comments and submittal options; and

WHEREAS, exhibit F & G of the application material contains a copy of all received written comments, a written report summarizing the comments received during the public meeting, and a detailed the response from the applicant; and

WHEREAS, the proposed tall structure site is approximately 185 feet away from the public use easement to the north; and

WHEREAS, the proposed setback to the public use easement is greater than the height of the tower; and

DRAFT

WHEREAS, a computer model using topography and surface interference data was used to identify the best locations for the proposed location and tower height; and

WHEREAS, co-locating on existing towers were considered; however, it was determined the available spaces on existing towers did not provide coverage for the identified gaps in service; and

WHEREAS, the proposed access is "dog-legged" to make use of the heavily treed property for screening; and

WHEREAS, the Matanuska-Susitna Borough Trail Plan does not identify any trails within the one-half mile notice area; and

WHEREAS, the subject property is heavily treed, which will aid in screening the proposed conditional use; and

WHEREAS, according to the Matanuska-Susitna Borough's database of registered airport and landing strips, there are no existing airports or airfields within the one-half mile notice area*; and*

WHEREAS, according to a Federal Aviation Administration determination issued on May 31, 2016, the proposed tall structure will not be a hazard to air navigation; and

WHEREAS, the tower facility is located within a fenced and locked area. The fence is 6-feet in height and topped with barbed wire; and

WHEREAS, the proposed tower has been engineered in accordance with all state building codes; and

WHEREAS, the applicant submitted documents showing the proposed tower conforms to the Electronic Industries Alliance/Telecommunication Industries Association's EIA/TIA-22-G structures standards; and

WHEREAS, the proposed tower and transmission equipment will operate within radio frequency levels deemed safe by the Federal Communications Commission; and

WHEREAS, signs will be posted that contain: a contact number, owner information, federal antenna structure registration number, and a "no trespassing" notice; and

WHEREAS, signs will be posted on the surrounding 6-foot tall fence; and

WHEREAS, the site requires 240-volts for the operation of the facility; and

WHEREAS, a "high voltage – dangerous" sign will be located at the base of the facility; and

WHEREAS, fencing that surrounds the supporting telecommunication equipment will be approximately 150 feet away from the closest (northern & western) property lines; and

WHEREAS, the proposed tall structure site is approximately 185 feet away from the western lot line; and

WHEREAS, the proposed tall structure site is approximately 435 feet away from the southern & eastern lot lines; and

DRAFT

WHEREAS, two parking spaces will be provided at the proposed site.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby adopts the aforementioned findings of fact and makes the following conclusions of law supporting approval of Planning Commission Resolution 16-32:

1. The proposed use meets the criteria to qualify for conditional use permit for the construction of a 180-foot tall structure (MSB 17.67.040(A)(2)); and
2. The applicant has met the pre-application requirements for new tall structures that require a Conditional Use Permit (MSB 17.67.050); and
3. The location of the tall structure is such that its negative effects on the visual and scenic resources of all surrounding properties have been minimized (MSB 17.67.080(B)(1)); and
4. The visibility of the proposed tall structures from public parks and trails has been minimized (MSB 17.67.080(B)(2)); and
5. The proposed tall structure will not interfere with the approaches to any existing airport or airfield that are identified in the borough's regional aviation system plan or by the Alaska State Aviation System Plan (MSB 17.67.080(B)(3)); and

DRAFT

6. The proposed tower will not be harmful to the public health, safety, convenience, and welfare (MSB 17.67.080(B)(4)); and
7. The proposed use meets the minimum setback distances from all property lines in accordance with MSB 17.55 (MSB 17.67.090(A)(1)); and
8. The minimum setback for the tower base is greater than the height of the tower (MSB 17.67.090(A)(2)); and
9. Adequate vehicle parking has been provided (MSB 17.67.090(B)(1)); and
10. Adequate signage has been provided (MSB 17.67.090(C)(1)(a)); and
11. A "high voltage – dangerous" sign will be posted in accordance with code (MSB 17.67.090(C)(1)(b)); and
12. A 24-hour emergency contact number has been provided (MSB 17.67.090(C)(1)(c)); and
13. A fence not less than six feet in height with a secured gate, is being provided (MSB 17.67.090(C)(2).

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.30.060 and does hereby approve the conditional use permit for the earth material extraction activities with the following conditions:

DRAFT

1. The operation shall comply with all federal, state, local regulations, and the terms and conditions of the permit.
2. Authorized representatives of the borough shall be allowed to inspect the site and related records, at reasonable times for the purpose of monitoring compliance with all permit conditions. Upon reasonable notice from the borough, the permittee shall provide necessary assistance to facilitate authorized inspections (MSB 17.67.300(D)).
3. The facility shall be removed, at the owner's expense within 90 days after abandonment or termination of the permit in accordance with MSB 17.67.130(A)(1).
4. A fence 6-feet in height and topped with barbed wire shall be constructed and maintained in good working condition. The fence shall surround the base of the tower and supporting telecommunication equipment as indicated on the site plan dated August 24, 2016.
5. The following informational signage shall be visibly posted at the tower site:
   a. The antenna structure registration number required by the Federal Communications Commission.
   b. The party responsible for the operation and maintenance of the facility.

DRAFT

c. Warning signs shall be located at the base of the facility and shall display in large, bold, high contrast letters the following: "HIGH VOLTAGE – DANGER".

d. A 24-Hour emergency contact number.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

DRAFT

PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-27

FY 2018 - 2023
Capital Improvement Program (CIP)

(Page 659 - 760)

PUBLIC HEARING

MATANUSKA-SUSITNA BOROUGH

PLANNING AND LAND USE DEPARTMENT

Planning Division

350 East Dahlia Avenue - Palmer, Alaska 99645

Fax (907)861-8876 - Phone (907)861-8833

STAFF MEMORANDUM

DATE:	August 3, 2016
MEETING DATE:	August 15, 2016
TO:	Planning Commission
THRU:	Eileen Probasco, Planning and Land Use Director
FROM:	Sara Jansen, Acting Planning Services Chief
SUBJECT:	**Resolution 16-27:** A Resolution of The Matanuska-Susitna Borough Planning Commission Recommending that the Matanuska-Susitna Borough Assembly Adopt the FY 2018-2023 Capital Improvement Program.

BACKGROUND: Each year the Matanuska-Susitna Borough compiles a Capital Improvement Program (CIP). This annual process combines input from Community Councils, Borough Advisory Boards, Cities, Mayor and Assembly Members, Staff, and the general public to identify capital projects that are needed or wanted within the Borough. The final CIP is provided to Assembly Members, Legislators, Federal Delegations, and is often used as a basis for grant funding.

Nominations are sought from the general public, Community Councils, Cities, agencies and Borough staff members prior to the March deadline. There are minimal criteria; the projects must be over $50,000 and funds may not be used for general maintenance. The top ten projects in each category constitute the priority list; other projects are compiled into a needs list in the final document.

Compiling the priority list is a combined effort of staff, advisory boards, the Planning Commission and the Borough Assembly. Panels of at least three staff members review each nomination against a weighted matrix. Those scores are used to develop the priority lists which are then presented to the appropriate advisory Board for review. The Board may have additional information about the projects and re-order the priority list. The final determination is made by the Borough Assembly. Each year the Assembly passes an annual legislative priority list; any CIP projects on the Assembly's priority list, move to the top of their respective sections.

A full document containing all of the nominated projects will be provided to the Planning Commission prior to the September 19, 2016 PC meeting and posted on the Borough's website. Supporting documents will also be in the next Planning Commission packet once the Public Hearing has been set.

RECOMMENDATION: Recommend the Matanuska-Susitna Borough Planning Commission adopt Resolution 16-27, recommending adoption of the FY 2018-2023 Capital Improvement Program by the Matanuska-Susitna Borough Assembly.

Attachment:

Resolution 16-27 – A Resolution of the Matanuska-Susitna Borough Planning Commission Recommending that the Matanuska-Susitna Borough Assembly Adopt the FY 2018-2023 Capital Improvement Program

By: Sara Jansen
Introduced: August 15, 2016
Public Hearing: September 19, 2015
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-27

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING RECOMMENDING THAT THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPT THE FY 2018-2023 CAPITAL IMPROVEMENT PROGRAM.

WHEREAS, MSB 3.04.060 requires the Borough Planning Department to develop a six-year capital improvement plan for proposed Capital Improvement Program; and

WHEREAS, Chapter 3.04.060 of the Borough code requires the Planning Commission to review and comment on the proposed Capital Improvement Program each year; and

WHEREAS, the Capital Improvement Program includes aviation, transportation, transit, port, plans, general public facilities, emergency services equipment and facilities, recreational facilities, trails, water resources, and school projects; and

WHEREAS, outreach was made to the general public, Community Councils, Borough staff, and Advisory Boards to submit nominations; and

WHEREAS, the Matanuska-Susitna Borough Assembly passed Resolution 15-097 in September, 2015 approving state legislative priorities for 2015; and

WHEREAS, a total of 219 submitted projects were reviewed by staff and subject matter experts against the evaluation criteria established for all nominations to the Capital Improvement Program to create prioritized lists for each section of the Capital Improvement Program; and

WHEREAS, the Matanuska-Susitna Borough Transportation Advisory Board and the Matanuska-Susitna Borough Aviation Advisory Board, and the Borough Port Commission reviewed the prioritized lists and contributed their expertise to the lists, necessitating some re-ordering of priorities; and

WHEREAS, the advisory boards passed resolutions demonstrating support for the projects and confirmed the top ten priority projects for each section; and

WHEREAS, nominations which did not fall under the purview of the advisory boards were reviewed by staff; and

WHEREAS, a FY 2018-2023 Capital Improvement Program document was compiled for the Planning Commission review; and

WHEREAS, the Matanuska-Susitna Borough Planning Commission has reviewed the proposed Capital Improvement Program for FY 2018-2023.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends to the Matanuska-Susitna Borough Assembly to adopt the FY 2018-2023 Capital Improvement Program.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

MATANUSKA-SUSITNA BOROUGH

PLANNING AND LAND USE DEPARTMENT

Planning Division

350 East Dahlia Avenue - Palmer, Alaska 99645

Fax (907)861-8876 - Phone (907)861-8833

STAFF MEMORANDUM

DATE:	September 6, 2016
MEETING DATE:	September 19, 2016
TO:	Planning Commission
THRU:	Eileen Probasco, Planning and Land Use Director
FROM:	Sara Jansen, Acting Planning Services Chief
SUBJECT:	Advisory Board Resolutions in Support of: **Resolution 16-27:** A Resolution of The Matanuska-Susitna Borough Planning Commission Recommending that the Matanuska-Susitna Borough Assembly Adopt the FY 2018-2023Capital Improvement Program.

BACKGROUND: Each year the results of the in-house staff review are forwarded to the appropriate advisory boards for review and possible re-prioritization. If the Board made changes, those changes are reflected in the CIP presented to the Planning Commission in this packet.

The Parks, Recreation, and Trails Committee were unable to establish a quorum for the June and July meetings so they have not reviewed this material. However the projects are much the same as last year's list.

The Port Commission passed resolution 16-01 in August. The fully signed copy of the document is attached.

The Transportation Advisory Board passed their resolution 16-03 in June. The Aviation Advisory Board also passed a resolution in June. The un-signed resolutions are included in this packet for your review. The signed documents will be available the night of the Planning Commission Public Hearing.

Attachments: Port Commission Resolution 16-01
Transportation Advisory Board Resolution 16-03
Aviation Advisory Board Resolution 16-01

MATANUSKA-SUSITNA BOROUGH
PORT COMMISSION RESOLUTION SERIAL NO. 16-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PORT COMMISSION RECOMMENDING PRIORITY PORT MACKENZIE PROJECTS TO BE INCLUDED IN THE MATANUSKA-SUSITNA BOROUGH CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2017 - 2022

WHEREAS, the Port Commission reviewed the Port MacKenzie projects nominated for inclusion in the FY 2017 - 2022 Capital Improvement Program; and

WHEREAS, the Port Commission recognizes the importance of long range planning for development; and

WHEREAS, the Port projects address a well documented need and are supported by the Borough's Port MacKenzie Master Plan; and

WHEREAS, improved Port facilities and improvements will support diversified economic development which will benefit the entire Matanuska-Susitna Borough; and

WHEREAS, staff reviewed the projects against the evaluation criteria established for all nominations to the Capital Improvement Program to create a prioritized list; and

WHEREAS, the Port Commission reviewed the prioritized list of nominations for inclusion in the Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Port Commission respectfully recommends the following projects be included as the prioritized Port projects in the FY 2017-2022 Capital Improvement Program:

1. Deep-Draft Dock Pile Sleeve Protection
2. Port MacKenzie Erosion Control
3. Natural Gas Line to Port
4. Lu Young Lane Paving
5. Port MacKenzie Material Handling Corridor
6. Port MacKenzie Deep-Draft Dock Expansion
7. MacKenzie South Access Road
8. Port MacKenzie Emergency Management Center
9. Port MacKenzie Heavy Industrial Fire Suppression Study
10. Illumination of Port MacKenzie Road System
11. Lake Lorraine Loop Road
12. Port MacKenzie Frontage Roads

ADOPTED by the Matanuska-Susitna Borough Port Commission on this 15th day of August, 2016.

STEVEN BORELL, CHAIRMAN

ATTEST:

THERESE DOLAN, SECRETARY

MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. 16-03

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING PRIORITY PROJECTS FOR THE NATIONAL HIGHWAY SYSTEM, TRANSPORTATION PLANNING, ALASKA HIGHWAY SYSTEM, COMMUNITY TRANSPORTATION PROGRAM, AND TRANSIT IN THE BOROUGH CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2018 - 2023.

WHEREAS, the Transportation Advisory Board ("TAB") reviewed the projects nominated for inclusion in the FY 2018 - 2023 Capital Improvement Program; and

WHEREAS, the TAB recognizes the importance of long range planning for development in the Matanuska-Susitna Borough ("Borough"); and

WHEREAS, the projects nominated in the National Highway System, Transportation Planning, Alaska Highway System, Community Transportation Program, the Community Transportation Rail, and Transit sections address transportation requirements of the Borough to meet the needs of a growing populace and business community; and

WHEREAS, staff reviewed the projects against the evaluation criteria established for all nominations to the Capital Improvement Program to create a prioritized list; and

WHEREAS, the TAB reviewed the prioritized list of nominations for inclusion in the Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Transportation Advisory Board respectfully recommends the prioritized list of transportation-related projects as identified in Attachment A for inclusion in the FY 2018-2023 Capital Improvement Program.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board on this ____ day of _____, 2016.

_____
David Lundin, CHAIR

ATTEST:

_____
Jessica Smith, Transportation Planner
Staff Support

MATANUSKA-SUSITNA BOROUGH

TRANSPORTATION ADVSIORY BOARD

RESOLUTION 16-03

ATTACHMENT A

PRIORITIZED LIST

2018 – 2023 Capital Improvement Program

National Highway System

1. Glenn Highway - Erosion at MP 49
2. *Tie* - Parks Highway - Lucus Road to Big Lake Improvements - MP 43.5-52.3

   Tie - Knik-Goose Bay Road Reconstruction, 4 Lane - MP .3-6.8, Centaur to Vine
3. Glenn Highway - Erosion Protection - MP 66.6-92
4. *Tie* - Glenn Highway - Rehabilitation - King River to Cascade - MP 66.5-92

   Tie - Knik-Goose Bay Road Reconstruction, 4 Lane - Vine to Settler's Bay
5. Glenn Highway - Parks to Arctic Renovation, 4 Lane - MP 34-42
6. Palmer-Wasilla Highway Eastern Terminus
7. Palmer-Wasilla Highway Center Turn Lane Widening
8. Glenn Highway - Moose Creek Canyon Reconstruction - MP 53-56
9. Parks Highway Wasilla Alternative Corridor - Advance ROW Acquisition
10. Interchange for Port MacKenzie Crossing

Transportation Planning Projects

1. Metropolitan Planning Organization
2. *Tie* - Big Lake Community Impact Assessment - Port to Parks Route, Phase 2, EIS

Tie - Port to Parks Highway at Houston

3. Parks Highway - Willow Bypass Study
4. Commuter Rail Corridor and Station Pre-Development Planning
5. Inter-Governmental Comprehensive Inter-Modal Transportation Plan

Alaska Highway System

1. Big Lake Intersection Improvements
2. Point MacKenzie Road Upgrade - Knik-Goose Bay to Burma Road

Community Transportation Program

1. MSB School Access Transportation Bond - 2013
2. Seward Meridian Parkway Extension North - Phase 2
3. MSB Substandard Road Improvements
4. Museum Drive Extension (Parks Highway Connector)
5. Fish Passage
6. South Trunk Road Extension - Phase 1
7. South Trunk Road Extension - Phase 2
8. Seldon Road Extension - Phase 2
9. Wasilla-Fishhook Road - Main Street One-Way Couplet
10. Wasilla-Fishhook Road Upgrade, Seldon Road to Palmer-Fishhook Road

Community Transportation Rail Project

1. Port MacKenzie Rail Extension

Transit Projects

1. Replacement Share-A-Ride Vans for Mat-Su
2. Meadow Lakes Community Mascot Stops
3. Old and New Glenn Highway Intersection Park and Ride Facility
4. Regional Transit Maintenance Center
5. Regional Transit Dispatch & Scheduling Center

MATANUSKA-SUSITNA BOROUGH
AVIATION ADVISORY BOARD
RESOLUTION SERIAL NO. 16-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AVIATION ADVISORY BOARD RECOMMENDING PRIORITY AVIATION PROJECTS TO BE INCLUDED IN THE MATANUSKA-SUSITNA BOROUGH CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2018 - 2023.

WHEREAS, the Aviation Advisory Board reviewed the projects nominated for inclusion in the FY 2016 - 2021 Capital Improvement Program; and

WHEREAS, the Aviation Advisory Board recognizes the importance of long range planning for development; and

WHEREAS, the aviation projects address a well documented need and are supported by the Borough's Aviation Plan; and

WHEREAS, improved aviation facilities and improvements will support diversified economic development which benefits the entire Matanuska-Susitna Borough; and

WHEREAS, staff reviewed the projects against the evaluation criteria established for all nominations to the Capital Improvement Program to create a prioritized list; and

WHEREAS, the Aviation Advisory Board reviewed the prioritized list of nominations for inclusion in the Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Aviation Advisory Board respectfully recommends that the following projects be included as the top ten Aviation projects in the FY 2018-2023 Capital Improvement Program:

1. Big Lake Airport - Two-Bay Equipment Building and Front End Loader
2. Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage & Fencing
3. Talkeetna Airport - New Helicopter Pad and Parking

4. Willow Airport - Senior Center Access Road Relocation
5. Willow Airport - Install Automated Weather Observation System
6. Willow Airport - Highway Crossing Improvements
7. Wasilla Airport - Runway 3/21 Extension - Phase 1
8. Willow Airport - Helicopter Pad and Parking
9. Willow Airport - Public Float Plane Dock
10. Willow Airport - Taxiway and Apron Surface Hardening; and

BE IT FURTHER RESOLVED, the following projects in the FY 2018 - 2022 Capital Improvement Program as the Aviation Needs List:

1. Big Lake Airport - Install New Lighting System
2. Goose Bay Airport - Security Fencing
3. Talkeetna Airport - New Aprons at North End
4. Talkeetna Airport - Lease Lot Development
5. Willow Airport - Apron Space for Tie-Downs at South End

ADOPTED by the Matanuska-Susitna Borough Aviation Advisory Board on this 7th day of July, 2016.

_____

Archie Giddings, CHAIRMAN

ATTEST:

_____

Jessica Smith, Planner II
Staff Support

MATANUSKA-SUSITNA BOROUGH
AVIATION ADVISORY BOARD
RESOLUTION SERIAL NO. 16-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AVIATION ADVISORY BOARD RECOMMENDING PRIORITY AVIATION PROJECTS TO BE INCLUDED IN THE MATANUSKA-SUSITNA BOROUGH CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2018 - 2023.

WHEREAS, the Aviation Advisory Board reviewed the projects nominated for inclusion in the FY 2016 - 2021 Capital Improvement Program; and

WHEREAS, the Aviation Advisory Board recognizes the importance of long range planning for development; and

WHEREAS, the aviation projects address a well documented need and are supported by the Borough's Aviation Plan; and

WHEREAS, improved aviation facilities and improvements will support diversified economic development which benefits the entire Matanuska-Susitna Borough; and

WHEREAS, staff reviewed the projects against the evaluation criteria established for all nominations to the Capital Improvement Program to create a prioritized list; and

WHEREAS, the Aviation Advisory Board reviewed the prioritized list of nominations for inclusion in the Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Aviation Advisory Board respectfully recommends that the following projects be included as the top ten Aviation projects in the FY 2018-2023 Capital Improvement Program:

1. Big Lake Airport - Two-Bay Equipment Building and Front End Loader
2. Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage & Fencing
3. Talkeetna Airport - New Helicopter Pad and Parking

4. Willow Airport - Senior Center Access Road Relocation
5. Willow Airport - Install Automated Weather Observation System
6. Willow Airport - Highway Crossing Improvements
7. Wasilla Airport - Runway 3/21 Extension - Phase 1
8. Willow Airport - Helicopter Pad and Parking
9. Willow Airport - Public Float Plane Dock
10. Willow Airport - Taxiway and Apron Surface Hardening; and

BE IT FURTHER RESOLVED, the following projects in the FY 2018 - 2022 Capital Improvement Program as the Aviation Needs List:

1. Big Lake Airport - Install New Lighting System
2. Goose Bay Airport - Security Fencing
3. Talkeetna Airport - New Aprons at North End
4. Talkeetna Airport - Lease Lot Development
5. Willow Airport - Apron Space for Tie-Downs at South End

ADOPTED by the Matanuska-Susitna Borough Aviation Advisory Board on this 7th day of July, 2016.

_____

Archie Giddings, CHAIRMAN

ATTEST:

_____

Jessica Smith, Planner II
Staff Support

Matanuska-Susitna Borough
Capital Improvement Program
FY 2018-2023
Planning Commission Draft

Fronteras Spanish Immersion Charter School

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Readers seeking a specific project are directed to the Index beginning on page 74.

Executive Summary

PURPOSE AND BENEFITS

A Capital Improvement Program (CIP) is a multi-year planning instrument that drives the evaluation and identification of capital infrastructure projects in need of renovation, repair, and/or construction. The purpose of a CIP is to forecast a municipalities' capital needs over a short term period to allow for adequate planning, acquisition of funds, and project execution. This process relies on communities, staff, and policy makers to identify and forecast capital needs through a public process. Plans typically range from four to six years; the Matanuska-Susitna Borough (Borough) has selected a six year planning window.

The Borough Planning Department is tasked with the "development of capital improvement plans" in Borough code (MSB 2.36.020A3). The specifics of the CIP are described in MSB 3.04.060. The Borough's long range goal is to provide a mapping component to the program. Planning, Capital Projects and Geographic Information System (GIS) staff are working together to accomplish this task of combining the CIP with spatial data which will increase transparency in government, provide better accessibility of the information to the public, and utilize existing GIS data to provide more information about each project contained in the plan.

PROCESS

The first step in the FY 2018-2023 process was to provide project lists to Borough departments and community councils. Some projects were removed, and some new projects were added. All of the projects were then reviewed for appropriateness, the master spreadsheet was updated, review panels were convened for each section if there were new nominations, and draft priority lists were submitted to the Transportation Advisory Board, Parks, Recreation and Trails Board, Aviation Advisory Board, Port Commission and Planning Commission for their input, and submission of the final document to the Borough Assembly for approval. The Parks, Recreation and Trails Board were unable to establish a quorum in June and July and therefore could review the nominations. They did however, review them last year and there are minimal changes to those lists.

The review criterion was a weighted numerical matrix of 11 factors ranging from health and safety to economic development. In some instances projects in the same category scored the same total, creating a tie. Those ties are noted in this report.

The review criteria exist to create an objective layer of evaluation, but the citizen advisors who serve as volunteers on the Borough's advisory boards are in a position to provide relevant data about the nominations not available to staff. In some cases the advisory boards, after substantial debate, re-ranked the priority of nominations to reflect that knowledge. This added another "truthing" layer to the entire process.

FUNDING SOURCES

A variety of funding mechanisms are used to accomplish projects in the CIP. These include State grants, general revenue and federally funded programs, general obligation bonds, Borough funds, and private funding sources. Another benefit of the CIP is an identified, public vetting process which most funders typically require. Federal funding has been crucial to the development of local, state and federal roads in the Borough over the past several years, but has been declining of late. The State of Alaska's current budget situation makes state funding highly unlikely for the foreseeable future.

PROJECTS

There are a total of 219 projects contained in the FY 2018-2023 CIP. These projects are public in nature, over a $50,000 threshold, not in conflict with an established process (such as siting schools), and generally construct, modify, replace, or plan an activity. Nominations were accepted from cities, community councils, staff members, advisory boards, and a few members of the general public.

Due to the six-year window of the program, it is necessary to set a maximum of ten (10) priority projects in each category. The priority list may change from year to year based on new information, funding sources, or a change in policy direction. Some categories had more than ten project nominations; in those instances, a needs list of the remaining projects was created to show the perceived total needs in the Borough.

The main portion of the document contains further information about all projects including a brief description, a specific Borough CIP identification number, the project nominator (who nominated the project), and funding needed, if known. Not all projects have a specific dollar amount attached at the CIP phase. In many cases, costs are one of the first stages of project development and will be developed as the project moves toward completion.

National Highway System

Road Classification Information

In order to organize projects and make valid comparisons, the Capital Improvement Program uses generally accepted road classifications. Basic to this process is the recognition that roads, streets, and trails do not exist independently; rather, transportation moves people through a network of roads. Functional classification is the "process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide." In basic terms, a road can be functionally classified as:

Arterial: These roads provide mobility so traffic can move from one place to another quickly and safely. These are major roads in the community.

Collector: These roads link arterials and local roads, and perform some duties of each.

Local: These roads provide access to homes, businesses, and other property.

Priority Projects

1. **Glenn Highway - Erosion at MP 49** (CIP #11)
2. Tie - **Knik-Goose Bay Road Reconstruction, 4 Lane - MP .3-6.8, Centaur to Vine** (CIP #54)

   Tie - **Parks Highway - Lucus Road to Big Lake Improvements - MP 43.5-52.3** (CIP #55)
3. **Glenn Highway - Erosion Protection - MP 66.6-92** (CIP #120)
4. **Glenn Highway - Rehabilitation - King River to Cascade - MP 66.5-92** (CIP #12)
5. **Knik-Goose Bay Road Reconstruction, 4 Lane - Vine to Settler's Bay** (CIP #19)
6. **Glenn Highway - Parks to Arctic Renovation, 4 Lane - MP 34-42** (CIP #10)
7. **Palmer-Wasilla Highway Eastern Terminus** (CIP #52)
8. **Palmer-Wasilla Highway Center Turn Lane Widening** (CIP #155)
9. **Glenn Highway - Moose Creek Canyon Reconstruction - MP 53-56** (CIP #13)
10. **Parks Highway Wasilla Alternative Corridor - Advance ROW Acquisition** (CIP #8)

Project Descriptions

1. Glenn Highway - Erosion at MP 49 - Partially Funded

(STIP #23996, #30249) CIP ID #11)

Nominator: State of Alaska

This project will evaluate erosion caused by the Matanuska River at MP 49, near Palmer-Fishhook Road. The project will realign the Glenn Highway away from the bluff erosion. The Glenn Highway is a primary transportation corridor into the State of Alaska and used daily by Mat Valley residents to access employment, businesses, shopping, schools, etc. Thousands of travelers use the road on a daily basis. All long range transportation projects show the Glenn Highway as a major transportation corridor. Design funds were allocated in FY12. The total estimated project cost is $7,235,000.

Funding Needed: $6.5 Million

2. Tie - Knik-Goose Bay Road Reconstruction, 4 Lane - MP .3-6.8, Centaur to Vine

(STIP #24596; CIP ID #54)

Nominators: State of Alaska, MSB Capital Projects, Point MacKenzie Community Council

The project anticipates a four lane, divided highway upgrade of Knik-Goose Bay Road from MP .3, Centaur Avenue to MP 6.8, Vine Road, which will handle increasing residential, commercial, and industrial traffic loads. The road is currently classified as a Traffic Safety Corridor by the State with the highest fatal and major injury accident rate in the Borough. The scope of work includes separated bike/pedestrian facilities, safety engineering strategies, such as rumble strips, and reducing and combining access points that are determined to be the most effective at reducing crashes. Construction is anticipated in 2019.

Funding Needed: $108 Million

2. Tie - Parks Highway - Lucus Road to Big Lake Improvements - MP 43.5-52.3

(STIP #111961; CIP ID #55)

Nominator: State of Alaska

This project will widen the Parks Highway to four lanes with attendant traffic and safety improvements between Wasilla and the Big Lake Cutoff. Bridge No. 1922, the Wasilla Railroad Crossing, is included in the project. This road corridor has been designated a Traffic Safety Corridor by the State due to the high number of accidents and fatalities. In addition to heavy local traffic, the Parks Highway is the primary road connection between Anchorage and Fairbanks, and handles a considerable amount of commercial truck traffic. The design and right-of-way were funded in FY12, with construction dollars slated for FY14, FY15, and FY16. The project has three phases: 1) Lucus Road to Church Road (under construction in 2014), 2) Church Road to Pittman Road, and 3) Pittman Road to Big Lake Road. Total project cost is $167,889,600.

Funding Needed: $95.9 Million

3. Glenn Highway - Erosion Protection - MP 66.6-92

(STIP 28089; CIP ID #120)

Nominator: MSB Capital Projects

There are six locations along the Glenn Highway between Sutton and Chickaloon where the road is susceptible to erosion and failure under normal flow conditions in the braided sections of the Matanuska River. This major highway corridor serves local, State, national, and international transport of people and goods. It is the main link between Alaska's largest community, Anchorage, and the lower 48 states, and Canada. Failure of the roadway would cause serious injury or death to anyone present when the road embankment fails. Economically, a road failure would close the road and cut off this

important surface transportation link, which carries freight to and from Southcentral Alaska. Socially, a closure of the Glenn Highway would isolate residents of Sutton, Chickaloon, Glacier View, and beyond from the business centers, and where many of them work, shop, purchase food, attend school, etc. Reconstruction or rehabilitation is part of the STIP program for several segments of the Glenn Highway, which encompasses these spots, including Bridge No. 545 over the Chickaloon River.

Funding Needed: $11.8 Million

4. Glenn Highway - Rehabilitation - King River to Cascade - MP 66.5-92

(STIP # 28089, #29930, #29931, #30396; CIP ID #12)

Nominator: State of Alaska

This project combines two previous projects on the Glenn Highway to preserve and extend the service life of the highway, enhance safety, and evaluate the need for climbing lanes and passing lanes. The major realignments will be near Fish Lake Road (MP 72) and the Chickaloon River (MP 78). The project includes enhancements to Long Lake Wayside, and includes Bridge No. 0546 Purinton Creek. Thousands of travelers use the Glenn Highway as one of the primary routes into Alaska; numerous Borough residents use the road daily. As an interstate road the Glenn Highway is also crucial to interstate commerce. The project is included in the State and Borough's Long Range Plans. Current State funding shows right-of-way acquisition beginning in FY14, and construction after FY15.

Funding Needed: $58.5 Million

5. Knik-Goose Bay Road Reconstruction, 4 Lane - Vine to Settler's Bay

(STIP #23616; CIP ID #19)

Nominators: State of Alaska, Pt. MacKenzie Community Council

The project anticipates a four lane, divided highway upgrade of Knik-Goose Bay Road from mile 6.8, Vine Road to Settler's Bay Road which will handle increasing residential, commercial, and industrial traffic loads. The road is currently classified as a Traffic Safety Corridor by the State with the highest fatal and major injury accident rate in the Borough. All residents of the Knik/Fairview/Point MacKenzie communities, employees commuting from Wasilla to Port MacKenzie and commercial truck traffic will benefit from the improvements. Construction anticipated in August 2017

Funding Needed: $35 Million

6. Glenn Highway - Parks to Arctic Renovation, 4 Lane - MP 34-42

(STIP #11959; CIP ID #10)

Nominator: State of Alaska

Thousands of travelers use this major highway to commute to work and for local traffic and are plagued with extremely long turning movements particularly during the rush hours. Reconstruct roadway to four lanes, including pathways and shoulders. Accommodate turning movements and add traffic safety, and intersecting improvements as necessary (may be developed in phases). Project design and Right of Way acquisition are underway, with construction slated for 2016. The project is part of the State and Borough Long Range Transportation Plans. Project design and Right of Way acquisition are underway, with construction slated for 2016.

Funding Needed: $52.4 Million

7. Palmer-Wasilla Highway Eastern Terminus

(STIP Needs List #11959; CIP ID #52)

Nominator: State of Alaska

This project advances "Alternative B" approved by a Palmer Community Committee, Palmer City Council, ADOT&PF, and the Borough Assembly to mitigate the Palmer-Wasilla Highway/Evergreen Street and Dogwood Avenue traffic congestion issue. The project will upgrade the east end of the Palmer-

Wasilla Highway from Hemmer Road to the Glenn Highway. The Borough and City of Palmer Long Range Transportation Plans, and the Official Streets and Highways Plans support this project.

Funding Needed: $13.2 Million

8. Palmer-Wasilla Highway Center Turn Lane Widening

(CIP ID #155)

Nominator: State of Alaska/MSB

The project will construct two-way left turn lanes the length of the Palmer-Wasilla Highway from Hemmer Road to the current 4-lane section on the west end in order to address the continued conflicts on the roadway due to the number of motorists on the roadway and turning movements. In 2010, there were nearly 15,000 average annual daily traffic counts at the intersection of Hemmer Road, and at the intersection of Seward Meridian the average annual daily traffic count was 13,549. All these people will benefit by the extended dual turn lane down the length of the highway. The project is estimated to be completed in FY16.

Funding Needed: $11 Million

9. Glenn Highway - Moose Creek Canyon Reconstruction - MP 53-56

(STIP #2320; CIP ID #13)

Nominator: State of Alaska

The reconstruction of the Glenn Highway from MP 53 to MP 56 down the Moose Creek hill will straighten a horizontal curve and includes improvements to Bridge No. 0541 at Moose Creek. The Glenn Highway is an interstate roadway and crucial to interstate commerce. Thousands of travelers use the road on a daily basis. The project is included in the State's Long Range Plan. The State DOT estimated design funding in FY12, right-of-way acquisition in FY14, and construction after FY15. The design is underway. Total project cost is $43 Million.

Funding Needed: $41 Million

10. Parks Highway Wasilla Alternative Corridor - Advance ROW Acquisition

(STIP Needs List #19665; CIP ID #8)

Assembly Priority - Nominator: MSB Capital Projects

The Parks Highway Alternative Corridor (PHAC, also known as the Wasilla Bypass,) was developed to investigate options for a bypass of the greater Wasilla area in order to relieve congestion on the Parks Highway and to avoid future expansion of the highway (six lanes minimum and costing over $500 million) which would have significant economic and aesthetic impacts. Traffic forecasts indicate that by the year 2035 congestion on the Parks Highway between Seward Meridian Parkway and Church Road will reach levels approaching gridlock in the peak hours unless additional capacity is added for east-west traffic movements. The existing east-west arterials (Palmer-Wasilla Highway, Seldon-Bogard Road) are burdened by past land use decisions that make it difficult for the arterials to function efficiently as alternative corridors. As a result, a new east-west, controlled-access route is a critical priority if leaders wish to ensure future economic prosperity in the Mat-Su. DOT&PF has worked with the Mat-Su Borough and the City of Wasilla over the past few years to determine whether it was still possible to establish an alternative corridor. There is an approved preferred alignment identified in the Parks Highway Alternative Corridor Conceptual Planning Report. The PHAC is to be developed in Phases using State funds. The most critical Phase is preservation of the proposed corridor before development pressures result in sub-division of lands within the alignment. The Project is amenable to development in phases in order to make it more affordable. Advance acquisition of Right-of-Way is critical to preservation of the corridor alignment. Preliminary cost estimates for total right-of-way acquisition are $25 million over multiple years.

Funding Needed: $10 Million

National Highway Program Needs List

Interchange for Port MacKenzie Access (Knik Arm Crossing)

(STIP #20256 and #20255; CIP ID #57)

Nominators: Assembly Priority - Administration

The Knik Arm Crossing will provide a more direct, alternate route from the MSB (Point/Port MacKenzie and beyond) to Anchorage and stimulate growth in the lower MSB. Current developments in the MSB, including Port MacKenzie, Pt. MacKenzie Rail Extension, South Big Lake Road Rail Extension, several new town sites, and the State's "Road to Resources" endeavors will benefit from the Crossing. Socioeconomic studies performed for the MSB indicate that this area will experience significant growth, and investment in infrastructure to support that growth should begin now in order to avoid costly highway expansion as is currently being experienced on the Knik Goose Bay Road and Parks Highway corridors. Traffic generated from growth in the Port Mackenzie district will require safe and efficient access to the Knik Arm Crossing (southbound) and Point Mackenzie Road (northbound). Trucks entering traffic are slow moving and require dedicated lanes in order to safely merge into free flowing traffic. A grade separated interchange, consisting of a short bridge over the main roadway with ramp access to and from the port, will provide for the safe and efficient transition of Port traffic onto the main roadway. Right of way sufficient for future interchange access to the Port Mackenzie District has already been secured by the Knik Arm Crossing project.

Funding Needed $13 Million

Transportation Planning

Priority Projects

1. Tie - **Big Lake Community Impact Assessment - Port to Parks Route, Phase 2, EIS** (CIP #160)

   Tie - **Port to Parks Highway at Houston** (CIP #253)

2. **Parks Highway - Willow Bypass Study** (CIP #9)
3. **Commuter Rail Corridor and Station Pre-Development Planning** (CIP ID #299)
4. **Inter-Governmental Comprehensive Inter-Modal Transportation Plan** (CIP #156)

Project Descriptions

1. Tie - **Big Lake Community Impact Assessment - Port to Parks Route, Phase 2 EIS**
   (CIP ID #160)
   Nominator: Big Lake Community Council

The Big Lake Comprehensive Plan identified the desire to have the major traffic corridor/route from Point MacKenzie to the Parks Highway routed around the town center of Big Lake. The Community of Big Lake successfully lobbied the State of Alaska to fund a Community Impact Study. The scope of work for the contract called for the identification of three routes and a subsequent community impact assessment of each route, specifically for the impact to the Big Lake town center area identified in the Big Lake Comprehensive Plan. The Community Council nominates this project to help ensure decision makers are aware of the study, the need for continued planning, and for future funding. Phase II of the Big Lake CIA would work toward route selection and the completion of an EIS in order to meet the requirements for federal funding as this road is intended to be a highway.

Funding Needed: TBD

1. Tie - **Port to Parks Highway at Houston**
   (CIP ID #253)
   Nominator: Beth Fread

The "Port to Parks" road route, from Port MacKenzie to Houston near the new rail head, will support commercial and commuter traffic between Fairbanks, and the northern and western parts of the Borough. This route will provide for less congested, safer, and lower-cost maintenance requirements along the Glenn and Parks Highways between Anchorage, the Big Lake Road/Houston/Parks Highway junction, and to Palmer by re-routing traffic. The project is related to numerous other projects including the Knik Arm Crossing, the Big Lake Road Realignment, the Point MacKenzie Townsite, the Port MacKenzie Railroad Extension, and the State's "Roads to Resources" projects. Although funding for the route will need to be determined, cost savings for the project in the form of existing environmental analyses, drainage studies, and structural requirements are identified in the railroad extension project. Additionally, many potential court battles have had the precedent set for the success of developing along this route. As an alternate to the Parks Highway, federal transportation funding, drainage upgrade grants, fish and wildlife enhancement grants, and State transportation and public facilities funds should also be available for the project. Finally, the City of Houston has delivered a resolution in support of this

route, while 75% of the groups participating in a Big Lake Community Impact Assessment (CIP #160) determined that an alternate route outside the Big Lake area should be selected.

Funding Needed: TBD

2. Parks Highway - Willow Bypass Study

(CIP ID #9)

Nominator: Willow Area Civic Organization

The goal of the Highway Bypass Study is to identify at least two north/south routes that could be constructed as a bypass highway around the community of Willow. By initiating the study now, and reserving available public lands, it is possible to communicate thoroughly with prospective neighbors on the routes. The goal is to avoid the risk of a sole option of a 1,000 foot expansion of the Parks Highway through the middle of the community. Trails are encouraged to get from place to place in the downtown core which would no longer be possible with a four-lane road, median, and frontage roads. Willow has numerous recreational and scenic opportunities within a short distance of the town center. Planning and identification of corridors could be accomplished within a year of receiving funding.

Funding Needed: $250,000

3. Commuter Rail Corridor and Station Pre-Development Planning

(CIP ID #299)

Nominator LaMarr Anderson

This project will generate a multi-agency coordinated plan for an Anchorage-MatSu Borough commuter rail corridor. The plan will combine elements of all pertinent plans with an anticipated outcome of identifying optimal locations for commuter rail depots along an Anchorage-Mat-Su rail corridor, exploring viable partnership options with private and public land owners at these optimal locations, and development of a recommended phasing strategy for establishing site control and suggested timing of capital construction. The City of Wasilla's recent land acquisition for placement of an intermodal transit station and the federal FAST ACT, which could provide new funding opportunities, make this project timely now. The project will 1) define a memorandum of understand/agreement between decision-makers, creating a sustainable transportation planning partnership between commuter rail stakeholders; 2) define the scope of a potential south-central Alaska commuter rail corridor plan, and 3) develop and implement the resulting plan.

Funding Needed: Unknown

4. Inter-Governmental Comprehensive Inter-Modal Transportation Plan

(CIP ID #156)

Nominator: Knik Tribal Council

The project proposes to develop an Inter-modal, Inter-governmental Comprehensive Transportation Plan between the Knik Tribe, the Borough, the City of Wasilla, and MASCOT. The purpose of such a plan is to help ensure the Borough's transportation system is capable of handling expected growth in the Borough, and the transportation plans are coordinated to maximize the combined resources of each organization. Each organization's transportation plan identifies similar goals. Specific transportation improvements can be summarized in five common topical areas: roadways, railways, public transit, port development, and the recreational transportation system. The goal of this plan is to provide better and more economic transportation improvements to accommodate feasible economic development, and provide safe and efficient transportation services. This planning process will primarily affect the population within the City of Wasilla boundary, adjoining transportation infrastructure and collector routes. The end product from this plan will be included in the MSB Long Range Transportation Update.

Funding Needed: $2 Million

Alaska Highway System

Priority Projects

1. **Big Lake Intersection Improvements** (CIP #23)
2. **Point MacKenzie Road Upgrade - Knik-Goose Bay to Burma Road** (CIP #33)

Project Descriptions

1. Big Lake Intersection Improvements

(STIP #23233; CIP ID #23)
Road Class: Minor Arterial
Nominator: Big Lake Community Council

Two intersections in the downtown Big Lake area and a left turn lane at Hollywood and Big Lake Road were a part of the 2011 MSB Road Bond Package. The community council nominates this project upon the recommendation of Rep. Neumann in case of a funding shortfall. Construction of a large roundabout accessible from four roads is anticipated to begin in summer, 2016.

Funding Needed: $2 Million

2. Point MacKenzie Road Upgrade - Knik-Goose Bay to Burma Road

(CIP ID #33)
Road Class: Major Collector
Nominator: Point MacKenzie Community Council

This seven and one-half mile stretch of road from Knik-Goose Bay to Burma Road is degraded from heavy construction traffic, and is rapidly becoming more dangerous due to increasing traffic loads with the development of Goose Creek Correctional Facility and traveling liquid natural gas trucks. Rebuilding the road bed, expanding the shoulders, and resurfacing are necessary. All residents, visitors, and employees traveling to and from the industrial and commercial development along this corridor will benefit. The project is supported by the Point MacKenzie and Big Lake Comprehensive Plans.

Funding Needed: TBD

Community Transportation Program

Priority Projects

1. **MSB School Access Transportation Bond - 2013** (CIP #216)
2. **Seward Meridian Parkway Extension North - Phase 2** (CIP #51)
3. **MSB Substandard Road Improvements** (CIP #38)
4. **Museum Drive Extension (Parks Highway Connector)** (CIP #261)
5. **Fish Passage** (CIP #235)
6. **South Trunk Road Extension – Phase 1** (CIP #53)
7. **South Trunk Road Extension – Phase 2** (CIP #218)
8. **Seldon Road Extension - Phase 2** (CIP #42)
9. **Wasilla-Fishhook Road - Main Street One-Way Couplet** (CIP #32)
10. **Seldon/Bogard/Grumman Intersection Improvements** (CIP #300)

Project Descriptions

1. MSB School Access Transportation Bond - 2013

(CIP ID #216)

Nominator: MSB Capital Projects

The 2013 MSB Transportation School Access bond package contains road and safety upgrades such as the Clay-Chapman/Knik Knack Mud Shack Road, Lucille Street and Pathway Upgrade, South Trunk Road Extension and Bridges, Trunk Road Connector. The package also includes two intersection improvement projects: Seward Meridian Parkway at Cottonwood Creek Elementary School and the Vine Road/Hollywood Road intersection at Knik Elementary and Goose Bay Elementary. The Clay-Chapman/Knik Knack Mud Shack Road match for $1,600,000 was provided by the State Legislature in Fiscal Year 2015. A $14,590,000 match is required to complete this bond package.

Funding Needed: $14.6 Million

2. Seward Meridian Parkway Extension North - Phase 2

(STIP #2481; CIP ID #51)

Road Type: Major Arterial

Nominator: MSB Capital Project

Seward Meridian Parkway is one of only two north-south arterial corridors in the Borough's transportation network. The project will upgrade the current two-lane road with no shoulder to a four-lane road with shoulders, a separated path, a bridge over Cottonwood Creek, and safety improvements

at intersections extending from the Parks Highway to Seldon Road. Phase 1, the Parks to Palmer-Wasilla Highway is complete, and Phase 2 will extend from the Palmer-Wasilla Highway to Seldon Road. With the construction of Mat-Su Day School, an addition to the Career and Technical High School, and construction of a new charter school, along with the existing Teeland Middle School, the intersection at Seward Meridian Parkway and Seldon Road, and the current intersection at Tait and Bogard Roads, are not sufficient to support the growing traffic volumes and needs of the surrounding community. Thousands of Borough residents will benefit from this project through increased efficiency of traffic flow (faster travel time, safer travel, lower levels of vehicle emissions, and improved access to businesses, schools, and emergency service facilities). The project is supported by the MSB Long Range Transportation Plan and Official Streets and Highways Plan. Design and right-of-way is ongoing. Construction is expected in 2018.

Funding Needed: $30 Million

3. MSB Substandard Road and Bridge Improvements

(CIP ID #38)

Nominator: MSB Public Works

Many roads and bridges within the Borough are in poor repair, lack sufficient right-of-way, sight distance, gravel base or do not meet minimum design standards: These roads are often and more frequently becoming minor arterials and collectors, and must be upgraded to accommodate the growth in traffic. These improvements will increase the overall functionality and safety of the Borough road system. One bridge is eligible for replacement and six need rehabilitation as rated by the Alaska Department of Transportation. Until the bridges are upgraded, the rating prevents delivery of essential services by heavy truck, such as heating fuel, fire suppression, and septic pumping. Many of the roads are part of community transportation plans and the Borough's Long Range Transportation Plan.

Funding Needed: $10 Million Annually

4. Museum Drive Extension (Parks Highway Connector)

(STIP #2481; CIP ID #261)

Road Type: Major Arterial

Nominator: MSB Capital Projects

The Parks Highway from Wasilla to Big Lake is being upgraded to a four-lane highway by the Alaska Department of Transportation and Public Facilities due to high accident rates and traffic congestion. A frontage road system is required to pull local traffic off the Parks Highway. The Borough owns collector roads that run parallel with the Parks Highway corridor and could be used as frontage roads, but the collector roads are not connected. The Borough has identified four collector roads that could be used as frontage roads that if connected, would relieve the Parks Highway of a significant amount of local traffic. Museum Drive Extension is on the four roads. The two mile project would extend Museum Drive west from Parks Highway MP 47 to intersect with Vine Road and then link to Marigold Drive at Sylvan Road. The recent rapid growth in this area has resulted in an increase in local traffic and traffic crashes.

Funding Needed: $4 Million

5. Fish Passage

(CIP ID # 235)

Nominator: MSB Planning

MSB's fish passage program is over a decade old and has a long history of replacing substandard culverts for fisheries as well as for better road maintenance and flood conveyance. Fish passage projects are selected according to a priority list developed by Alaska Department of Fish and Game, US Fish and Wildlife Service and the Mat-Su Borough. The next suite of high priority culverts that are currently

unfunded are on ADOT and Borough owned roads so would require a combination of state and borough funding to accomplish. The total of upstream miles opened up for salmon access is estimated to be 73.5 miles for the top 5 priority culverts. MSB can leverage state funds with federal grants and other funding sources to replace culverts over the next 3-4 years so that salmon can access critical habitats.

Funding Needed: $1 Million

6. Trunk Road Extension South – Phase 1

(STIP Needs List #23229; CIP ID #53)
Road Type: Minor Arterial
Nominator: MSB Capital Projects

The project will provide a two-lane collector/arterial road with shoulders and pedestrian facilities needed to address increased development and growth south of the Trunk Road -Parks Highway Interchange. Phase 1 of the project will construct a roundabout at the south end of the Trunk Road – Parks Highway Interchange and an extension of Trunk Road south to the Alaska Railroad. The second phase of this project will provide a highway bridge over the railroad and a road facility that will provide for pupil transportation and access to Machetanz Elementary School located on Nelson Road. Thousands of residents and a number of businesses will ultimately benefit from this project which will provide improved access to a number of large subdivisions and a school. The project is supported by the MSB Long Range Transportation Plan and Official Streets and Highways Plan. Construction of the first phase is anticipated to be complete in 2016.

Funding Needed: $1 Million

7. Trunk Road Extension South – Phase 2

(CIP ID #218)
Road Type: Residential Collector
Nominator: MSB Capital Projects

The project will provide collector/arterial level connections needed to address increased development and growth south of the Parks Highway. This project will provide a highway bridge over the Alaska Railroad and connect the Trunk Road Extension South constructed in Phase I to Nelson Road.

Funding Needed: $6.5 Million

8. Seldon Road Extension – Phase 2

(CIP ID #42)
Road Type: Major Collector
Nominator: Meadow Lakes Community Council/MSB Capital Projects

Seldon Road is a two-lane, minor arterial roadway stretching for several miles in the Wasilla area. It currently terminates at Church Road. The Seldon Road Extension project will extend Seldon Road past Church Road to a proposed new intersection with Pittman Road. This 4-mile-long project will include two phases. The Seldon Road Extension – Phase I is currently funded and under construction from Seldon Road to Beverly Lake Road, with a scheduled completion in summer 2015. Seldon Road Extension – Phase II begins at Beverly Lake Road near Windy Bottom Drive and ends at Pittman Road providing access for Pittman Road area residents travelling to Wasilla, as well as providing alternative access from Pittman Road to Church Road. Funding remaining from Phase I will initiate the design and ROW acquisition for phase II. An additional $7.5 million is needed to complete the project.

Funding Needed: $7.5 Million

9. Wasilla-Fishhook Road - Main Street One-Way Couplet - Partially Funded

(STIP Needs List #2503; CIP ID #32)

Road Type: Major Arterial

Nominator: State of Alaska

Develop a one-way couplet in downtown Wasilla bounded by Bogard Road, Knik-Goose Bay Road/Main Street, Yenlo/Talkeetna Street, and the Palmer-Wasilla Highway. The project is the initial effort to begin addressing the capacity and safety needs of the Knik-Goose Bay corridor. Knik-Goose Bay Road is a designated Traffic Safety Corridor by the State and this project begins to address the congestion and safety concerns in the area where thousands of motorists travel daily. The project has an extensive public participation process sponsored by DOT and the City of Wasilla. Construction anticipated in 2018.

Funding Needed: $11.3 Million

10. Seldon/Bogard/Grumman Intersection Improvements

(CIP ID #301)

Road Type: Major Arterial/Minor Arterial

Nominator: Transportation Advisory Board

The Seldon/Bogard/Grumman Intersection is currently experiencing a long queues and travel time delays at peak traffic hours. The current intersection control is a flashing, 4-way red light, which operates like a 4-way stop. This nomination seeks further study and implementation of recommendations for this intersection to decrease travel time delays and improve level of service at peak hours. The east-west traveling public will benefit and improvements will improve safety, or perceived safety issues.

Funding Needed: Dependent on Final Design

Community Transportation Rail Project

1. **Port MacKenzie Rail Extension**

(STIP #18820, CIP ID #58)

Assembly Priority, Nominator: MSB Capital Projects

Port MacKenzie is a deep water port capable of docking and loading the largest cargo vessels in the world. This shorter rail route from Interior Alaska to tidewater, the rail extension will substantially boost the export of Alaska's minerals and other natural resources helping to diversify the statewide economy. The project will create jobs, lower transportation costs and increase economic development. With a shorter distance to tidewater from the Interior, the new segment of rail will save more than $100 million in construction costs for the State's proposed natural gas pipeline projects over existing ports. Less expensive bulk transport costs will also help stimulate the development of natural resources and mines such as the one billion ton limestone deposit near Livengood. The lower transportation costs created by the proposed rail extension coupled with the development of this limestone deposit will create a major new export related manufacturing opportunity for the production of cement; with the rail extension, Alaska will be able to produce up to 15% of the nation's annual need for cement.

The shorter mileage to tidewater will also reduce the cost of transporting coal by up to six dollars per ton, making coal from Alaska's Interior competitive on the world market. According to a study by the Institute of Social and Economic Research, the Port MacKenzie Rail Extension Project will create up to 3,400 new jobs in construction, 35 jobs in annual operations, and another 640 direct and indirect jobs. A number of private companies have leased land at Port MacKenzie and will take advantage of the rail extensions quicker transport time to the Interior including Alaska Energy which intends to import low sulfur fuel, store it in million gallon tanks and transport it around the state.

Funding Needed: $125 Million

Community Transportation Program Needs List

Listed By Road Type - No Priority Order

Major Arterials Needs List In Alphabetical Order

Bogard/Seldon Roads Corridor 4 Lane Upgrade

(CIP ID #17)

Nominator: MSB Capital Projects

This project will upgrade Seldon and Bogard Roads three miles from the Bogard and Trunk Road intersection to the Bogard and Seldon Road intersection. This roadway will serve as a link in completing an alternate route to the Palmer-Wasilla Highway. The project includes widening, intersection improvements, pathway, and other safety projects as needed. When completed, the expanded roadway will greatly benefit hundreds of travelers a day. Funding is needed for Design and ROW acquisition.

Funding Needed: $33 Million

Bogard/Engstrom Intersection Improvement

(CIP ID #300)

Nominator: MSB Capital Projects

This project will reduce congestion and car pollution through idling. Traffic delays at the intersection of Bogard Road and Engstrom Road continue to grow as more and more subdivisions are being built in the area which use Engstrom, which is the only the arterial road in the area. Delays are common place and the mornings are particularly onerous. The situation is made more complex by the off-set intersection at Green Forrest Road and Bogard which is slightly west of Engstrom on Bogard. Intersection improvements need to be made or alternative routes to other arterial roads need to be constructed.

Funding Needed: TBD

Seward Meridian Parkway Extension South to Fairview Loop

(CIP ID #283)

Nominator: City of Wasilla

This road construction would serve multiple purposes: It will dramatically improve transportation safety in the area by providing more direct travel.t will allow for the closure of the existing Fairview/Old Matanuska Intersection. It will provide Interconnectivity by creating another route for traffic in case of a disaster or nearby road blockage elsewhere. Old Matanuska has very little right of way and steep shoulders. It is prone to erosion with only prescriptive right of way in which to perform the work. It will improve additional properties for development and subdividing, increasing the Borough tax base. The project will allow for a separated grade crossing over the Alaska Railroad, providing much safer travel for all involved. AKRR has already indicated they will require a separated grade crossing at Fairview/Old Matanuska, so this plan allows us to get the bridge where it will do the most good.

Funding Needed: $8.6 Million

Valley Pathways School Access Improvement Project

(CIP ID #265)

Nominator: MSB Capital Projects

This project will improve access to the Valley Pathway School by extending a road to the Palmer-Wasilla Highway/Hemmer Road. Current access along France Road includes a signalized intersection with the Palmer-Wasilla Highway. Left turns into and out of France Road are unsafe and are subject to travel time delays due to heavy traffic along the Highway during peak traffic hours.

Funding Needed: $9.75 Million

Minor Arterials Needs List in Alphabetical Order

Big Lake Town Center - Street Illumination

(CIP ID #122)

Nominator: Big Lake Community Council

The project will install street lights to illuminate the town center of Big Lake as defined by the Big Lake Comprehensive Plan. Street lights will be installed on Big Lake Road from Beaver Lake Road through Fish Creek Park. The town center of Big Lake includes an elementary school, public library, post office, family park, supermarket, restaurants, and ice arena/recreational center, as well as several other businesses. Illuminating this area will make it safer for foot and vehicular traffic, and will discourage vandalism.

Funding Needed: TBD

Hatcher Pass Road Resurfacing - MP 18-20

(STIP #9732; CIP ID #56)

Nominator: State of Alaska

This project will resurface the existing gravel road. Hatcher Pass is one of the primary recreation and tourism sites in the Borough; the Borough is investing in a cross country Nordic ski facility just south of the project. The road also connects the communities of Willow and Palmer together during the summer months when the pass is open. In the winter months the roads leading up to the closed pass are used to reach residences and to access recreational activities such as snowmobiling, skiing, and sledding. All users of the area will benefit. The project is in the State STIP which shows design and right-of-way funding in FY14, and construction in FY15. The total cost of the project is $7,960,000.

Funding Needed: $5.5 Million

Seward Meridian Parkway/Seldon Road Intersection Improvements

(CIP ID #264)

Nominator: MSB Transportation Advisory Board

The intersection of Seward Meridian Parkway and Seldon Road is currently used by Borough staff, Borough school district personnel and buses, parents and students to access Teeland Middle School and the MSB Career and Technical High School. At peak hours of the day, the traffic increases to the point where it is very difficult for drivers to turn from the Seward Meridian Parkway onto Seldon. Several very serious accidents and many near misses have occurred at this location. The project is presented as two alternatives:

A. An early warning flashing yellow light (about a 1/4 mile before the intersection) indicating that there is a school intersection ahead or a separated right turn lane on Seldon onto Seward Meridian Parkway; and an overhead four-way flashing yellow light hanging over the intersection.

B. A temporary full signal traffic light (temporary in that wood poles and overhead cables would be used rather than steel poles and underground conduit/wiring).

Funding Needed: $1 Million

Trunk Road-Parks Highway Interchange Improvements

(CIP ID #271)

Nominator: MSB Capital Projects

Complete traffic study, design and construct interchange improvements on the north side of the Trunk Road-Parks Highway Interchange. The current Parks Highway to Trunk Road off-ramp was not designed to carry heavy traffic turning south over the interchange. As the residential and commercial property south of the Parks Highway continues to develop at a rapid pace, the off-ramp needs to be redesigned to carry more traffic without backing vehicles up on the ramp. The Gateway Community Council area residents as well as Borough residents shopping at the many commercial stores on the south side of the interchange will reap direct benefits from this project. It will also ensure the smooth functioning of a vital interchange for Valley commuters.

Funding Needed: TBD

Wasilla-Fishhook Road Upgrade, Seldon Road to Palmer-Fishhook Road

(CIP ID #242)

Nominator: MSB Assembly

This project will straighten and widen Wasilla-Fishhook in phases to upgrade the northern portion of Wasilla-Fishhook Road from Seldon Road intersection to Palmer-Fishhook intersection. The southern portion of the roadway was recently re-built from Wasilla to Seldon. The road will be straightened, widened, and provide paved shoulders to improve safety. Many subdivisions, businesses, and Shaw Elementary School are accessed from Wasilla-Fishhook Road. The current road, which was built on a

wagon trail from the railroad in Wasilla to the mines at Hatcher Pass, does not meet standards for a minor collector road due to sharp curves, lack of shoulders, and poor sight distance at intersections.

Funding Needed: TBD

Major Collectors Needs List In Alphabetical Order

Caswell Lakes Road Paving

(CIP ID #255)

Nominator: MSB Capital Projects

This project is part of the 2011 Road Bond Projects. Due to lack of funding, the paving will not be completed. The project is 4.5 miles long. This includes Caswell Lakes Road, South Bendapole Road, East Passthebait Avenue, and South Lostaspinner Street. The road design is complete and construction of the road base is underway.

Funding Needed: $1.6 Million

Fairview Loop Reconstruction and Extension, Old Matanuska Road to Fireweed Road

(CIP ID #222)

Nominator: MSB Capital Projects

This project would remove a dangerous intersection where Fairview Loop meets Old Matanuska Road by constructing a bridge over Fairview Loop and the Alaska Railroad. Fairview Loop would then be realigned and extended northeast to connect with Fireweed Road (the Parks Highway frontage road). The project will also construct a side road extending from the new Fairview Loop alignment southeast with an overpass over the Alaska Railroad to Nelson Road.

Funding Needed: TBD

Fairview Loop Rehabilitation

(STIP #51774; CIP ID #126)

Nominator: State of Alaska

Traffic counts and site monitoring show traffic increasing along the entire length of Fairview Loop, a narrow road that has no pedestrian facilities. This project will correct those deficiencies to the benefit of everyone who uses the road, especially students who attend Snowshoe Elementary School. The project has four components. The first component is a realignment of the Fairview/Knik-Goose Bay (KGB) intersection to match with an extended S. Mack/Clapp Road from Wasilla, moved approximately 100' to the west. The second, third, and fourth components will construct 4' shoulders on both sides of the road and add a 10' separated path on the north side of the road. These segments are from Hayfield to Edlund Road, from Edlund Road to Fireweed Road (the Parks Highway frontage road), and from Top of the World Circle to Hayfield Road, respectively. The separated trail is being added on the north side to provide access to Snowshoe Elementary School.

Funding Needed: $30 Million

Fern Street Upgrade and Pathway - KGB to Fairview Loop - NEW

(CIP ID #280)

Nominator: MSB Capital Projects

This project would add shoulders, resurface existing pavement, and add a pathway along Fern Street and Edlund Road from Knik-Goose Bay Road to Fairview Loop. Since the connection between Fern and Edlund was completed, the amount of traffic on Fern Street has increased dramatically. There are no shoulders on Fern which leads to an unsafe condition on the roadway.

Funding Needed: $3 Million

Knik River Road Fire Service Pullouts

(CIP ID #27)

Nominator: South Knik Community Council

This project addresses a need for a water access pullout at MP 8.0 of Knik River Road, large enough for fire trucks to be able to turn around. This pullout needs to be constructed to support the weight of fire apparatus in marshy areas next to the waterbody, and will require aggregate fill and pavement. All of the residents along Knik River Road will benefit from faster fire service response time. Home insurance rates may be reduced, and the risk of environmental damage from structural fires turning into wild land fires will be reduced as well.

Funding Needed: $60,000

Knik River Road Three Fish Passage Culverts

(CIP ID #31)

Nominator: South Knik Community Council

This project consists of three culvert replacements at MP 5.8, 7.2, and 8.0 of Knik River Road. The existing culverts are undersized or damaged. The culverts should be large enough to allow fish passage. The principal beneficiaries of the culvert replacement are not humans, but fish. Residents' value of wildlife and improved aquatic habitat creates spillover social benefit.

Funding Needed: $790,000

Nelson Road Extension North

(CIP ID #269)

Nominator: MSB Capital Projects

This project would provide major collector road access for three large subdivisions to Fairview Loop Road. Traffic is currently routed through subdivision roads that do not have adequate ROW or weren't designed for the amount of traffic they are carrying. The proposed extension of Nelson Road would be approximately one quarter to one half mile long and would extend from the current end of the pavement north to Fairview Loop.

Funding Needed: $2.7 Million

Pittman Road - Fire Station 71 Warning Lights

(CIP ID #258)

Nominator: Meadow Lakes Community Council

Fire Station 7-1 is located on a blind corner of Pittman Road that requires emergency vehicles to exit with maximum caution. Current signage consists of two 30" yellow signs with a fire station icon. Meadow Lakes Elementary, next to the fire station has two flashing warning signs activated when school buses are operating.

Funding Needed: TBD

Pittman Road Upgrade

(CIP ID #262)

Nominator: Meadow Lakes Community Council

This project seeks to upgrade, widen and improve Pittman Road. Currently Pittman Road has many frost heaves and deteriorating pavement with poor or non-existent shoulders. Safety is a major concern with the present condition of the road. The project is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Pittman Road Turn Lanes - Charter School

(CIP ID #39)

Nominator: Meadow Lakes Community Council

This project will install turn lanes onto and off of Pittman Road to improve access to Midnight Sun Charter School approximately 1.5 miles down Pittman Road. Travelers on Pittman Road will benefit as parents who are required to provide their own transportation to the charter school no longer queue in the roadway.

Funding Needed: TBD

Seldon Road Upgrade from Wasilla-Fishhook to Lucille Street

(CIP ID #263)

Nominator: MSB Capital Projects

The project calls for the upgrade of Seldon Road from Wasilla-Fishhook to Lucille Street, approximately 1.8 miles. This segment of Seldon currently consists of two 11-ft. travel lanes with no shoulders and minimal ditching. The proposed upgrade will increase the road width to two 12-ft. travel lanes with 8 foot shoulders with a separated paved pathway. This project will allow residents, commercial delivery trucks, school buses, and freight vehicles to travel in a safe manner the entire length of the Bogard-Seldon corridor from Palmer to Meadow Lakes.

Funding Needed: $20 Million

Minor Collectors Needs List In Alphabetical Order

Aryshire Road to Little Su Landing Improvements

(CIP ID #232)

Nominator: MSB Capital Projects

Ayrshire Road from the intersection with Point MacKenzie Road and Burma Road, to the gate at the Little Susitna River landing is 4.66 miles. This project will upgrade the road to 28', with two 12' paved driving lanes and two foot D-1 shoulders. The design will be complete in 2014 and the gravel road will be improved and ready for paving in 2014. Residents and tourists frequent the State facilities at the Little Susitna Landing. This project will improve access to that facility. Project design is underway.

Funding Needed: $2 Million

Big Lake Collector Road

(CIP ID #43)

Nominator: Big Lake Community Council

This is a 5-7 mile long collector road required to complete a transportation loop that will connect W. Lakes Boulevard at Our Road, on the north shore of Big Lake to the W. Susitna Parkway on the south side of Crooked Lake. The road will provide access for residential and other types of development that is taking place in the area. Approximately 250 current homeowners will benefit immediately. The project will be a catalyst for development. The road will also provide proper egress and ingress to the area. A corridor study and preliminary study would be first, with construction in the future.

Funding Needed: TBD

Burma Road Construction - Local Traffic

(CIP ID #46)

Nominator: Big Lake Community Council

This project will construct a two-lane rural highway section with two travel lanes, shoulders and a utility corridor from Point MacKenzie Road to Susitna Parkway. This local collector road will serve the growing residential community, based around the continued development in the Port MacKenzie area. Benefits include improved access to goods and services, safer travel conditions, access to emergency services,

and reduced travel time to places of employment. The Big Lake Comprehensive Plan supports the project.

Funding Needed: TBD

Foothills Drive Reconstruction

(CIP ID #281)

Nominator: MSB Capital Projects

Foothills Drive is used as a north-south collector between the Parks Highway and Knik-Goose Bay Road. A portion of the road, in the center, was built as a substandard road. This project would upgrade that section of road and install a fish-passage culvert at Lucille Creek. Seventy-three home owners will benefit. The school bus route will be shortened and it will be faster access to the fire stations on KGB.

Funding Needed: TBD

Lucus Road Improvement

(STIP #11721; CIP ID #22)

Nominator: State of Alaska

The project will improve Lucus Road between the Parks Highway and Spruce Avenue to an upgraded two-lane facility with shoulders, turning lanes, pedestrian facilities, landscaping, and drainage improvements. When completed, this project will benefit hundreds of travelers a day. The project is supported in the State and the Borough's long range transportation plans. Right-of-way acquisition is underway and construction is slated to begin in FY16 and beyond. Total cost is $23.2 Million.

Funding Needed: $22.5 Million

Katherine Drive

(CIP ID #284)

Nominator: MSB Capital Projects

Katherine Drive is the name of the proposed eastern leg of the project, connecting Trunk Road to Midtown Estates at the northern terminus of Manhattan Way. The purpose of this project is to provide secondary access to the subdivision via a local road and relieve pressure on the current Palmer-Wasilla Highway (PWH) intersections. Consideration for this roadway was incorporated into the "new" Trunk Road design. A full median opening and U-turn/Left turn lanes were constructed as part of the project. Currently, design of the roadway is underway with Survey, Geotechnical Investigation, Hydrologic & Hydraulic Design, Cultural and Environmental Reports all in Final Draft Phase. Plans have been reviewed by AKDOT at 95%. Wetlands have been identified and will likely require mitigation. ROW has been previously secured for use by adjacent land owner. As designed, the road would be 0.2 miles (1,056 feet) and vary from 24'-32' in width. Design is currently approaching 75% complete.

Funding Needed: $800,000

Oilwell Road Upgrade

(CIP ID #221)

Nominator: MSB Capital Projects

The project will upgrade and pave Oilwell Road from the intersection with Petersville Road to the Moose Creek Bridge. Each spring the road experiences significant drainage issues and floods almost annually. Timber resources are at the end of the roadway, but cannot be accessed without these improvements. As of 2016, the project's design is complete and right-of-way acquisitions have begun. Construction funding is needed to complete the project.

Funding Needed: $10 Million

Settlement Avenue Extension East

(CIP ID #285)

Nominator: MSB Capital Projects

This project would extend Settlement Avenue to the east and then southeast to connect with Trunk Road. This connection would give new access to a major roadway for all the development in the north Engstrom / Hart Lake area and give relief to the Bogard Road / Engstrom Road intersection. There are two large subdivisions being built in the area which will significantly increase the traffic at the intersection With the increase in traffic, there will be an increase in accidents at this location.

Funding Needed: $6 Million

Smith Road Reconstruction and Pedestrian Pathway

(CIP ID #61)

Nominator: MSB Capital Projects

The road currently has serious structural damage, no shoulders, and lacks guardrails in one area where it is probably warranted. There are several residential subdivisions and a few small businesses both north and south of Smith Road. It has an average daily traffic count of 1380. Improvements to the road and construction of a pathway would benefit public safety for both drivers and pedestrians, and reduce wear and tear on personal and commercial vehicles. The pathway would also provide a link between the Old Glenn Highway pedestrian path and the Matanuska Peak trailhead, completing a link to the popular recreation area between the Butte, the City of Palmer, and beyond.

Funding Needed: $750,000

Susitna Parkway Extension

(CIP ID #25)

Nominator: MSB Capital Projects

This project will construct an extension of the Susitna Parkway a distance of approximately three miles from the junction of Papoose Twins Road to the Little Su River and is combined with a bridge project to provide access to the roads in the Fish Creek area. See companion project CIP ID #129, Bridge No. 1209 – Lewis Loop at Fish Creek.

Funding Needed: TBD

Sylvan Road to Hollywood Road Connection

(CIP ID #36)

Nominator: Meadow Lakes Community Council

The project will extend Sylvan Road to Sylvan Lane. The connector will give residents from Knik and lower Big Lake direct access to the Meadow Lakes business district. Meadow Lakes now supports a grocery store, bank, DMV remote site, and other small businesses. The public, business owners, and future businesses will benefit from this project. The Meadow Lakes Comprehensive Plan supports this extension.

Funding Needed: TBD

Tex-Al Drive Extension to Palmer-Fishhook Road

(CIP ID #257)

Nominator: George Strother

Extend East Tex-Al Drive 1.6 miles to Palmer-Fishhook Road. This is a mostly level route with no wetlands and one hill on a firm gravel base. This project had preliminary engineering with a profile survey, initial right-of-way research and soils testing in the early 1980s. The current (2007) Borough Long Range Transportation Plan lists this connection as an emergency access for residents in areas with only one ingress and egress. The project is located in RSA #16, South Colony. Residents along the route and side roads will have better emergency access, and a better secondary road network will start to develop.

Funding Needed: $3 Million

West Susitna Access

(CIP ID #267)

Nominator: MSB Community Development

The project consists of constructing surface transportation facilities to access the Susitna Basin west of the Susitna River. The ADOT&PF West Susitna Access Reconnaissance Study (2014) included several different routes. This project nomination focuses on the Middle Susitna-Skwentna River Route shown in blue in the study. This alignment is about 108 miles long starting near the end of Ayrshire Road and terminating near Whistler south of Mount Distin. The road will provide access to a multitude of natural resources, benefiting the State of Alaska and resource extraction businesses.

Funding Needed: $453 Million

Residential and Commercial Streets Needs List In Alphabetical Order

East Access to Meadow Lakes Community Center

(CIP ID #41)

Nominator: Meadow Lakes Community Council

The project will construct an access road from North Suzanna Street to the Meadow Lakes Community Center via Vienna Woods access. The road will benefit the community center and the adjacent 120-acre Borough parcel. The road will provide an alternate egress to Pittman out of the Meadow Lakes area and help resolve safety issues. The project is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Fish Lake Road Paving

(CIP ID #35)

Nominator: Chickaloon Community Council

The project will pave approximately four additional miles of Fish Lake Road. Fish Lake Road originates at MP 72.9 of the Glenn Highway, and ends at an intersection with Chickaloon Road. Improvement to the road will result in better access, lower maintenance costs, and more reliable school bus routes. Approximately .3 miles of the road is already paved, using RSA-31 funds. There are no other plans for additional paving with RSA funds.

Funding Needed: $750,000

Horseshoe Lake Road Reconstruction - Phase 1

(CIP ID #121)

Nominator: MSB Public Works

This project will upgrade an existing road around Horseshoe Lake. The first phase of the project consists of design and the approximate five mile road will be widened and straightened, and drainage ditches will be constructed to address water runoff. Funding for the project to date has been from the State of Alaska at $700,000 which has funded ROW acquisition, Geo-technical data acquisition, and design. The design is currently at the 35% phase. There are a number of full and part time residences around the lake. Total cost of both project phases is $5.2 Million.

Funding Needed: $1.5 Million

Horseshoe Lake Road Reconstruction - Phase 2

(CIP ID #217)

Nominator: MSB Public Works

This project will upgrade an existing road around Horseshoe Lake. The approximate five mile road will be widened and straightened, and drainage ditches will be constructed to address water runoff. Phase 2 will construct the new roadway after ROW acquisition; utility re-locations and design work are completed in Phase 1. The construction cost estimate is $4.5 Million and the project could be completed in one season when the design is completed. There are a number of full and part-time residences around the lake. Total cost of both project phases is $5.2 Million.

Funding Needed: $3 Million

King Arthur Drive Upgrade

(CIP ID #259)

Nominator: Meadow Lakes Community Council

This project seeks to upgrade King Arthur Drive. Currently half of the road is gravel, and the other half is paved, but in need of repair. King Arthur Drive, West King Arthur Drive, Gunflint Road, and Meadow Lakes Drive provide an alternate route to the Parks Highway in Meadow Lakes. Upgrading King Arthur Drive will improve access and increase safety. The length of this project is 2.7 miles.

Funding Needed: TBD

New Hope Street Extension

(CIP ID #260)

Nominator: George Strother

This project will extend New Hope Street 1.25 miles to the west so that it connects to Independence Avenue. This would serve as a collector street between Wasilla-Fishhook and Palmer-Fishhook Roads. This connector would allow better emergency vehicle access through two dead end roads and begin to help form a badly needed road grid in the Fishhook area. The proposed route is a mostly level route on a firm gravel base, with no wetlands. It is also along a section line. If the section line easements are still in place, no additional right-of-way may be needed.

Funding Needed: TBD

West King Arthur Drive Upgrade

(CIP ID #266)

Nominator: Meadow Lakes Community Council

The project seeks to upgrade West King Arthur Drive which is currently gravel. King Arthur Road and West King Arthur Drive provide an alternate route to Pittman Road if the Parks Highway is closed for an accident or natural disaster. Upgrading West King Arthur Drive will improve access and increase safety.

Funding Needed: TBD

Wolverine Road Erosion

(CIP ID #220)

Nominator: MSB Administration

The western slope of Wolverine Road as it climbs the canyon after crossing Wolverine Creek has a significant erosion issue and is starting to threaten the roadway. To correct the problem, a cut into the side of the canyon is necessary to move the road further away from the canyon floor.

Funding Needed: $6 Million

Transit Projects

Priority Projects

1. **Replacement Share-A-Ride Vans for Mat-Su** (CIP #267)
2. **Old and New Glenn Highway Intersection Park and Ride Facility** (CIP #268)
3. **Meadow Lakes Community Mascot Stops** (CIP #124)
4. **Regional Transit Maintenance Center** (CIP #273)
5. **Regional Transit Dispatch & Scheduling Center** (CIP #274)

Project Descriptions

1. Replacement Share-A-Ride Vans for Mat-Su

(CIP ID #267)

Nominator: MSB Capital Projects

This project will purchase three new commuter vans to replace vans which have been on the road since 2009. The Share-A-Ride program is a collaborative effort between the Borough and the Municipality of Anchorage. The Borough owns 13 of the vans which regularly transport over 600 commuters from the Valley to the Anchorage bowl. The vans have many miles on them and are beginning to lose their cost effectiveness due to mounting maintenance issues and decreased gas mileage.

Funding Needed: $180,000

2. Old and New Glenn Highway Intersection Park and Ride Facility

(CIP ID #268)

Nominator: South Knik River Community Council

A park and ride lot is needed for the southern part of the Borough to facilitate commuters from Lazy Mountain, the Butte, and the South Knik River areas to carpool to Anchorage. The three community councils in the area support the concept of a lot near the confluence of the Old and New Glenn Highways. It is estimated that 60 to 100 commuters would utilize the facility during the week. Currently there is a very small pullout on the Old Glenn Highway which can only accommodate three vehicles at most.

Funding Needed: $900,000

3. Meadow Lakes Community Mascot Stops

(CIP ID #124)

Nominator: Meadow Lakes Community Council

Currently the only bus stop in Meadow Lakes is at the B&J Rainbow Center. This project would identify locations and create additional transit stops. Residents without private transportation will benefit and be able to accept jobs in Wasilla and Palmer based on having reliable transportation.

Funding Needed: TBD

4. Regional Transit Maintenance Center

(CIP ID #273)

Nominator: MSB Transportation Advisory Board

The objectives of a Regional Transit Maintenance Center (RMC) is to better leverage decreasing Federal and State transit dollars and improve overall maintenance of rural transit providers' vehicle fleets. Key contributors in addressing maintenance concerns for rural transit systems are aging fleets, increasing costs, and the lack of standard maintenance practices, oversight, and accountability. Administration, overhead and facility leasing costs are significant cost reduction points that would result with the construction and operation of a centrally located RMC. Ideally, the facility would be located on land without associated costs. The significant savings realized by the providers could be funneled back into operational and increased ridership program elements. Studies have shown that RMCs, with a training center for mechanics and drivers, can improve vehicle reliability, increase vehicle longevity, and improve service to transit clientele.

Funding Needed: TBD

5. Regional Transit Dispatch and Scheduling Center

(CIP ID #274)

Nominator: MSB Transportation Advisory Board

A central dispatch and scheduling center will help customers more efficiently obtain rides for important daily activities associated with health care, employment, shopping and social activities. A central facility will simplify information gathering for customers, do a better job of matching customer needs with available options, and assist with vehicle operations coordination, all of which will provide more trips with the existing resources. Dispatch software is capable of identifying human service ride needs, a rider's best option, who is paying for the ride, and the criteria associated with each rider without breaking HIPPA and confidentiality. The software can be accessed from any location in the Borough through phone lines and internet connectivity. Many agencies can use the same service without tampering with other data.

Funding Needed: TBD

Aviation

Priority Projects

1. **Big Lake Airport - Two-Bay Equipment Building and Front End Loader** (CIP #174)
2. **Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage & Fencing** (CIP #187)
3. **Talkeetna Airport - New Helicopter Pad and Parking** (CIP #178)
4. **Willow Airport - Senior Center Access Road Relocation** (CIP #184)
5. **Willow Airport - Install Automated Weather Observation System** (CIP #188)
6. **Willow Airport - Highway Crossing Improvements** (CIP #182)
7. **Wasilla Airport - Runway 3/21 Extension - Phase 1** (CIP #179)
8. **Willow Airport - Helicopter Pad and Parking** (CIP #181)
9. **Willow Airport - Public Float Plane Dock** (CIP #183)
10. **Willow Airport - Taxiway and Apron Surface Hardening** (CIP #186)

Project Descriptions

1. Big Lake Airport - Two-Bay Equipment Building

(CIP ID #174)

Nominator: MSB Capital Projects

This project will construct a two-bay equipment building at the Big Lake Airport. With no maintenance facility at the Airport, a grader used to clear the runways must be kept outside year round. During winter winds, often a large snow-blower must be driven up to Big Lake from the DOT&PF maintenance facility in Palmer. This results in extra wear and tear on the machinery, and since there is no place to store the snow-blower in Big Lake, the operator must also return the equipment to Palmer at the end of the day. A two-bay equipment building will allow the grader to be stored indoors, thereby extending its useful life. The structure will also allow "visiting" equipment to be housed overnight, again extending the useful life of the machinery. Maintenance can be accomplished on site, as opposed to traveling 30+ miles back to Palmer.

Funding Needed: $500,000

2. Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage, and Fencing

(CIP ID #187)

Nominator: MSB Capital Projects

The project will construct a taxiway between the Willow Airport apron and Runway 13, improve the taxiway connection to Runway 31, and resurface and provide dust control on taxiways. Users of the

Willow Airport will benefit from this one year project. The project will also complete the fencing and signage of the Willow Airport to increase airport security, decrease vandalism, and prevent casual access to the airport. A portion of the airport adjacent to the Parks Highway has been fenced, but is not complete. Commercial businesses, airplane owners, and pilots that work at the Willow Airport will benefit from this project. Fencing is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: $1.7 Million

3. Talkeetna Airport - New Helicopter Pad and Parking

(CIP ID #178)

Nominator: MSB Capital Projects

This project calls for the relocation of the Talkeetna Airport helipad to an area near the east end of the runway. The existing helipad is located in the 100 year floodplain. Residents of the community of Talkeetna and the National Guard, as well as tourists visiting the area, will benefit from the re-location. It is anticipated the project will take two years to complete and is a component of the airport's master plan.

Funding Needed: $2.1 Million

4. Willow Airport - Senior Center Access Road Relocation

(CIP ID #184)

Nominator: MSB Capital Projects

This project will separate Willow Senior Housing traffic from aircraft taxiing traffic by relocating the access road to the Willow Senior Housing. Currently all traffic uses the same route: Willow Senior Housing access was linked into the existing access for aircraft moving from Willow Lake to the Willow Airport runway facilities. For safety, the two access roads need to be separated. Residents and visitors of the Willow Senior Housing units as well as aircraft owners and pilots will benefit from this project. This is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: $350,000

5. Willow Airport - Install Automated Weather Observation System

(CIP ID #188)

Nominator: MSB Capital Projects

This project will install an automated weather observation system at the Willow Airport. The automated weather observation system will also be available via the internet to Alaska residents statewide who may be travelling through the area and need up-to-the-minute weather information. Currently pilots must rely on weather from Wasilla or Talkeetna, which is often significantly different from this location.

Funding Needed: $750,000

6. Willow Airport - Highway Crossing Improvements

(CIP ID #182)

Nominator: MSB Capital Projects

This project will provide vehicles on the Parks Highway electronic warning that a plane is crossing the highway from Willow Lake to the Willow Airport upland facilities. The current signage is not adequate. This project will provide increased safety for all users of the Parks Highway as well as the pilots and maintenance staff taking planes across the highway. This is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: $500,000

7. Wasilla Airport - Runway 3/21 Extension - Phase 1

(CIP ID #179)

Nominator: MSB Capital Projects

This project will extend the current 4/22 runway by 1,400 feet, bringing the total runway length to 5,100 feet. This will allow for larger, multi-engine aircraft to land and take off at the Wasilla Airport, thereby increasing cargo and passenger service to the Borough's largest community. The residents of both the City of Wasilla and the Borough as a whole who use the airport for transfer of freight and passengers will benefit. The improvement is supported by the Wasilla Airport Master Plan and is expected to take two to three years to complete.

Funding Needed: TBD

8. Willow Airport - Helicopter Pad and Parking

(CIP ID #181)

Nominator: MSB Capital Projects

This project will construct a helicopter landing pad and parking area at the Willow Airport. Helicopters currently have no designated landing area and often set down in the aircraft taxiway area or vehicle parking area where they must watch out for vehicles moving on the ground. This project will provide a designated area which will increase safety for operations, refueling, and maintenance. This will benefit the users of the Willow Airport as well as Emergency Services and injured residents or non-residents who may be flown into this location for transfer to ground transport. The project is included in the Willow Airport Master Plan as a mid- or long-term improvement.

Funding Needed: $500,000

9. Willow Airport - Public Float Plane Dock

(CIP ID #183)

Nominator: MSB Capital Projects

This project will provide a public float plane dock at Willow Lake. There currently is no public float plane dock which makes access for entering and exiting float planes difficult and less safe than loading from a dock. This improvement would likely draw more pilots to Willow Lake thereby contributing to the economy of the Community of Willow.

Funding Needed: $1 Million

10. Willow Airport - Taxiway and Apron Surface Hardening

(CIP ID #186)

Nominator: MSB Capital Projects

This project will harden the surface of the taxiway and apron to reduce dust and maintenance. (Local pilots have requested that the runway remain gravel.) Surfacing and dust control on taxiways is included in the Willow Airport Master Plan as an improvement.

Funding Needed: $500,000

Aviation Needs List

No Priority Order, Listed Alphabetically

Big Lake Airport - Install New Lighting System

(CIP ID #87)

Nominator: MSB Capital Projects

This project will upgrade the runway light controller system, wiring, and lights increasing safety. The lighting system at the Big Lake Airport is not up to current safety standards. All users of the Big Lake Airport will benefit from the project.

Funding Needed: $900,000

Goose Bay Airport - Security Fence

(CIP ID #175)

Nominator: MSB Capital Projects

This project will install a security fence around the perimeter of the runway and parking apron thereby providing a safe and obstacle free runway as well as a secure place to park aircraft. This project will provide increased safety for plane owners and users of the Goose Bay Airport at the end of Knik-Goose Bay Road, one of the fastest growing areas of the state.

Funding Needed: $600,000

Talkeetna Airport - New Apron at North End

(CIP ID #177)

Nominator: MSB Capital Projects

This project will expand commercial, General Aircraft (GA) and transient aircraft parking. The project will construct a transient parking apron and pad for the future GA and lease lot apron development. This project will benefit the community of Talkeetna through increased economic development as well as other Borough and non-Borough residents who fly into Talkeetna and need an area to park their aircraft. This project is supported by the Talkeetna Airport Master Plan and is a companion project to CIP ID #189, Lease Lot Development.

Funding Needed: TBD

Talkeetna Airport - Lease Lot Development

(CIP ID #189)

Nominator: MSB Capital Projects

The project will construct a taxiway to newly created lease lots on the south ramp of the Talkeetna Airport. The lease lot development is a critical need as it will mitigate current safety conflicts between fixed wing and rotor wing traffic. The State has already dedicated the land for the lease lots which are paid for by private businesses. The project will contribute to the economic development of the Borough.

Funding Needed: TBD

Willow Airport - Apron Space for Tie-Downs at South End

(CIP ID #180)

Nominator: MSB Capital Projects

This project will construct an aircraft tie-down apron pad at the Willow Airport where none currently exists. Users of the Willow Airport will benefit from this project as well as the community of Willow in increased economic development.

Funding Needed: $500,000

Emergency Services Equipment

Priority Projects

1. **Mat-Su Borough Self Contained Breathing Apparatus Replacement** (CIP #290)
2. **Willow Fire Service Area Engine Replacement – Replace 1985 Grumman Engine** (CIP #212)

   Willow Fire Service Area Engine Replacement – Replace 1985 Surplus Pumper (CIP #292)
3. **Willow Fire Service Area Tanker Replacement** (CIP #213)

   Willow Fire Service Area - Pumper / Tanker Replacement for Tanker 12-21 (CIP #293)
4. **Caswell Fire Service Area -Engine Replacement** (CIP #136)
5. **Central Mat-Su Fire Service Area- Aerial/Ladder Truck** (CIP #291)
6. **Airport Rescue Services Response Equipment** (CIP #135)
7. **Central Mat-Su Fire Service Area - Tanker Replacement** (CIP #137)
8. **Sutton Fire Service Area Tanker Replacement** (CIP #204)
9. **Talkeetna Fire Service Area Tanker Replacement** (CIP #206)

Project Descriptions

1. Mat-Su Borough Self Contained Breathing Apparatus Replacement

(CIP ID #290)

Nominator: MSB Emergency Services

The Borough's nine Fire Departments – Butte, Sutton, Greater Palmer/City of Palmer, Central Mat-Su, West Lakes, Houston, Willow, Caswell and Talkeetna – all have an automatic/mutual aide agreement to respond to emergency incidents. The Departments maintain a total of 615 Self-Contained Breathing Apparatus (SCBA), 1217 SCBA air bottles and 995 face masks as part of their required fire-fighting equipment. In 2013, the National Fire Protection Association introduced new standards for SCBA. The review and adoption of standards is an on-going/scheduled process, however this review was accentuated by recent findings related to critical firefighter injuries and deaths associated with SCBA. The standard establishes levels of respiratory protection and functional requirements of SCBA used by emergency services personnel. In prior years, redesign of SCBA has allowed for upgrade kits to be purchased to bring the SCBA units into compliance with changes. The 2013 changes are so significant that no upgrade kits exist. The entire unit must be replaced. This project will replace all of the SCBA packs, bottles, face masks, 2- cascade systems (Palmer and Central Mat-Su) and 8 new 7000-psi bottles for existing cascade system upgrade (West Lakes).

Funding Needed: $4.2 Million

2. Tie - **Willow Fire Service Area Engine Replacement – Replace 1985 Grumman Engine**
(CIP ID #212)
Nominator: MSB Emergency Services

A new fire engine is needed in the Willow Fire Service Area (FSA) which meets all current Federal and State requirements for design and functionality. The FSA currently uses a 1985 Grumman engine which will exceed its life cycle as a primary fire apparatus as defined by NFPA 1901 in 2015. The new apparatus will allow the community to maintain Insurance Services Office ratings and NFPA standards that will maximize life safety capability and hold down insurance rates in the Willow area.

Funding Needed: $600,000

2. Tie - **Willow Fire Service Area Engine Replacement – Replace 1985 Surplus Pumper**
(CIP ID #292)
Nominator: MSB Emergency Services

The project will purchase a new fire engine which meets all Federal and State equipment standards for design and functionality and have the capability to use the compressed air foam system which extinguishes fires most efficiently. The Willow Fire Service Area (FSA) currently has a surplus 1985 Pumper from another FSA housed at the Willow Fishhook fire station 12-2. In addition to safety and functionality, a new engine will favorably impact homeowner insurance rates (many insurance companies will not offer home insurance to property not covered by a fire department) and /or will provide home owners a reduction in their insurance premiums. The Willow FSA is in the process of building three new warm storage satellite stations and will need new apparatus to house in those structures.

Funding Needed: $700,000

3. Tie - **Willow Fire Service Area Tanker Replacement**
(CIP ID #213)
Nominator: MSB Emergency Services

A new fire tanker is needed in the Willow Fire Service Area (FSA) which meets all current Federal and State requirements for design and functionality. The FSA currently uses a 1985 Tanker which will exceed its life cycle as a primary fire apparatus as defined by NFPA 1901 in 2015. The new apparatus will allow the community to maintain Insurance Services Office ratings and NFPA standards that will maximize life safety capability and hold down insurance rates in the Willow area. The Willow Fire Service Area apparatus and facilities have lacked adequate recapitalization efforts forcing paid-on-call firefighters to work in substandard facilities with dated equipment. This apparatus will have a positive effect on capability and allow the Borough to keep faith with our responders and the community.

Funding Needed: $500,000

3. Tie - **Willow Fire Service Area - Pumper / Tanker Replacement for Tanker 12-21**
(CIP ID #293)
Nominator: MSB Emergency Services

The project will purchase a new Pumper/Tanker which meets all Federal and State equipment standards for design and functionality. The Willow Fire Service Area (FSA) currently has a surplus 1983 Pumper/Tanker from another FSA housed at the Willow Fishhook fire station 12-2. In addition to safety and functionality, a new Pumper/Tanker will favorably impact homeowner insurance rates (many insurance companies will not offer home insurance to property not covered by a fire department) and /or will provide home owners a reduction in their insurance premiums. The Willow FSA is in the process of building three new warm storage satellite stations and will need new apparatus to house in those structures. This project will provide up to date, state of the art fire protection for the Willow FSA and will

help protect the on-call responders who respond to the emergencies in the Willow FSA. This project will also help reduce the home owner's insurance rates in the Willow FSA.

Funding Needed: $600,000

4. Caswell Fire Service Area -Engine Replacement

(CIP ID #136)

Nominator: MSB Emergency Services

The project will purchase a new fire engine which meets all Federal and State equipment for design and functionality and will have the capability to use the compressed air foam system which extinguishes fires most efficiently. The Caswell Fire Service Area (FSA) currently has a retired 1983 Pumper/Tanker from anther FSA and must depend on fire engine response from Talkeetna and/or Willow for all fires in Caswell. In addition to safety and functionality, a new engine will favorably impact homeowner's insurance rates (many insurance companies will not offer home insurance to property not covered by a fire department) and/or will provide homeowners a reduction in their homeowners' premiums. Total equipment cost is $650,000.

Funding Needed: $600,000

5. Central Mat-Su Fire Service Area- Aerial/Ladder Truck

(CIP ID #291)

Nominator: MSB Emergency Services

This project will purchase an aerial apparatus and associated response equipment on the truck, including, but not limited to, SCBA, radios, thermal imaging cameras, etc. The Knik Goose Bay Area is the fastest growing area in the Borough. Two elementary schools are located within one mile of Station 6-2. The addition of a major retail/grocery outlet and the construction of two new schools, a combination high school/junior high school and an elementary school, requires a higher level of initial emergency response for this area. Due to the size and height of the larger buildings, an aerial apparatus is essential for fire protection/response. The Insurance Services Office classifies an area with this level of large structures and potential growth as a "high hazard area" which requires aerial apparatus response. The aerial apparatus will be housed in the Knik Goose Bay area to provide the required response capability and proximity.

Funding Needed: $1.4 Million

6. Airport Rescue Services Response Equipment

(CIP ID #135)

Nominator: MSB Emergency Services

Borough Rescue Services responds to several aircraft crashes every year throughout the Borough, usually in areas not accessible by road. This project will allow for the purchase of four complete portable, battery-operated Hurst eDraulic rescue tool sets. The rescue tools will be strategically located at the Talkeetna Fire Department (serving the Talkeetna Airport), the Willow Fire Department (serving the Willow Airport), the West Lakes Fire Department (serving the Big Lake Airport) and the Central Mat-Su Fire Department (serving the Wasilla Airport). Similar type tools were successfully deployed and utilized for the rescue of two pilots involved in a midair collision of two planes in February, 2015. With the units being located at multiple sites, they can be deployed more timely during critical incidents. This project is supported by the Aviation Advisory Board.

Funding Needed: $1.4 Million

7. Central Mat-Su Fire Service Area - Tanker Replacement

(CIP ID #137)

Nominator: MSB Emergency Services

The purchase of a new Tanker/Water Tender will replace an existing 1977 apparatus. The current equipment is 37 years old and can transport only 2 firefighters. The replacement tanker/tender will transport an Engineer and up to five firefighters and provide increased fire suppression capacity. The new apparatus will have on-board foam and compressed air foam capability. The utilization of compressed air foam firefighting systems has proven to facilitate a quicker knockdown of the fire thus reducing property loss. It also creates less back pressure on the hose lines which decreases the physical stress endured by firefighters actively suppressing the fire.

Funding Needed: $650,000

8. Sutton Fire Service Area Tanker Replacement

(CIP ID #204)

Nominator: MSB Emergency Services

The Sutton Fire Service Area currently uses tankers which will exceed their life cycle as a primary fire apparatus as defined by National Fire Protection Association (NFPA) 1901 in calendar year 2015. A new fire tanker which meets all current Federal and State requirements for design and functionality is needed for the FSA. The new apparatus will allow the community to maintain Insurance Services Office (ISO) ratings and NFPA standards which will maximize life safety capability and hold down insurance rates in the Sutton area.

Funding Needed: $500,000

9. Talkeetna Fire Service Area - Tanker Replacement

(CIP ID #206)

Nominator: Talkeetna Fire Service Area

The current fire tanker located at Station 11-2 was built before 1986. It does not meet the National Fire Protection Association 1901 Safety Standard. A new tanker is needed to help ensure firefighter safety. The current tanker has a 500 gallon per minute (gpm) pump and can hold 1500 gallons of water, however from draft; the pump can only pull 450 gpm. A new tanker will provide Talkeetna responders with a safe and reliable apparatus for response. The community will benefit by having a larger pump and water supply. Total cost of the equipment is $450,000.

Funding Needed: $275,000

Emergency Services Equipment Needs List

No Priority Order, Listed Alphabetically

Butte FSA Command Vehicles Replacement

(CIP ID #209)

Nominator: Butte Fire Service Area

This project will provide for two new command vehicles- Ford F150 pickup so that the current vehicle can be repurposed as a brush truck. The service also needs a Ford F550 that can safely tow its growing fleet of specialty off-road rescue vehicles.

Funding Needed: $90,000

Central Mat-Su Heavy Rescue

(CIP ID #208)

Nominator: MSB Emergency Services

A multi-function heavy rescue apparatus is needed to allow the Borough's busiest rescue service based at Station 6-1 to help responders address motor vehicle accidents, rope rescues, building collapses or confined space rescues. Currently, the service has to rely on the City of Anchorage for the last two types of emergencies making recovery after an earthquake very problematic. Currently, the apparatus used is a 1996 Hackney roll up box on an International chassis. It is at its weight load limit due to the additional equipment needs that have been added to it over the years. The replacement apparatus will be a heavy duty double-axle apparatus equipped with a crane and not only will be a Borough-wide resource, but will also be made available as a state-wide resource on the road system.

Funding Needed: $1.2 Mill

Lake Louise Emergency Response Vehicle

(CIP ID #202)

Nominator: MSB Rural Emergency Service

Lake Louise is located 17 miles off MP 160 of the Glenn Highway. A volunteer group of on-call emergency responders provide limited first response capabilities; Lake Louise does not have a licensed ambulance service for the average 8-10 patient contacts a year. Currently patients are transported in a 1992 Chevrolet Suburban converted to hold a stretcher and provide limited basic life support until the responders can rendezvous with a licensed ambulance service on the road system. There is significant concern for the responder's safety who rides in the back with the patient; there are no adequate safety restraints for rear-positioned responders or any modern safety controls such as air bags. A Tufport Medical Mobile Treatment Center mounted on a 4x4 crew cab truck has been used effectively in other rural Alaskan settings for this type of transport. The Tufport resembles a cab-over camper but is specially equipped to transport two injured patients and a responder, with adequate storage, running water, anti- slip flooring, and is constructed of sturdy fiberglass.

Funding Needed: $75,000

Sutton Ambulance Replacement

(CIP ID #299)

Nominator: MSB Emergency Services

The ambulance positioned at the Victory Station, Glenn Highway mile 99, was purchased in 1999 for $103,600. Since its purchase, approximately $23,000 in repair and maintenance costs have been accumulated for its upkeep. It is the oldest piece of equipment in the entire MSB ambulance fleet and has a very different design than the rest of the fleet. The patient care compartment is laid out in a manner that is inconsistent as compared to the other ambulances in the system. The inconsistent layout offers several problems and potential risks due to the fact that emergency equipment and supplies are placed in non-standard locations. The Sutton Ambulance Service responds to pre-hospital emergencies from MP 58 to 130 on the Glenn Highway.

Funding Needed: $160,000

Talkeetna Ambulance Replacement

(CIP ID #205)

Nominator: MSB Rural Emergency Service

The ambulance positioned at MP 2 of the Talkeetna Spur Road has traveled over 90,000 miles. The ambulance is frequently used for inter-facility transport from the Sunshine Clinic where care is initiated to the Mat-Su Regional Medical Center. Due to the long distances and harsh winter temperatures the amount of stress on the vehicle has resulted in high maintenance and repair costs; over $33,000 as of

June 2013. The Talkeetna Ambulance Service responds to pre-hospital emergencies from MP 90 to 100 on the Parks Highway, and the entire Talkeetna Spur Road.

Funding Needed: $160,000

Trapper Creek Ambulance Replacement

(CIP ID #207)

Nominator: MSB Rural Emergency Service

The Trapper Creek Ambulance service travels further than any other ambulance service in the MSB, responding to roughly 175 calls for service each year. The station is located at MP 114 of the Parks Highway. The majority of the calls are in response to pre-hospital emergencies along the Parks Highway between the 100 and 200 mile markers. The current ambulance has over 105,000 miles on it, and due to the long distances and harsh winter conditions, the amount of stress on the vehicle has resulted in over $40,000 of maintenance and repair costs. A new ambulance will help ensure the service's ability to reliably respond.

Funding Needed: $160,000

Water Rescue Airboat

(CIP ID #198)

Nominator: MSB Water Rescue

Water Rescue does not have the appropriate equipment to quickly and safely respond to emergencies on some of the Borough's smaller rivers and creeks. The Water Rescue team currently has a very large airboat designed to operate in Cook Inlet which is slated to be sited at Port McKenzie to enable rescue operations in that area. The team needs a smaller (20 foot) airboat that is better suited for the rivers, creeks and lakes in the Borough where there is a higher frequency of rescue calls. The new airboat would be used to protect citizens and visitors that are injured, become ill, or are stranded on the many waterways in the Borough. It would also be used in flood situations to rescue people and pets that are in danger. Total cost of the apparatus is $125,000.

Funding Needed: $112,500

West Lakes Fire Service Area – Aerial/Ladder Truck

(CIP ID #306)

Nominator: West Lakes Fire Service Area

This project will purchase a new smaller aerial ladder truck and the associated response equipment needed on the truck that is small enough to get in and out of the 3 story residences and businesses in the District 2 area. The FSA currently is using a 1984 E-1 surplus ladder truck that will exceed its life cycle as defined in NFPA 1901 and 2015. The E-1 ladder is an open rear cab design that cannot haul personnel in any of the rear seats per NFPA standards and general safety reasons. The E-1 aerial only has foam on board and carries no water. The new apparatus will have water with CAFS foam systems for firefighting operations. The new apparatus will allow the community to maintain the Insurance Services Office ratings that the property owners have at this time which will allow them to continue insurance premium savings in the future.

Funding Needed: $1 Million

West Lakes Fire Service Area – Tanker Replacement

(CIP ID #307)

Nominator: West Lakes Fire Service Area

A new tanker/pumper is needed to replace a 1985 Grumman open cab tanker/pumper apparatus that meets all current federal and state requirements for design and functionality for the FSA. The FSA currently is using a 1985 Grumman that has exceed its life cycle as defined in NFPA 1901 and 2015. The

Grumman tanker is an open rear cab design that cannot haul personnel in any of the rear seats per NFPA standards and general safety reasons. The new apparatus will allow the community to maintain the Insurance Services Office ratings that the property owners have at this time which will allow them to continue insurance premium savings in the future.

Funding Needed: $700,000

Willow Ambulance Replacement

(CIP ID #214)

Nominator: Willow Fire Service Area

The Willow Ambulance Service responds to pre-hospital emergencies between MP 62 and 92 of the Parks Highway, and serves as a frequent backup to Talkeetna and Trapper Creek to the north. Willow Ambulance has been utilizing a 2006 vehicle previously used by the Wasilla-Lakes Ambulance Service, which experienced very high call volumes resulting in high wear and tear on the equipment. Willow is subject to particularly harsh winters and has many gravel roads. These conditions have added to the stress on the vehicle resulting in over $64,000 in repair and maintenance costs over the last seven years.

Funding Needed: $160,000

Willow Area Emergency Services Command Vehicle

(CIP ID #201)

Nominator: Willow Fire Service Area

A new command vehicle is needed for the Willow Ambulance Division which is responsible for pre-hospital emergency care and transport along a 30-mile stretch of the Parks Highway beginning at MP 62. The service currently has one vehicle, a 1996 truck which has 178,000 miles on it and is assigned to Willow's Ambulance Service Chief, the only mobile intensive care paramedic on the ambulance roster. A new SUV or pick-up would include emergency sirens and lighting, mobile radio equipment, a medication vault for narcotic security, roll-out equipment cage, and an inverter and external plug-in to charge medical gear. Total cost of the apparatus is $100,000.

Funding Needed: $90,000

Willow Fire Service Area Tanker Replacements

(CIP ID #144)

Nominator: Willow Fire Service Area

This project will purchase a new 3,500 gallon capacity fire tanker to meet all current Federal and State requirements for design and functionality. Willow Fire Service area currently has a used 1973 Tanker that has been retired from another fire service area. Willow must depend on fire tanker(s) response from Talkeetna and/or West Lakes FSA's for all fires within Willow which results in a significant delay in getting the amounts of needed water to the scene of a fire.

Funding Needed: $475,000

Emergency Services Facilities

Priority Projects

1. **Emergency Operations Center** (CIP #193)
2. **West Lakes Fire Service Area – Station 7-3 – Parks Highway Station** (CIP #152)
3. **Central Mat-Su Fire Service Area – South Central Regional Emergency Service Training Center** (CIP #149)
4. **Central Mat-Su Fire Service Area- Station 5-2 Replacement** (CIP #287)
5. **Central Mat-Su Fire Service Area - Station 6-1 Addition/Upgrade** (CIP #286)

   Central Mat-Su Fire Service Area- Station 6-6 Addition/Upgrade (CIP #288)
6. **Caswell Fire Service Area Underground Water Supply** (CIP #192)
7. **Central Mat-Su Fire Service Area- Station 6-4 Addition/Upgrade** (CIP #289)

   Wasilla-Lakes Fire Service Area - Replacement Station 6-2 - Knik Public Safety Building (CIP #148)
8. **Willow Fire Service Area Station 12-1 Replacement** (CIP #153)

Project Descriptions

1. Emergency Operations Center

(CIP ID #193)

Nominator: MSB Emergency Services

The Borough is in the planning stages for a permanent Emergency Operations Center (EOC) which will accommodate the Emergency Management Division staff year-round and serve as the EOC for disaster events, disaster exercises, and training. Disaster events are now managed from a temporary facility that does not meet the majority of the requirements of a contemporary EOC facility: Survivability, Redundancy, Communications, Flexibility and Open Architecture, and Security. A permanent EOC facility will ensure that the EOC is "hot" and immediately available to address any disaster event. The new facility will be approximately 10-12,000 square feet to accommodate offices, training spaces and most importantly all the technological and informational data and services necessary for a strong response effort. The ability to rapidly gather, and process incoming messages and to communicate and display this incoming information is critical to sound decision-making. As the myriad of information is processed and the incident management team responds to the event the timely sharing of the information with the State of Alaska and the local communities, and on-going record-keeping of the event activities is crucial. A permanent EOC will ensure the Borough is adequately prepared to meet these challenges.

Funding Needed: $5 Million

2. West Lakes Fire Service Area - Station 7-3 - Parks Highway

(CIP ID #152)

Nominator: West Lakes Fire Service Area

Construction of a new 24,000 square foot fire station at Mile 51.3 of the Parks Highway, with facilities for 24 hour staffing of responders, centralized administrative offices, rooms for training and meetings, and several bays to stage emergency response apparatus. The strategic location sits at the confluence of three communities, Big Lake, Meadow Lakes and the City of Houston. Sited adjacent to the Parks Highway, it will provide for a more rapid response to emergencies in the primary FSA of West Lakes, as well as the other communities that we provide mutual and automatic aid to. Currently the West Lakes FSA has a very limited ability to provide 24 hour staffing out of any fire station. Office space is converted closets and storage rooms at three stations and two stations do not have any office space at all. Training has to be split between stations because the training rooms are too small to hold all of the responders. During winter months emergency vehicles must be parked outdoors.

Funding Needed: $3.5 Million

3. Central Mat-Su Fire Service Area - South-Central Regional Emergency Services Training Center

(CIP ID #149)

Nominator: Central Mat-Su Fire Service Area

This project will complete Phase 1 and Phase 2 of the South-Central Regional Emergency Services Training Center Development Plan. This project includes the construction of a road system and a water system - including burying water lines and installing hydrants on the property, site clearing for the relocation of two training towers, the development of an emergency helicopter landing pad, the installation of utilities, the design and construction of a warehouse, the construction of a paved vehicle extrication site and a hazmat training site and the purchase of training site equipment. The training and certification of the Matanuska-Susitna Borough Department of Emergency Services on-call responders is critical in developing and maintaining an effective emergency response system. The current 537 on-call responders answer the emergency calls within their respective communities. The community relies on their level of training to mitigate all types of situations. The total price of the facility is $5.7 Million

Funding Needed: $3 Million

4. Central Mat-Su Fire Service Area- Station 5-2 Replacement

(CIP ID #287)

Nominator: Central Mat-Su Fire Service Area

The projects will construct a new fire station to replace existing Station 5-2 in the East Bogard Road area. The existing facility is approximately 40 years old and in need of major repairs. The existing site is not suitable for expansion, due to lot size and topography, which negatively impact the build-able land on site. The fire station will house up to four apparatus, provide living quarters/facilities for 24 hour staffing, station training/meeting area for the duty crews, equipment maintenance area, gear storage area, exercise area, decontamination area, and station administrative/office area

Funding Needed: $4 Million

5. Tie - Central Mat-Su Fire Service Area - Station 6-1 Addition/Upgrade

(CIP ID #286)

Nominator: MSB Emergency Services

This project will provide for the remodel/rehab of existing Station 6-1 located at 101 W. Swanson Avenue, Wasilla, Alaska. The project will add approximately 1000 square feet of administrative area, relocate and add square footage to the responder area, including a full commercial kitchen, dining area, storage, day area/study area, upgrade the HVAC systems, upgrade computer systems, and ensure

compliance with emergency responder radio operability standards. Station 6-1 is the main Station for the Central Mat-Su Fire Service Area and the Department of Emergency Services Core Ambulance Service. The station does not have sufficient space to accommodate personnel serving on 24-hour shifts; some 24 hour staff are sleeping in office space during the night. More full time positions are projected to be hired, which exacerbates the problem.

Funding Needed: $2.25 Million

5. Tie - **Central Mat-Su Fire Service Area - Station 6-1 Addition/Upgrade**
(CIP ID #288)
Nominator: Wasilla-Lakes Fire Service Area

This project will provide for an addition to Station 6-6 located at approximately mile 7.5 Fairview Loop Road. The addition will provide the ability to staff the station using a 24-hour shift model. The addition will consist of increasing the administrative area, a full commercial kitchen, dining area, sleeping area, bathrooms, storage, day area/study area, upgrading the HVAC systems, upgrading computer systems, ensuring compliance with emergency responder radio operability standards and one more drive through bay. The Fairview Loop area has experienced significant growth since Station 6-6 was built in 2011.

Funding Needed: $2.5 Million

6. **Caswell Fire Service Area Underground Water Supply**
(CIP ID #215)
Nominator: MSB Emergency Services

A dry hydrant is not feasible in the Hidden Hills area due to shallow water in most of the surrounding lakes. A 33,000 gallon automatic fill tank buried at Station 13-1 would assure a reliable water source. An in-tank pump can supply water to the tankers. The Hidden Hills area ISO rating will likely be reduced by the addition of this equipment.

Funding Needed: $230,000

7. Tie - **Central Mat-Su Fire Service Area- Station 6-4 Addition/Upgrade**
(CIP ID #289)
Nominator: West Lakes Fire Department

This project will build an addition to Station 6-4 located at W. Point Mackenzie Road. The project will add one 20' x 100' drive-through bay, a 50,000 gallon underground water storage unit with a 1000 gpm pump to fill tankers, additional paving around the building, security fencing, relocate fuel tanks, replace existing heating system and add exterior security lighting. The underground water storage will provide an additional water supply resource, which is sorely needed in this area for suppression activities. A more reliable and energy efficient heating system will reduce high heating costs. Relocating the fuel tanks and adding the security fencing and lighting will help to reduce thefts from the facility.

Funding Needed: $1.5 Million

7. Tie - **Central Mat-Su Fire Service Area - Replacement Station 6-2 - Knik Public Safety Building**
(CIP ID #148)
Nominator: MSB Emergency Services

The project proposes a new 28,000 square foot Knik Public Safety Building adjacent to the existing public safety building, at milepost 6.9, Knik-Goose Bay Road, on a 73.59 acre parcel. The existing facility is no longer adequate to meet the requirements for the growing community. The new station located at the intersection of Knik-Goose Bay and Vine Roads will allow for 24/7 staffing of emergency responders, firefighters, rescue technicians, emergency medical technicians, and paramedics. This will result in

decreased response times and an increase in the level of fire protection for the growing area. The project is part of the ten year master plan for the Station 62 Training Facility Complex and a part of the 15 Year strategic Plan for the Wasilla-Lakes Fire Service Area.

Funding Needed: $9.7 Million

8. Willow Fire Service Area Station 12-1 Replacement

(CIP ID #153)

Nominator: MSB Emergency Services

The Willow Fire Service has operated out of a 40 year old portable class room surplused by the School District many years ago. The building is not structurally sound, has an unstable foundation, leaking roof and has potential mold and asbestos problems. An engineering study in May 2013 recommended demolishing the building and re-building using conventional construction for a permanent structure. The new facility will house fire apparatus, firefighter personnel, equipment, supplies and incorporate administrative, meeting, and trailing spaces. The facility will be constructed on Borough owned land at mile 69.5 Parks Highway. This enhanced fire station will allow emergency responders and their apparatus and equipment to remain in the most strategic location to serve the population of Willow, as well as the many travelers along the S. Parks Highway from miles 59 through 80, and beyond.

Funding Needed: $3.5 Million

Emergency Services Facilities Needs List

No Priority Order, Listed Alphabetically

Aircraft Emergencies Training Facility

(CIP ID #134)

Nominator: Central Mat-Su Fire Service Area

This project will include the design and construction of a specific training site, the purchase of an aircraft training prop, curriculum/course development and implementation. Property was previously purchased with the expressed intent of developing a comprehensive emergency services training complex. The identified site has all utilities available. The estimated cost of the project is $500,000 of which $450,000 is requested from State funding and $50,000 will be allocated from the MSB (Central Mat-Su Fire Service Area funds).

Funding Needed: $450,000

Butte Fire Station 2-1 Classroom Expansion

(CIP ID #190)

Nominator: Butte Fire Department

This project will construct a 22' by 24' addition to the existing training room which currently functions as a multi-purpose room for training, exercise, and public meeting space. The exercise equipment takes up approximately 40% of the area, which makes it very cramped for any meeting with over 20 participations. Total cost of the project is $120,000.

Funding Needed: $75,000

Caswell Fire Service Area Warm Storage Facility - Station 13-2

(CIP ID #191)

Nominator: MSB Emergency Services

This warm storage facility will establish a location at Parks Highway MP 86, in the southern portion of the Caswell Fire Service Area, in which fire apparatus, equipment and personnel can be housed to more quickly respond to emergencies including residential and commercial properties as well as personal and commercial vehicles travelling the Parks Highway. The Borough owns a 20-acre parcel at mile 86 of the Parks Highway that has been "classified" for the construction of a Public Safety Building. The warm storage facility will serve as a temporary building until such time a more permanent fire station can be constructed. Currently, the closest Public Safety Buildings are located approximately six miles away in Caswell and at Mile 69.5 Parks Highway (approximately 16.6 miles to the south in Willow).

Funding Needed: $700,000

Central Mat-Su Fire Service Area - Warehouse at South Regional Emergency Services Training Center

(CIP ID #147)

Nominator: Wasilla-Lakes Fire Service Area

This project will construct a 10,000 square foot heated facility for a storage complex for supplies and equipment for the Central Mat-Su Fire Department on Borough land purchased in 2004 for the specific purpose of developing a public safety response and training complex. The building will have secure areas for clothing and personal protective equipment, including turnout coats, turnout pants, helmets, boots, gloves, hoods, wild land firefighting gear, rescue gear, apparatus appliances and equipment, and expendable items. Other areas will be devoted to hose storage, firefighting foam storage, snow plow storage, reserve apparatus, training props, and miscellaneous items. A section of the building will also be utilized as an indoor training area during severe weather conditions.

Funding Needed: $2 Million

George Steffes Fire Station Expansion

(CIP ID #308)

Nominator: South Knik Community Council

This project will add an 18' x 60' room to the south side of the fire station at approximately mile 5 on Kink River Road. . This addition will have one door facing west, with two 4' by 4' windows also in the west wall. The second door will allow entry in the fire station. The room will be heated and lite, with electrical outlets every 15'. The east end of the room will be partitioned off to provide a 20' by 18' storage room with lights, heat and an electrical outlet on each wall.

Funding Needed: TBD; Community Council has $95,000

Mathew Public Safety Building Floor – Lake Louise

(CIP ID #298)

Nominator: MSB Assembly

The slow motion failure of the current foundation continues at the Lake Louise EMS building that was constructed in 2010. After construction the foundation settled quickly and repairs were made by the contractor at no cost. The building seemed stable, but in 2012 parts of the foundation started settling further and that process accelerated to the point that the doors had to be adjusted to open and the foundation continues to degrade. Capital Projects investigated the situation with two contractors and the most cost-effective solution is to pick up the existing building and move it onto a new refrigerated foundation. The new foundation will be allowed to sit and cure for a year before the existing structure is moved onto it. This critical EMS facility in the farthest reaches of the Mat-Su Borough is an important asset to the community and the Borough that needs to be maintained.

Funding Needed $700,000

Sutton Ambulance Building Retrofit and Renovation Planning Phase

(CIP ID #203)

Nominator: MSB Emergency Services

The renovation and retrofit of the previous Sutton Library building to create a dedicated EMS location will provide the Sutton Ambulance Service with increased capacity for storage, provide training and office space, and free up space in Sutton Fire Station 1-1 where the ambulance is currently housed. The Sutton Ambulance Service is responsible for MP 54 to 140 along the Glenn Highway. Training EMS personnel requires dedicated training space in a secure location, with a sufficient amount of space that allows for realistic simulated patient encounters.

Funding Needed: $350,000

West Lakes Fire Service Area - Emergency Water Supply System

(CIP ID #143)

Nominator: West Lakes Fire Service Area

This project will install 20, 40,000-gallon self-filling water supply tanks. Currently there is no municipal water supply system in either of the communities of Big Lake or Meadow Lakes. The fire department must shuttle water, sometimes long distances, to supply emergency firefighting operations. This becomes especially challenging during winter months. The underground water tanks would provide reliable, secure, self-sustaining water supply sites with 1,000 gallon per minute pumps to fill fire trucks quickly. Total cost of the project is $400,000.

Funding Needed: $350,000

West Lakes Fire Service Area Station 7-1 Modification

(CIP ID #196)

Nominator: West Lakes Fire Service Area

Station 7-1 at MP 2.2 Pittman Road will be enlarged to double the size of the classroom room, office, and storage areas. The existing structure was built in 1985 and two additional apparatus bays were added in the early 1990s. The fire department has once again outgrown the station. During the renovation and expansion technical and audio/visual equipment will be expanded to enhance training activities and meetings. The project will allow for adequate staffing of officers/supervisors. The increase in storage area is needed to safely warehouse equipment that must be kept in a warm, dry environment, which is currently not possible.

Funding Needed: $500,000

West Lakes Fire Service Area - Station 7-3 - Parks Highway

(CIP ID #152)

Nominator: West Lakes Fire Service Area

Construction of a new 24,000 square foot fire station at Mile 51.3 of the Parks Highway, with facilities for 24 hour staffing of responders, centralized administrative offices, rooms for training and meetings, and several bays to stage emergency response apparatus. The strategic location sits at the confluence of three communities, Big Lake, Meadow Lakes and the City of Houston. Sited adjacent to the Parks Highway it will provide for a more rapid response to emergencies in the primary FSA of West Lakes, as well as the other communities that we provide mutual and automatic aid to. Currently the West Lakes

FSA has a very limited ability to provide 24 hour staffing out of any fire station. Office space is converted closets and storage rooms at three stations and two stations do not have any office space at all. Training has to be split between stations because the training rooms are too small to hold all of the responders. During winter months vehicles must be parked outdoors.

Funding Needed: $6 Million

West Lakes Fire Service Area - Station 7-4 - Gun Flint Trail

(CIP ID #150)

Nominator: West Lakes Fire Department

The project will construct a new fire station in the Gun Flint Trail area. The new station will provide coverage to a portion of the West Lakes FSA that is beyond five road miles from a fire station. Residents beyond five road miles from a fire station are considered to have "zero" protection and pay considerably more for homeowners insurance than those that live within the five road miles. The fire station will initially house two fire trucks, and a training room, and provide overnight accommodations for emergency responders. The facility will be designed so that it can easily be enlarged at a later date if the need arises.

Funding Needed: $2.5 Million

West Lakes Fire Service Area Station 8-1 Modification

(CIP ID #197)

Nominator: West Lakes Fire Service Area

This project will enlarge Station 8-1 at MP 4.5 South Big Lake Road by constructing two 40' by 80' apparatus bays on the north side of the building. The project is necessary to provide indoor parking for fire department vehicles that are currently parked outside, even during the harsh winter months due to lack of indoor space. By not being able to park these vehicles inside, they are not readily available to respond as necessary when temperatures are cold or weather conditions require the vehicles to be prepped before they can be used. Also, subjecting these vehicles to the harsh winter climate may result in a reduced useful life and an increase in maintenance costs.

Funding Needed: $500,000

West Lakes Fire Service Area - Station 8-3 - Purinton Parkway Station

(CIP ID #151)

Nominator: West Lakes Fire Department

Construct a new fire station on the corner of Purinton Parkway and West Susitna Parkway in Big Lake. Seven and one-half acres of land have been set aside and designated as public safety property to construct a future fire station on the corner of West Susitna Parkway and Purinton Parkway. The fire station will initially house two fire trucks and a training room, and provide overnight accommodations for emergency responders. The new station will provide coverage to a portion of the West Lakes FSA that is beyond five road miles from the nearest fire station. Residents who live more than five road miles from a fire station are considered to have "zero" protection and pay considerably more for homeowners insurance than those that live within the five road miles. The project can also attract and provide protection coverage to areas of Big Lake that are not currently part of the FSA.

Funding Needed: $2.5 Million

West Lakes Fire Service Area - Warehouse, Training and Maintenance Facility

(CIP ID #195)

Nominator: West Lakes Fire Service Area

Construct a fire department warehouse at Station 8-1, MP 4.5 South Big Lake Road. This facility would serve as the primary equipment storage and equipment maintenance facility for the West Lakes FD.

Currently Connex container trailers are at all the West Lakes Fire Stations for cold storage. They only have minimal inside warm storage capabilities. The warehouse will fulfill all of the storage requirements. The warehouse would also provide a facility for initial and ongoing fire truck apparatus engineer/operator training. This is especially important during winter months when outside training and testing is almost impossible. It would also provide a facility in which vehicle mechanics can operate and test fire trucks to help ensure they are working properly and are being maintained in optimum condition.

Funding Needed: $2 Million

Willow Ambulance Property and Building Purchase

(CIP ID #275)

Nominator: MSB Emergency Services

Willow Ambulance is currently leasing a facility on Willow Creek Parkway which is for sale. There is insufficient space to house the equipment at any other location. Over the five years of the lease agreement the department will pay almost 55% of the purchase cost of $359,900. The property is 4.24 acres, and includes a 2,811 sq. ft. single family home and a 5,000 sq. ft. shop used to house the ambulance. The house can be retrofitted to become a local EMS training location and provide crew quarters which will become a necessity as the community grows. The project request is to purchase the site (MLS ID#11-14919).

Funding Needed: $360,000

General Public Facilities

PRIORITY PROJECTS

1. **Gateway Visitors Center** (CIP ID #168)
2. **Consolidated Fleet Services Complex** (CIP ID #167)
3. **South Denali Visitors Center** (CIP ID # 70)
4. **Willow Library Project** (CIP ID #279)
5. **Birch Creek Villas** (CIP ID #111)
6. **Historic Fairview School** (CIP ID #162)

Project Descriptions

1. Gateway Visitors Center

(CIP ID #168)

Nominator: MSB Planning

The goal of the project is to create a lively, attractive, well-designed space where residents and visitors can directly experience the wealth of cultural, natural, recreational and business amenities in the Mat-Su Valley. It is envisioned as a destination in its own right situated on a bluff with a dramatic view of Pioneer Peak and the surrounding area. Potential partners are involved in the preliminary planning phases. Over 780,000 annual visitors enter the Borough each year and by providing a singular destination with information could be enticed to prolong their stays in the Mat-Su, translating to greater economic activity for the Borough. A feasibility study was completed with funding from the National Scenic Byways program.

Funding Needed: $5 Million

2. Consolidated Fleet Services Complex - Preliminary Design and Planning

(CIP ID #167)

Nominator: MSB Emergency Services

Currently, the Matanuska-Susitna Borough operates three fleet maintenance operations: These three operations utilize facilities that are old and are not "purpose-built" to perform an efficient and effective fleet maintenance mission; rather, they are warm storage spaces that have been converted and adapted to fleet maintenance operations. A new facility needs to be designed to allow for a 24-hour operation so as to deliver the level of "after-hours" customer service necessary to keep these important fleets operating at maximum efficiency. The facility used to service the Emergency Services fleet is located in a building the Borough does not even own; the lease expires in 2017. Funding is sought to review the current situation and renovate or design a new, consolidated fleet services structure. This consolidated facility will service the Public Works Department, the Emergency Services Department, and Community Development Department's Parks/Recreation/Trails Division.

Funding Needed: $11 Million

3. South Denali Visitors Center

(CIP ID #70)

Nominator: MSB Planning

The project will open up the south side of Denali National Park by constructing a year-round recreation facility with the dual purpose of a warming facility for snow machiners, and information for hikers and tourists. The facility will have road access throughout the year, as opposed to the north side of the park which closes for the winter. The Center is a partnership between the State of Alaska, National Park Service, Borough, and private entities. The project is supported by the Y Community Comprehensive Plan as well. Tourists are projected to spend an additional $44 Million in the Borough once the Center opens its doors. Total cost of the project is $35 Million, with $7 million already allocated.

Funding Needed: $8 Million in State Funds to match $20 Million of Federal Funds

4. Willow Library Project

(CIP ID #279)

Nominator: MSB Public Works

The existing Willow Library has outgrown its current space and will not support the projected population increases in its current configuration. The existing square footage is approximately 2,600 sq. ft., and based on existing and future needs the facility will need to be approximately 7,500 sq. ft. The Willow Library is the next project in the MSB Library Network Strategic Plan. Predevelopment planning for the project has been undertaken with the Foraker Group.

Funding Needed: $5.5 – 6 Million

5. Birch Creek Villas - Eight Unit Housing Complex - Phase 2

(CIP ID #111)

Nominator: Meadow Lakes Community Council

The original eight senior housing units in Birch Creek Villas were jointly financed by MLCC and Seniors, Inc. for $2.1 Million. The units are currently at full occupancy and empty units turn over quickly. Seniors, Inc. is starting an additional eight units on eight acres donated by MLCC. Seniors will benefit from the availability of affordable housing which is constructed specifically to meet their needs. Walking and exercise trails are also being co-developed to serve the residents and the surrounding community. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: $2.2 Million

6. Historic Fairview School

(CIP ID #162)

Nominator: M. Heaven

The historic Fairview School was one of the first schools in the Matanuska Valley. The school house is located on the west side of the Seward Meridian Parkway, south of the railroad tracks, and north of Fairview Loop Road. It was located as to be equal distances from two homesteads which had the largest number of children attending. In the 1980s the Borough restored the building and had a ceremony that featured some of the students from the 1920s. Since then, the building has languished with little attention and has seemingly been abandoned; consequently vandalism has occurred. There is no public access to the school. This project would save and protect the structure which could be used for educational events for students to learn more about the fascinating history of the Valley. Residents and visitors will benefit from the historical connection, historic construction style, and the ability to use the building for educational and cultural events.

Funding Needed: TBD

Recreational Facilities

Priority Projects

1. **Government Peak Recreation Area** (CIP# 236)
2. **Palmer and Wasilla Swimming Pool Renovations** (CIP #226)
3. **Brett Memorial Ice Arena Renovations** (CIP #103)
4. **Jim Creek Improvements** (CIP #225)
5. **Parks and Outdoor Recreation Maintenance Shop** (CIP #116)
6. **Core Area Trail and Park Improvements** (CIP #227)
7. **Brett Memorial Ice Arena - Facility Upgrades** (CIP #99)
8. **Government Peak Nordic Ski Area – Phase 2** (CIP #170)
9. **Big Lake Boat Bilge Water Disposal Site** (CIP ID #90)

   South Big Lake Boat Launch Public Park - Master Plan (CIP #97)
10. **Government Peak Multi-Use Facility – Phase 2**

Project Descriptions

1. Government Peak Recreation Area

(CIP ID #236)

Nominator: MSB Community Development

This project will fund key capital improvements in the Government Peak Recreation Area. Natural gas will be extended to the Transit Center and North Mountain Trails Drive. A professional and citizen advisory team is working with the Borough to conceptualize a Master Plan for the area based upon the Hatcher Pass Government Peak Unit Asset Management and Development Plan approved in 2012. Development, if feasible, will be in the southeast quadrant of the borough lands, east of the transit center. The gas line will have the capacity to support future development in the area.

Funding Needed: $6.65 Million

2. Palmer and Wasilla Swimming Pool Renovations

(CIP ID #226)

Nominator: MSB Community Development

The recent Pool Assessment Study documented that both the Palmer and Wasilla Pools' operating systems and physical plants have reached obsolescence. The pools host over 150,000 visitors annually through instruction of thousands of children in swimming lessons, lifeguarding classes, and open recreational swim hours. The heating/cooling, electrical, plumbing, pool liners, roof, lighting, as well as other systems and fixtures, could fail at any time. Additionally, the pools are out of code compliance in

terms of fire safety and ADA accessibility. If significant repairs are not completed in a very short time frame, the Borough faces closed facilities due to the extensive state of disrepair and lack of preventative maintenance. Extensive upgrades and repairs are necessary, although the construction of a new aquatic facility may be more cost effective.

Funding Needed: $12 Million for Renovation

3. Brett Memorial Ice Arena Renovations

(CIP ID #103)

Nominator: MSB Community Development

The rink has reached the 30+ year mark. A recent comprehensive facility study showed the facility is in need of a new floor, new compressors, and renovations to address code compliance issues. The existing refrigerant used, R-22, is being phased out at the federal level. This particular refrigerant causes damage to the ozone layer and is being banned worldwide. The ban results in lower available quantities at much higher prices. Alternative refrigerants include ammonia and CO2. The CO2 is the safest alternative that complies with all EPA requirements.

Funding Needed: $3.5 Million

4. Jim Creek Improvements

(CIP ID #225)

Nominator: MSB Community Development

Jim Creek is the gateway to the Kink Recreation and Public Use Area. The parking area attracts hundreds of users each weekend. The Borough has been implementing portions of the Jim Creek Master Plan and is currently developing the parking area. Grant funding has been received to construction three miles of motorized, technical trails as well. The next phase of the program calls for a formalized camp area with hardened road and camp sites, a CXT type restroom and a hand-pump well. If funds are available, a "learn-to-ride" loop for children will be built.

Funding Needed: $250,000

5. Parks and Outdoor Recreation Maintenance Shop

(CIP ID #116)

Nominator: MSB Community Development

This project will build a new Parks and Outdoor Recreation Maintenance Complex in the gravel pit above Teeland Middle School to replace the maintenance shop located at 553 East Auklet Avenue built in the 1950s. The local residential neighborhood has grown up around the current maintenance building, making it a poor location for a maintenance shop. As services and staff expand, the current location is too small and cramped, and extreme wind storms tear down the fences and the roof of the greenhouse every season making building maintenance very expensive. Complaints from neighbors and the City of Palmer have been increasing every year. All of the people that use parks in the Valley will benefit from the park staff having a modern, centrally located maintenance facility to work from.

Funding Needed: $1 Million

6. Tie - Core Area Trail and Park Improvements

(CIP ID #227)

Nominator: MSB Community Development

This project will begin to implement projects in recently completed master plans: Crevasse Moraine, Lazy Mountain, and Mat-River Park. The improvements include trail upgrades and repair, building repair and renovation, restroom improvements, and parking lot improvements. The goal of the Community Development Department is to begin funding master plan recommendations within 12 months of plan adoption. Sites included in this proposal include The Lazy Mountain Trailhead off Huntley Road, Crevasse

Moraine trails off Loma Prieta Road, accommodation of the landfill expansion, and Mat-River Park at approximately MP 17.5 of the Old Glenn Highway. Other sites may include Cottonwood Lake access, Walby Lake, Finger Lake, and other sites to be determined based on seasonal needs and funding availability.

Funding Needed: $100,000

7. Brett Memorial Ice Arena - Facility Upgrades

(CIP ID #99)

Nominator: MSB Community Development

Several items are needed to upgrade the services at the ice arena. Rubber flooring throughout the arena, locker rooms, and bathrooms need to be replaced in the aging facility. These upgrades will contribute to making the arena a safer environment. To maximize the utilization of the building, a rink divider system should be purchased to make the arena more flexible and responsive to customer demands. Also included in this project is a programmable electronic sign for the facility. The arena is located in a high traffic area on the corner of Crusey Street and Bogard Road. The sign will be used to promote events at the arena and to promote other Borough activities.

Funding Needed: $95,000

8. Government Peak Nordic Ski Area - Phase 2

(CIP ID #170)

Nominator: MSB Community Development

The Hatcher Pass Nordic Ski Area offers premier trails for cross-country skiing, running, and mountain biking. The trails in Phase 1, constituting ten kilometers of beginner and intermediate year round trails, were completed during the summer of 2012 due in large part to volunteer efforts. Phase 2 of the project will construct five to ten kilometers of lighted Olympic-class trails. The project promotes economic diversification with new recreational draws, and supports school programs, ski clubs, runners clubs, and regional competitions. The addition of Olympic caliber trails will increase the benefits. The project is supported in the plan "Hatcher Pass - A New Beginning" 2010.

Funding Needed: $4 Million

9. Tie - Big Lake Boat Bilge Water Disposal Site

(CIP ID #90)

Nominator: Big Lake Community Council

Big Lake has been designated by the Alaska Department of Environmental Conservation as an impaired water body. This project will construct disposal and treatment sites for bilge water to provide an alternative to the current practice at the Big Lake State Park facility of releasing bilge water back into the lake. The addition of bilge water disposal sites will be a positive step in getting Big Lake removed from the impaired water body designation. Failure to maintain a clean water body will damage the aquatic life and could have an adverse effect on the recreational activities that are the major economic life-blood of the area, and cause financial strife. The project is supported by the Big Lake Comprehensive Plan.

Funding Needed: TBD

9. Tie - South Big Lake Boat Launch Public Park

(CIP ID #97)

Nominator: MSB Community Development

The existing boat launch on the 15-acre Borough property is in disrepair and causing damage to trailers. The sand base is eroding and the concrete has settled in some years and heaved in winter. Additionally, the existing parking lot is not adequate to support the number of vehicles which use the facility

Funding Needed: $50,000 for Phase 1

10. Government Peak Multi-Use Facility - Phase 2

(CIP ID #237)

Nominators: MSB Community Development

This project will begin the expansion of the recently constructed transit facility. The structure was originally envisioned as a simple transit facility, but was reconfigured to include basic accommodations for skiers as well provide needed public meeting space in the community.

Funding Needed: $1.3 - $1.6 Million

Recreational Facilities Needs List

No Priority Order, Listed Alphabetically

Jordan Lake Community Park Enhancements

(CIP ID #92)

Nominator: Big Lake Community Council

This project will complete the wetland boardwalk and develop the garden areas on the Jordan Lake parcel in keeping with the 2003 Jordan Lake Parcel Master Plan adopted by the Borough Assembly in April 2004. The purpose of the project is to enhance the natural areas in the community, construct community spaces, create opportunities to bring people together, and develop youth opportunities linked to the library and school programs. The project will support the development of a strong business core, enhance the small town feel, preserve natural character, and supply educational opportunities for young people.

Funding Needed: $50,000

Little Susitna River Park at Olson Bridge

(CIP ID #93)

Nominator: Meadow Lakes Community Council

The Little Susitna River is designated as a State Recreation River. This project will create a five-acre riverside community park with multi-use trail access connecting to other trail systems in the community. By constructing the facility near the Olson Bridge it may be possible to partner with the Knikatnu Native Corporation which owns adjacent lands. Visitors and residents will benefit from the project.

Funding Needed: TBD

Meadow Lakes Equestrian Park

(CIP ID #95)

Nominator: Meadow Lakes Community Council

The project proposes to construct a 30-acre equestrian park on a portion of a 120-acre Borough site, classified as public use, which is adjacent to land owned by the Meadow Lakes Community Council, Inc. The park will include an arena and trails which could also be used for cross country running and skiing. In addition to the health benefits of the project, it will also help to create economic activity. The Meadow Lakes Comprehensive Plan supports this project which will take three to four years to complete.

Funding Needed: TBD

Meadow Lakes Island Lake Public Park

(CIP ID #230)

Nominator: Meadow Lakes Community Council

The project will create a public park on one of the few water bodies remaining in Meadow Lakes with enough area available for the purpose. Island Lake has approximately 70,000 square feet which could be developed as park land. It can be difficult to locate public access and adequate parking facilities in the Meadow Lakes Community. A public park with lake front and minimal infrastructure will benefit the community of Meadow Lakes by providing greater recreational opportunities.

Funding Needed: TBD

Meadow Lakes Off-Leash Dog Park

(CIP ID #96)

Nominator: Meadow Lakes Community Council

The non-leash dog park will be located on a portion of the 120 acres of Borough property dedicated to public use in Meadow Lakes. The park will benefit residents who will be able to exercise their dogs safely, in an appropriate environment. Loose dogs running free can harass moose, other dogs, and children, creating an unsafe environment.

Funding Needed: TBD

Meadow Lakes Sports Fields

(CIP ID # 229)

Nominator: Meadow Lakes Community Council

The Meadow Lakes Sports Fields have progressed in incremental phases. This portion of the project will complete the baseball diamonds at the site. Depending on the level of funding, the tennis court could also be started. The playground was completed in 2012, with final landscaping in 2013. The soccer field is ready for use after a two-year settling process. Local residents of Meadow Lakes will benefit from the recreational opportunities of all the improvements to the Sports Field complex.

Funding Needed: TBD

Meadow Lakes Swimming Pool

(CIP ID #119)

Nominator: Meadow Lakes Community Council

This project will construct a pool on a 40 acre parcel within the Borough's 120 acres in Meadow Lakes. The pool is envisioned next to a high school on the same acreage.

Funding Needed: TBD

Point MacKenzie Multi-Use Recreation Area

(CIP ID #3)

Nominator: MSB Planning

This project starts with the design and eventual construction of a multi-use regional recreational site on 320 acres of Borough-owned land located at approximately MP 9 on Point MacKenzie Road, west of the Goose Bay State Game Refuge. The design, layout, and planning of the site should precede logging, sand and gravel mining, and reclamation to help ensure maximum benefit of Borough resources. Parking lots, bathrooms, boat docks, campsites, and shooting ranges are possible facilities on the recreational site. Approximately 30,000 people live in the region this facility would support. The Point MacKenzie Comprehensive Plan endorses the project. Completion is estimated five years post funding: one year for design, two years for natural resource extraction, and two years for construction.

Funding Needed: $2.5 Million

Highway Separated Trails

Priority Projects

1. Old Glenn Pathway Extension to Knik River (CIP #297)
2. Palmer-Fishhook Road Highway Separated Trail (CIP #243)
3. Parks Highway - Talkeetna Spur Road Pedestrian Safety Improvements (CIP #76)
4. Pittman Road Highway Separated Trail (CIP #78)
5. Seldon Road Extension – Phase 2 Highway Separated Trail (CIP #64)

   West Seldon Road Highway Separated Trail (CIP #89)
6. Church Road Highway Separated Trail (CIP #67)
7. Bogard Road Highway Separated Trail - Trunk Road to Seldon/Bogard Intersection (CIP #65)
8. Schrock Road Highway Separated Trail (CIP #80)

   East Seldon Road Highway Separated Trail (CIP #81)
9. Long Lake Road Highway Separated Trail (CIP #71)
10. Bogard, 49th State Street Highway Separated Trail (CIP #71)

Project Descriptions

1. Old Glenn Pathway Extension to Knik River

(CIP ID #297)
Road Class: Minor Arterial
Nominators: MSB Assembly

This voter approved project will extend the shared use pathway along the west side of the Old Glenn Highway from Plumley Road to the Knik River. This 55 mile-per-hour section of the Old Glenn Highway has no shoulders, no separated pathway, and negotiates a narrow road easement that includes a blind curve. It is a health and safety priority connecting with the separated bike path system on the Palmer/Wasilla Highway and the Old Glenn north of Plumley Road. Construction will include a 10-foot wide paved pathway, increased roadside clear zone and roadside ditches with increased capacity. Preliminary design is nearly finished. Several slivers of right-of-way need to be acquired and a few utility relocates need to be done to facilitate construction.

Funding Needed $1.25 Million

2. Palmer-Fishhook Road Highway Separated Trail

(CIP ID #243)
Road Class: Minor Arterial
Nominators: MSB Community Development

Many recreational, commuting and touring bicyclists, roller-bladers, as well as participants in annual races, use the narrow shoulder on Palmer-Fishhook Road to access the new Government Peak Recreation Area trails, the Moose Range trails, local subdivisions, and Hatcher Pass. A separated pathway from the Glenn Highway to the Little Susitna River Bridge will increase motor vehicle safety and the safety of pedestrians and others who utilize this important transportation route. The pathway will provide a seamless pedestrian route when it connects to the newly constructed pathway on Trunk Road. This project could be combined with Phase 1 from the Glenn Highway to Trunk Road (approximately 2 miles), Phase 2 from Trunk Road to the Wasilla-Fishhook intersection (approximately 4.5 miles), and Phase 3 from Wasilla-Fishhook intersection to the Little Susitna River Bridge (approximately 1.5 miles).

Funding Needed: $10 Million

3. Parks Highway - Talkeetna Spur Road Pedestrian Safety Improvements - Partially Funded

(STIP #26129, CIP ID #76)
Road Class: Interstate
Nominator: State STIP

The project encompasses pedestrian safety improvements in the general vicinity of the Parks Highway/Talkeetna Spur Road intersection. Specific improvements include: 1) a lighted Parks Highway underpass from Helena Avenue to the north side of the Susitna Valley Middle/High School driveway, 2) a pathway on the east side of the Parks Highway from the underpass north to the Talkeetna Spur Road, and 3) painted crosswalks across the Talkeetna Spur Road connecting the improvements to the existing bike trail. The Susitna Valley Middle/High School is directly across from the senior center, and in the vicinity of numerous businesses. A safe route to and from the school is needed to protect all the students, as well as facilitate traffic along the Parks Highway, a major state transportation route.

Funding Needed: $3.2 Million

4. Pittman Road Highway Separated Trail

(CIP ID #78)
Road Class: Major Collector
Nominators: MSB Community Development/Meadow Lakes Community Council

The project will design and construct a roadside trail on Pittman Road from the Parks Highway to Church Road, a distance of nine miles. The traffic patterns and heavy utilization of the transportation corridor make this project a priority. The enhancements will provide for safer, more functional roadside traffic. This trail is part of the Pittman Road, Church Road, and Parks Highway Master Circle Trail system. The Meadow Lakes Comprehensive Plan and Mat-Su Borough Recreational Trails Plan support the project.

Funding Needed: $4.5 Million

5. Tie – **Seldon Road Extension – Phase 2 Highway Separated Trail**
(CIP ID #64)
Road Class: Major Collector
Nominator: Meadow Lakes Community Council

This is a companion project to the Beverly Lake Road connector project (CIP ID #42) in the Community Transportation Program section of this document. The connector road from Church Road to Pittman Road was part of the 2011 Borough bond package. When Beverly Lake Road is extended, a multi-use trail component should be included in the design. The current road is narrow and curvy which creates a safety issue with other uses sharing the roadway.

Funding Needed: $2 Million

5. Tie - **West Seldon Road Highway Separated Trail**
(CIP ID #89)
Road Class: Major Collector
Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on West Seldon Road. The trail will begin at the intersection of Seldon and Lucille Street and continue for one mile west to Wards Drive. The project will provide safe access in this heavily-travelled area.

Funding Needed: $1 Million

6. **Church Road Highway Separated Trail**
(CIP ID #67)
Road Class: Major Collector
Nominators: Meadow Lakes Community Council/MSB Community Development

The project will design and construct a trail along the entire length of Church Road. The trail will connect to the proposed Pittman Road highway separated trail at the intersection of Church and Pittman Roads, to the Spruce Road trail, as well as to the Bumpus Ball fields in Wasilla. The project will provide safe pedestrian/bike access along this heavily-travelled route. Church Road is part of the Pittman Road, Church Road, and the Parks Highway Master Circle Trail system. The Meadow Lakes Comprehensive Plan and the Mat-Su Borough Long Range Transportation Plan support the project.

Funding Needed: $2 Million

7. **Bogard Road Highway Separated Trail - Trunk Road to Seldon/Bogard Intersection**
(CIP ID #65)
Road Class: Major Arterial
Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on Bogard, a major arterial transportation route in the Borough. This project begins at Trunk Road and proceeds west to the Seldon/Bogard intersection. A highway separated trail will provide safe access along this heavily-travelled route. Acreage or right-of-way is required along the three-mile route.

Funding Needed: $3 Million

8. Tie - **Schrock Road Highway Separated Trail**
(CIP ID #80)
Road Class: Minor Collector
Nominator: Meadow Lakes Community Council

The project will design and construct a paved trail from the intersection of Schrock and Church Roads to the Olson Bridge on the Little Susitna River. By providing a safe trail to the river, residents and tourists will have better access to the river. The project will greatly enhance the safety of people who hike or

ride bikes, horses, or ATVs to the river. This trail connects to the Pittman Road, Church Road, and Parks Highway Master Circle trail system. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

8. Tie - **East Seldon Road Highway Separated Trail**
   (CIP ID #81)
   Road Class: Minor Arterial
   Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on East Seldon Road. The trail will begin at the intersection of Seldon and Bogard Roads and continue for four miles west to Lucille Street. The project will provide safe access in this heavily-travelled area.

Funding Needed: $4 Million

9. **Long Lake Road Highway Separated Trail**
   (CIP ID #71)
   Road Class: Minor Collector
   Nominators: MSB Community Development/ Willow Area Community Organization

The project will design and construct a 1.75-mile paved pedestrian/bike trail beside Long Lake Road heading west from the Parks Highway to the intersection with Frank Road. Long Lake Road is a 45 mph road that carries heavy vehicular traffic amongst residential areas, local businesses, and public facilities. The current practice of sharing the road between vehicles, pedestrians, and bikers creates a severe safety hazard. The project is supported by the Borough Trail Plan and the Willow Area Trail Plan.

Funding Needed: $1.75 Million

10. **Bogard, 49th State Street Highway Separated Trail**
    (CIP ID #303)
    Road Classes: Minor Arterial, Major Collector
    Nominator: Gateway Community Council

The current pedestrian trail along the newly opened Bogard Road East ends at the Colony Schools parking lot. This project will extent the trail west along Bogard to meet the New Trunk Road pedestrian trail and south along 49th State Street to connect with the Palmer Wasilla Highway pedestrian trail. This will complete the loop which ties the Bogard and the Palmer Wasilla Highway together and feeds the Colony School system. School children walking or biking along Bogard or 49th State Street without the protection of a trail or sidewalk will have a safe route to school. The general population will benefit from having more trails connected throughout the Borough.

Funding Needed: $1 Million

Highway Separated Trails Needs List

No Priority Order, Listed Alphabetically

Meadow Lakes Community Center to Parks Highway Separated Trail

(CIP ID #245)

Road Class: Residential and Major Collector

Nominator: Meadow Lakes Community Council

This project constructs a trail from the future community center along W. Stacy Street, North Suzanna Street and Vienna Woods Access Road to the Parks Highway separated trail. This will connect the future community center to the Master Circle of Parks Highway, Pittman Road, and Church Road trails which will provide access to other trails in the area such as the Lucille Creek trail. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Meadow Lakes Community Center to Pittman Road Separated Trail

(CIP ID #246)

Road Class: Residential

Nominator: Meadow Lakes Community Council

This project constructs a trail from the future community center along W. Karen Street, Kathi Drive, Barbi Drive and Kim Drive to the Pittman Road separated trail. This will connect the future community center to the Master Circle of the Parks Highway, Pittman Road, and Church Road trails which will provide access to other trails in the area such as the Little Su Trail Bridge to Bench Lake. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Vine Road Separated Trail

(CIP ID #247)

Road Class: Residential

Nominator: Meadow Lakes Community Council

This project will design and construct a roadside trail on Vine Road from the Parks Highway. The traffic patterns and heavy utilization of the transportation corridor makes this project a priority. The enhancements will provide for safer, more functional roadside travel. It will be most cost efficient to construct the trail while the roadbed is being upgraded. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Recreational Trails

Priority Projects

1. **Bald Mountain Motorized Use Parking Area and Trailhead Development** (CIP #63)
2. **Eska Creek Falls Trail** (CIP #69)
3. **Lucille Creek Multi-Use Trail** (CIP #72)
4. **Austin Helmers Pioneer Ridge Trail** (CIP #305)
5. **Kenlar Road to Hawk Lane - Paved Non-Motorized Trail** (CIP #77)
6. **Little Su Trail Bridge to Bench Lake** (CIP #88)

   Lucille Creek Trail Collector (CIP #73)

   Wasilla Creek Headwaters Trail (CIP #85)
7. **Big Lake Multi-Use Pathway Extension Across Fish Creek** (CIP #66)

   Meadow Lakes Loop Multi-Use Trail (CIP #75)

   Meadow Lakes Multi-Use Trails (CIP #74)

Project Descriptions

1. Bald Mountain Motorized Use Parking Area and Trailhead Development

(CIP ID #63)

Nominator: Meadow Lakes Community Council/Assembly

These funds will be used to enhance recreational opportunities for snowmachine (motorized) use in the Hatcher Pass Management Area. Funds will be used for some land and easement acquisition, to construct or improve parking and trailheads.

Funding Needed: $1.25 Million

2. Eska Creek Falls Trail

(CIP ID #69)

Nominator: MSB Community Development

Project includes construction of both motorized and non-motorized trails to the Knob Hill Area. The motorized portion of the project received partial funding last year from the Recreational Trails Program Grant. The non-motorized portion is complete. Locals and visitors, both motorized and non-motorized trail users will benefit from separate uses. A rerouted motorized trail will help mitigate adverse impacts to natural resources.

Funding Needed: $500,000

3. Lucille Creek Multi-Use Trail

(CIP ID #72)

Nominator: Meadow Lakes Community Council

This project connects the existing Lucille Creek trailhead at the Wasilla Sports Complex to Meadow Lakes' western boundary of Johnson Road. Eventually trail users will be able to access the Big Lake Trail system. Currently, the winter pioneer trail is narrow and winding, and presents hazards for users who meet along the trail. When completed, the project will attract snow machine and ATV riders who typically travel alongside the Parks Highway which is confusing to automobile drivers and dangerous to riders. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

4. Austin Helmers' Pioneer Ridge Trail

(CIP #305)

Nominator: South Knik River Community Council

Currently overflow traffic at the Austin Helmers Pioneer Ridge Trail Parking Lot parks along Knik River Road, which has a speed limit of 50 mph and no shoulders. The curves and hills west of the entrance located approximately at mile 3.8 impair sight distance and increase the possibility of a traffic/pedestrian mishap. By enlarging the parking lot and installing signage alerting approaching traffic of entry to the parking lot will remove this safety hazard.

Funding Needed: $50,000

5. Kenlar Road to Hawk Lane - Paved Non-Motorized Trail

(CIP ID #77)

Nominator: Big Lake Community Council

This project will construct a non-motorized, paved trail alongside Kenlar Road to Hawk Lane, and then to Beaver Lake Road. Currently, Houston Middle and High school students and Mid Valley Seniors have no other option but to use the road when walking or biking in this area. The track teams also have to run along this route and it is extremely dangerous. The Big Lake Comprehensive Plan supports the project.

Funding Needed: TBD

6. Tie - Little Su Trail Bridge to Bench Lake

(CIP ID #88)

Nominator: Meadow Lakes Community Council

This project will construct a 10' by 40' long trail bridge across the Little Susitna River. Both approaches to the bridge have been grubbed and cleaned, and the lower portion has been surveyed. The trail bridge will connect State land to a recreational area at the end of the trail known as Bench Lake, a popular fishing destination. The trail will also connect with the Willow trail system. The project is supported by the Meadow Lakes Comprehensive Plan and the Meadow Lakes Trails Plan.

Funding Needed: TBD

6. Tie - Lucille Creek Trail Collector

(CIP ID #73)

Nominator: Meadow Lakes Community Council

This project starts at the Wasilla Sports Complex and will construct trails into the Big Lake area and further north. This proposed trail will connect the Lucille Creek Trail to the Pittman Trail and the Parks Highway Trail. When this trail system is complete, a user will be able to access the State recreational areas on Bald Mountain through the Meadow Lakes community. The project is supported by the Meadow Lakes Comprehensive Plan and Meadow Lakes Trails Plan.

Funding Needed: TBD

6. Tie - **Wasilla Creek Headwaters Trail**
(CIP ID #85)
Nominator: MSB Community Development

This project includes trail hardening, bridges, and a restroom facility for Wasilla Creek Headwaters Trail system, a multi-use, year round trail with a small trailhead at the east end of Wendt Road. There are approximately four miles of trail improvements included in the project cost. This is supported by the Borough Trails Plan.

Funding Needed: $500,000

7. Tie - **Big Lake Multi-Use Pathway Extension Across Fish Creek**
(CIP ID #66)
Nominator: Big Lake Community Council

The project will extend a multi-use pathway approximately 1,700 feet from Casey Drive, across Fish Creek and into the Big Lake South State Recreation Area. Six handicap accessible parking spaces will be constructed along the pathway near Fish Creek to provide access in compliance with ADA. This project will increase safety for pedestrian and bike users by providing an alternative to crossing a narrow and dangerous vehicular bridge at Fish Creek. This project is supported by the Big Lake Community Comprehensive Plan.

Funding Needed: TBD

7. Tie – **Chickaloon Community Trail System**
(CIP ID #304)
Nominator: Chickaloon Trail Club

This project will construct a 3-mile trail system for the residents of Chickaloon. The trails will be multi-use built to sustain foot traffic, mountain bikes, small ATV's and horses in the snow-free months; and snowmachines and skis in the snow months. The trails are intended to create a place where the residents of Chickaloon can recreate without trespassing on private land. The location, on 160-acres of Borough-owned land (designated in the comprehensive plan for recreation and community use) is convenient to the center of the populated area of Chickaloon. The land has a variety of terrain, so trails can be located and designed to provide both challenging and less-challenging routes for users. When the trails are constructed the trails will be maintained by volunteers of the Chickaloon Trail Club.

Funding Needed: TBD

7. Tie - **Meadow Lakes Loop Multi-Use Trail**
(CIP ID #75)
Nominator: Meadow Lakes Community Council

The project will design and construct a multi-use trail along the entire length of Meadow Lakes Loop and Meadow Lakes Road from the intersection of the Parks Highway to the intersection of Pittman Road. This trail connects to the Pittman Road, Church Road, and Parks Highway Master Circle trail system. These narrow paved roads have many blind curves making alternate means of transport extremely dangerous. A multi-use trail will greatly improve the safety of the users. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

7. Tie - **Meadow Lakes Multi-Use Trails**
(CIP ID #74)
Nominator: Meadow Lakes Community Council

The project will construct trails for use by equestrians, skiers and runners over 50 acres of the 120-acre Borough site adjacent to the 40 acres owned by the Meadow Lakes Community Council, Inc. The trails

can be used in conjunction with school programs and by the general public for a wide variety of purposes. Meadow Lakes Multi-Use trails connect to the Pittman Road, Church Road, and Parks Highway Master Circle trail system via the proposed Meadow Lakes community center. Currently there is a deficiency in recreational opportunities in Meadow Lakes which this project hopes to correct. The activities are supported in the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Recreational Trails Needs List

No Priority Order, Listed Alphabetically

Crooked Lake Trailhead

(CIP ID #68)

Nominator: MSB Community Development

Crooked Lake Trail is a regionally significant multi-use winter trail which currently has limited parking off of Papoose Twins Road. This project will construct a trailhead on Borough property at Crooked Lake during the upgrade of Papoose Twins Road. The project will provide trail access to the west Susitna basin. The trailhead is supported by the Borough Trails Plan.

Funding Needed: $300,000

Talkeetna Mail Trailhead Construction

(CIP ID #84)

Nominator: MSB Community Development

This project will complete the construction of a trailhead on Hidden Hills Road for the multi-use, year-round Talkeetna Mail Trail. The project is supported by the Borough Trails Plan. Both visitors and local winter trail users will benefit from access to the north end of the trail system.

Funding Needed: $300,000

Port MacKenzie

Priority Projects

1. **Dock Pile Protection** (CIP ID #82)
2. **Port MacKenzie Erosion Control** (CIP ID #250)
3. **Natural Gas Line to Port** (CIP ID # 241)
4. **Lu Young Lane Paving** (CIP ID #4)
5. **Port MacKenzie Material Handling Corridor** (CIP ID #223)
6. **Port MacKenzie Deep-Draft Dock Expansion** (CIP ID #7)
7. **Port MacKenzie South Access Road** (CIP ID #6)
8. **Port MacKenzie Emergency Management Center** (CIP ID #249)
9. **Port MacKenzie Heavy Industrial Fire Suppression Study** (CIP ID #251)
10. **Illumination of Port MacKenzie Road System** (CIP ID #5)

Project Descriptions

1. Dock Pile Protection

(CIP ID #82)

Nominator: MSB Port Director

This project will install 50 pipe pile sleeves and 14 fender pile sleeves to protect the piles from completely losing the hot dipped galvanized coating. This will slow the deterioration of the piles due to scour from silt and ice impact as well as material loss due to corrosion. The initial zinc coatings on the deep-draft dock support and fender piles are mostly worn off as documented by PND engineers. Each pile sleeve repair will consist of two high density polyethylene half-sleeves, 30 feet in length, fastened with three sleeve clamps.

Funding Needed: $5 Million

2. Port MacKenzie Erosion Control

(CIP ID #226)

Nominator: MSB Port Director

The project consists of erosion control, slope stabilization, and storm water management to reduce the erosion occurring on the bluff above the barge dock, from the base of the hill leading to the barge dock to the southwest corner of the original barge dock. The erosion to be addressed by this project is predominately near the top of the bluff above the southern portion of the original barge dock at Port MacKenzie and benching along the remainder with seeding and rip rap ditches.

Funding Needed: $10 Million

3. Natural Gas Line to Port

(CIP ID #241)

Nominator: MSB Administration

This project envisions a public facility asset for natural gas distribution to consumers/residents, for export, and to support industries that produce value added products, generating electricity, an energy source for other energy intensive industries. Local residents will benefit, and the Port District is a prime location for this type of facility. Land for development is available for this enterprise, as well as other industries which will benefit from its close proximity.

Funding Needed: $20 Million

4. Lu Young Lane Paving

(CIP ID #4)

Nominator: MSB Planning

Lu Young Lane has been widened and prepared for paving with a surface layer of D1 crushed gravel. The project will benefit the Port further increasing the efficiency of the Port operations and safety in the Port District. This road will experience heavy vehicle traffic in the future with two way traffic involving tractors with trailers hauling cement, coal, sand and gravel, logs, wood chips and fuel.

Funding Needed: $1.5 Million

5. Port MacKenzie Material Handling Corridor

(CIP ID #223)

Nominator: MSB Planning

A bulk material transportation connection is required between the area of the Port MacKenzie Rail Loop and the barge and deep-draft docks. Infrastructure will include rail car un-loaders at two locations on the rail loop, conveyors to stockpile, storage facilities, re-claimers, a conveyor from the rail loop to the deep-draft dock. Additional dolphins would also be added to the deep-draft dock to support the additional weight of an articulated sling loader. Total cost of $40 million is estimated based on two large volume commodities begin exported via the rail and docks. The borough and interior Alaskans will benefit from an efficient transportation system between the rail loop and the docks. An anticipated 20 jobs will be created in the Port District and another 400 will be created in the borough and the rest of the state by the associated natural resource processing and transportation activities.

Funding Needed: $40 Million

6. Port MacKenzie Deep-Draft Dock Expansion

(CIP ID #7)

Nominator: MSB Port Director

A deep-draft dock expansion will allow two Panamax size vessels to dock at Port MacKenzie concurrently, enabling the Port to import and export. The addition of a second conveyor will increase the capability of simultaneously exporting two commodities such as coal, limestone, woodchips, sand, gravel, logs and fuel. A new dock will also allow for a circular trucking pattern for the efficient and safe off-loading of roll-on, roll-off cargo. The current dock should be fully utilized from April through December within five years after the rail extension is completed. The ability to berth two ships at once will allow the Borough to double its exports from 3 million tons to 6 million tons per year. This will create hundreds of jobs in the interior at mines, for the railroad, and at the Port itself. The Port Master Plan calls for this additional dock. The estimated time frame for this project is eight to ten years.

Funding Needed: $85 Million

7. Port MacKenzie South Access Road

(CIP ID #6)

Nominator: MSB Planning

This road project includes a reconnaissance study, design, ROW acquisition, and construction of a southern access route to the southern Port District boundary to provide access. The project will benefit property owners south of the Port District by giving them road access to and from their property. The Port Master Plan and Long Range Transportation Plan support the project which is estimated to take ten years to complete.

Funding Needed: $4.5 Million

8. Port MacKenzie Emergency Management Center

(CIP ID #249)

Nominator: MSB Emergency Services Directors

The project consists of constructing an industrial emergency management center near MP 18 on Point MacKenzie Road to provide services for the commercial and industrial businesses desiring to locate in the Port. Workers including seamen, longshoremen, and railroad workers will also benefit.

Funding Needed: $30 Million

9. Port MacKenzie Heavy Industrial Fire Suppression Study

(CIP ID #251)

Nominator: MSB Emergency Services

The project consists of evaluating the fire protection and suppression needs anticipated for the Port MacKenzie District; a light commercial/industrial district that may contain petrochemical plant(s) and storage facilities that may be located within the Port MacKenzie District. The evaluation will be broad enough to address the fire protection and suppression needs for all petrochemical related activities anticipated within the port district and the infrastructure required to support the fire protection services. This evaluation will determine the required level of fire protection and the costs of the fire protection services (and related infrastructure), and determine the benefits of the fire protection services over time; a cost-benefit analysis will be developed to determine the economic feasibility of the Borough providing the services, as opposed to each commercial enterprise operating their own respective fire protection within the Port MacKenzie District; or, a combination of both. The evaluation will advise the Borough of light commercial/industrial with petrochemical plant(s) and storage facilities industry standards, and best practices for fire protection services, and will advise on infrastructure requirements such as water supply systems, road infrastructure, utilities, etc. The study can be completed in one year.

Funding Needed: $150,000

10. Illumination of Port MacKenzie Road System

(CIP ID #5)

Nominator: MSB Planning

Downward facing, LED street lights are needed at road and driveway intersections in the Port District to improve safety. The project will benefit the entire Borough accessing Port MacKenzie by improving transportation safety. Once funding is received, the project can be completed in one year.

Funding Needed: $50,000

Port Needs List

No Priority Order, Listed Alphabetically

Lake Lorraine Loop Road

(CIP ID #1)

Nominator: MSB Planning

The project consists of design, ROW dedication, and construction of a 2.3 mile road around Lake Lorraine to access future lease lots in the Port Commercial District. Availability of additional lease land in the Port Commercial District will benefit all residents of the Matanuska-Susitna Borough. Future lease lot development will support the creation of new jobs. This project is included in the Port Master Plan and Long Range Transportation Plan. Once funding is received, it will take two years to complete the project.

Funding Needed: $4.6 Million

Port MacKenzie Frontage Roads

(CIP ID #2)

Nominator: MSB Planning

Frontage roads are needed on both sides of Point MacKenzie Road, the primary transportation route in Port MacKenzie. Frontage roads will allow Port traffic to access lease lots, reduce congestion, and allow unimpeded access for Port traffic. The project will benefit the entire Mat-Su Borough by increasing the efficiency of the Port Operations and safety in the Port District. This project is included in the Port Master Plan and Long Range Transportation Plan. Once funding is received, it will take three years to complete the project: one year for design, and two years for construction.

Funding Needed: $9 Million

Water Resources

Priority Projects

1. **MSB Septage and Leachate Facility – Phase 1** (CIP #24)
2. **Fish Protection** (CIP #234)
3. **Stormwater Management Plan Implementation** (CIP #159)
4. **Talkeetna Water and Sewer System Facilities Upgrade** (CIP #278)
5. **Storm Drainage System Mapping** (CIP #172)
6. **Big Lake Jolly Creek Drainage Improvements** (CIP #295)
7. **Vine Creek Drainage Improvements** (CIP #296)
8. **Meadow Lakes Quantitative Analysis of Current Well & Septic Conditions** (CIP #157)
9. **Talkeetna Dike and Revetment** (CIP #276)
10. **Port MacKenzie Hydrology Study** (CIP #166)

Project Descriptions

1. MSB Septage and Leachate Facility – Phase 1

(CIP ID #24)

Nominators: MSB Public Works

The Borough wishes to begin the process to construct a septage and leachate treatment facility to address the disposal of septage created by the 93% of the Borough residents who rely on septic tanks for wastewater disposal as well as leachate disposal from the Borough landfill. Currently all septage and leachate is taken into the Municipality of Anchorage, where it receives minimal treatment before discharging to Cook Inlet. Phase I of the project includes the acquisition of land required to support septage and leachate disposal and engineering design. Phase 2 is for construction of a new treatment facility. The Wastewater & Septage Advisory Board has established criteria and a process for site selection. Funding for Phase 1 – Septage and Leachate Treatment Facility land acquisition and engineering design is estimated at $2.2 Million. Phase 2 construction is approximated to be $17.4 Million. The project is supported by the MSB Septage Treatment and Disposal Study (HDR, 2008) and will benefit the vast majority of Borough residents. The timeframe for the Septage and Leachate Treatment Facility (dependent upon funding) is 2020 for completion and beginning operations. This request will fund the project.

Funding Needed: $20.5 Million

2. Fish Protection

(CIP ID #2)

Nominator: MSB Planning

Salmon populations are declining in the Mat-Su as evidenced by the state designated stocks of concern, frequent sport fishing closures and associated business losses. At this point, the causes for the declines are not understood and this project is designed to address multiple fisheries issues. Included in this project are actions to research fishery movements in Cook Inlet, habitat protection activities and fish passage restoration projects. Research activities would study the movements of the mixed salmon species that live in Cook Inlet waters with the outcomes designed to improve fisheries management.

Funding Needed: $1Million

3. Stormwater Management Plan Implementation

(CIP ID #159)

Nominators: MSB Planning

The Borough is developing a Stormwater Management Plan to provide guidance for managing stormwater in the Borough. The plan outlines specific steps for community engagement, site runoff controls, public sector operations, and pollution prevention that will meet requirements for a Municipal Separate Storm Sewer System (MS4) Permit. Based on the 2010 census, the Alaska Department of Environmental Conservation is expected to apply the MS4 designation to an urbanized area within the Borough. Implementing the plan and meeting the requirements of the MS4 permit will require funding for public works operations, community outreach, water quality monitoring, stormwater and watershed analysis, and coordination of a watershed team over the five year period of the permit. All Borough residents who rely on ground water, surface water, and well water for their drinking supplies will benefit. Keeping the Borough's water clean by effectively managing our stormwater is essential to all residents and communities. The time period for compliance with a MS4 permit is five years which is expected to start in late 2013. See companion project, CIP ID #172 Storm Drainage System Mapping Project.

Funding Needed: $187,000

4. Talkeetna Water and Sewer System Facilities Upgrade

(CIP ID #278)

Nominator: Talkeetna Community Council

In 2014, there was an independent analysis of the Talkeetna Water and Sewer System funded by a $100,000 grant from the State of Alaska revenue sharing. The study called for improvements including aeration equipment, electrical improvements at lagoon cell two, lift station flow meters, and emergency power generation for fire hydrants and sewer operations. Making these improvements will eliminate sewer system discharges, which have the potential to violate government environmental regulations, into the Talkeetna River, an anadromous habitat. The Talkeetna community will benefit from a functional and efficient water and sewer system. A high portion of the Borough tourist bed tax funds are generated in Talkeetna. Residents and tourists and related infrastructure depend on sound utilities.

Funding Needed: $900,000

5. Storm Drainage System Mapping

(CIP ID #172)

Nominator: MSB Public Works

The pilot project will develop a database scheme and a GIS-based map of a portion of the storm drainage system within the urbanized area of the Borough. The attribute data (for example, pipe material and diameter) will be managed in an integrated asset management database that can be used to schedule and track maintenance activities. The mapping is needed for compliance with an anticipated

stormwater Municipal Separate Storm Sewer System (MS4) permit (see CIP ID# 159). The asset management capabilities will enable efficient future mapping efforts and aid storm drain staff in the Borough's operations and maintenance, planning, and project management and engineering divisions in drainage system expansion, maintenance, and upgrades. See companion project CIP ID#173.

Funding Needed: $100,000

6. Big Lake Jolly Creek Drainage Improvements

(CIP ID #295)

Road Class: Major Collector

Nominators: MSB Capital Projects

Flooding and drainage issues exist throughout the Big Lake area. In the center of town, there are historical natural drainages, which have been impacted by decades of development. These drainages have several areas where the flow of stormwater is constricted or adjacent wetlands have been filled, eliminating the natural outflow for water. This increases the chances of flooding due to backwater effects. Several instances of flooding have led to property damage, frequent maintenance and emergency response expenditures, most notably in the residential and commercial areas along Hollywood Road near Chisana Woods Subdivision and areas to the south and west. There have been hydraulic and hydraulical analysis reports performed in the area. The project will result in less risk of flooding and icing on MSB and State of Alaska roads, reducing the risk of vehicle accidents and personal injury.

Funding Needed: $1.4 Million

7. Vine Creek Drainage Improvements

(CIP ID #296)

Nominator: MSB Capital Projects

The project will design and construct a paved pedestrian and bike trail on Bogard, a major arterial transportation route in the Borough. This project begins at Trunk Road and proceeds west to the Seldon/Bogard intersection. A highway separated trail will provide safe access along this heavily-travelled route. Acreage or right-of-way is required along the three-mile route.

Funding Needed: $3 Million

8. Meadow Lakes Quantitative Analysis of Current Well & Septic Conditions

(CIP ID #157)

Nominator: Meadow Lakes Community Council

This project will be a quantitative analysis of current date to create a predictive model of well water availability and vulnerability. Sources in the hydrology field recommend this over a hydrology study which would be expensive and lengthy and in all likelihood would not produce new information. A quantitative analysis of current data will be less expensive, yield results sooner, and consolidate current well and septic information. There is concern about the impact of development on local wells in the Meadow Lakes Area.

Funding Needed: TBD

9. Talkeetna Dike and Revetment

(CIP ID #276)

Nominator: Talkeetna Community Council

The Talkeetna Dike & Revetment system is a flood asset structure, which protects the Talkeetna town site, homes and infrastructure. The structures are located on the southern bank at the mouth of the Talkeetna River, west of the Alaska Railroad trestle bridge. They serve to train flood waters toward the Susitna River without damaging the historic town site of Talkeetna. MSB refurbishment assistance is

needed following the 2006 and 2012 high water/flood events. Regular maintenance is underfunded and in default. The safety of Talkeetna residents will be improved if the flood system is properly maintained by the MSB. The historic district and regional commerce will be protected. The project will also protect the Alaska Railroad abutment, part of a vital transportation link in the State.

Funding Needed: $2.2 Million

10. Port MacKenzie Hydrology Study

(CIP ID #166)

Nominators: MSB Planning

The Study will measure and model ground water, surface water, and storm water elevations and flow directions. This information will help to minimize erosion, liquefaction, flooding and other hazards to Port Development and Operations. Port Leasee will have more site specific information which will help decrease development costs and long-term maintenance costs.

Funding Needed: $1.75 Million

Water Resources Needs List

Talkeetna Water Distribution Point

(CIP ID #277)

Nominator: Talkeetna Community Council

Talkeetna currently lacks a public water distribution point for residents and visitors without access to running water. In the past, two former Laundromats provided a source for hauling water. Currently both have been replaced by other businesses and the town site has no public water source. Approximately 30% of residents manually haul water buckets, etc. Potential locations include the Denali Arts Council Community hanger or Northern Susitna Institute as locations. An approved public watering point will improve public health and safety as well as increased sanitation.

Funding Needed: TBD

MSB School District

Charter School Safety and Security Improvements **$1.7 Million**
District Wide
This project is to make school safety and security improvements to charter schools across the District to bring them in line with systems currently available in other District facilities.

Seismic Repairs 10 Facilities **$18.9 Million**
District Wide
Repair seismic engineering shortfalls in nine schools and the Administration Building.

Standby Generator Replacement **$7.1 Million**
District Wide
Phase II project to replace standby generators. The existing generators are severely undersized, cannot meet current code needs, and have passed their lifecycles.

Water System Replacement **$2.9 Million**
Elementary Schools
This project is to design and install a replacement water supply system for the antiquated water systems at Butte Elementary, Snowshoe Elementary and Big Lake Elementary.

Mechanical Renovation **$ 3.7 Million**
Palmer High School
This project will renovate various mechanical systems (HVAC and water) at PHS.

Safety/Security Support Infrastructure Upgrade **$750,000**
District Wide
Provide reliable and sustainable solutions for environmental control and emergency power for all areas supporting safety and security communications within numerous schools across the District.

ADA Facilities Upgrade **$100,000**
ADA Compliance
This funding is intended to provide funding for various items related to ADA improvements District-wide including installing new controls, curbing and sidewalk improvements, ramps, chair lifts, etc.

Parking Expansion **$325,000**
Palmer High School
This project includes installing approaches, both drive lanes and 66 additional parking spaces at PHS over approximately 24,700 square feet.

Refresh Classroom Technology **$350,000**
District Wide
The project will refresh classroom technology throughout the district, including teacher and student devices and interactive displays.

Safety Upgrades Phase 2 **$80,000**
District Wide
Make improvements to existing security infrastructure by installing additional monitoring infrastructure in schools across the District.

Lunch Room Table Replacement **$320,000**
District Wide
A total of 147 tables will be repaired or replaced throughout the district; 58 tables will be and 89 will be replaced with brand new tables.

Stairwell Upgrade **$60,000**
Colony Middle School
Install railings in the center of each stairwell to assist students in the event of a fall.

Parking Lot Refresh **$200,000**
District Wide
This project includes crack sealing, seal coating, and striping for parking lots across the District.

Student Desk and Furniture Refresh **$350,000**
District Wide
Refresh student desk and furniture in schools across the District.

Exterior Paint and Curb Appeal **$150,000**
District Wide
This project is to repaint and refresh exterior fixtures and landscaping at schools across the District.

Energy Upgrades – Phase 2 **$2.3 Million**
District Wide
This project includes energy use improvements throughout the District by replacing outdated and inefficient systems with high efficiency sustainable systems.

Carpet and Flooring Refresh **$180,000**
District Wide
This project would refresh carpet and flooring at various schools across the District.

Recycling Initiative **$500,000**
District Wide
The Student Advisory Board designed this initiative. The project would provide the capital to procure items needed to expand the District's recycling program: $200,000 for two small bins in each classroom and two large bins in each location; $63,000 for an 8x10 shed at 30 locations; $25,000 to move the sheds; $10,000 in site preparation costs; $60,000 for other supplies; and $100,000 contingency.

Theater Renovation **$50,000**
Colony High School
The theater renovation will provide the school with flex learning space. Currently the theater is used for 1-2 periods per day. CHS would like to augment use of the theater and offer a class in this space during all 7 periods.

School Energy Upgrades **$400,000**
Palmer Junior Middle
This project would replace windows throughout PJMS improving energy efficiency and replace old windows in one of the District's older facilities.

Gymnasium Lighting Upgrade **$150,000**
Colony Middle School
Provide energy savings and code appropriate light levels by upgrading the high use outdated lights in the gymnasium.

Playground Equipment Renovation **$50,000**
Glacier View School
This would update the current playground equipment to meet the safety standards.

New Vehicles **$120,000**
District Wide
Purchase 4 new vans to replace older maintenance vans.

Replace Heat Exchangers **$350,000**
Colony Middle School
This project includes installing heat exchangers and eliminating the need for glycol to the new boiler so the system operates as designed.

Parking Expansion **$175,000**
Snowshoe Elementary School
Provide for additional parking to avoid parents parking in fire lanes and at Station 6-6.

New Lockers **$280,000**
Palmer High School
Replace lockers throughout the school.

New Elevator **$89,000**
Palmer High School
Replace the elevator which requires maintenance often and costly repairs.

Home Economics Improvements **$90,000**
Palmer High School
Renovate existing home economics space.

Tennis Court Upgrade **$150,000**
Colony High School
Upgrades to two tennis courts and procure a set of bleachers.

Lighting Upgrade **$100,000**
Colony Middle School
This project would upgrade the building to LED lighting.

iPad Refresh **$180,000**

Cottonwood Creek Elementary

Refresh iPad carts at Cottonwood Creek Elementary.

Two Laptop Mobile Labs **$79,000**

Butte Elementary School

This would replace outdated/non-working laptops which are used for testing, projects and teaching computer skills.

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COMMISSION BUSINESS

Upcoming PC Agenda Items

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COMMISSION BUSINESS

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7833 • Fax (907) 861-7876
Email: planning@matsugov.us

MEMORANDUM

DATE: September 9, 2016

TO: Planning Commissioners

FROM: Eileen Probasco, Director of Planning and Land Use

SUBJECT: Items tentatively scheduled for future PC Meetings or Administrative Actions and Updates on PC items sent to the Assembly

---

October 3, 2016 *(MSB School District Board Room)*

Introduction for Public Hearing Quasi-Judicial

- **Resolution 16-33**, a request for a variance in accordance with MSB 17.65 – Variances, regarding a variance to MSB 17.55 – Setbacks and Screening Easements, allowing a proposed garage to be built 5.7 feet from the Palmdale Drive right-of-way, located on Block 2, Lot 12, Longbeach Subdivision, Division 2, Palmer Recording District; Township 17 North, Range 1 West, Section 1, Seward Meridian. Public Hearing: October 17, 2016. (*Applicant: Denny & Rebecca Nelson, Staff: Susan Lee*)

Introduction for Public Hearing Legislative

- **Resolution 16-35**, recommending Assembly approval of an Ordinance modifying MSB 17.28 and MSB 17.30 in order to Eliminate the Interim Materials District (IMD) Process. Referred to the PC on 8/2/16 for 90 days and due back to the Assembly by October 31, 2016. Public Hearing: October 17, 2016. (*Staff: Alex Strawn*)
- **Resolution 16-36**, recommending Assembly approval of amendments to MSB 8.45.010, Buildings and Construction; Adoption of Codes Section to Reflect International Codes. Public Hearing: October 17, 2016. (*Staff: Bill Gamble*)

Agency/Staff Reports

(*None*)

Land Use Classifications

(*None*)

Public Hearing Quasi-Judicial

- **Resolution 16-29**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the expansion of the Knik Super Store Liquor package store, located at Lot 1, Settlers Bay Lodge

Subdivision; 5721 S. Knik Goose Bay Road; within Township 17 North, Range 2 West, Section 34, Seward Meridian. (*Staff: Susan Lee, Applicant: Mark Button RMB, LLC*)

- **Resolution 16-34,** a request for a variance in accordance with MSB 17.65 – Variances, regarding a variance to MSB 17.55 – Setbacks and Screening Easements, allowing a proposed guest cabin to be built 10 feet from the South Rory Circle public right-of-way, located on Lot 6, Rocky Lake Subdivision, Palmer Recording District; within Township 17 North, Range 3 West, Section 21, Seward Meridian. (*Applicant: Michael Solmonson, Staff: Mark Whisenhunt,*)
- **Resolution 16-38**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 200 foot tall telecommunication tower (THP1), located at 29625 S. Talkeetna Spur; MSB Tax ID # 25N04W19A006; within Township 25 North, Range 4 West, Section 19, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

Public Hearing Legislative

(*None*)

Unfinished Business

(*None*)

New Business

(*None*)

Commission Business

(*None*)

October 17, 2016 *(MSB Assembly Chambers)*

Introduction for Public Hearing Quasi-Judicial

- **Resolution 16-37**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the operation of an alcoholic beverage dispensary (bar) at the 907 Club, located at 2541 S. Rosalie Court; MSB Tax ID# 5428000T00A; within Township 17 North, Range 3 West, Section 21, Seward Meridian. Public Hearing: November 7, 2016. (*Applicant: Mark Button (dba RMB, LLC, 907 Club, Staff: Mark Whisenhunt*)

Introduction for Public Hearing Legislative

(*None*)

Agency/Staff Reports

(*None*)

Land Use Classifications

(*None*)

Public Hearing Quasi-Judicial

- **Resolution 16-33**, a request for a variance in accordance with MSB 17.65 – Variances, regarding a variance to MSB 17.55 – Setbacks and Screening Easements, allowing a proposed garage to be built 5.7 feet from the Palmdale Drive right-of-way, located on Block 2, Lot 12, Longbeach Subdivision, Division 2, Palmer Recording District; Township 17 North, Range 1 West, Section 1, Seward Meridian. (*Applicant: Denny & Rebecca Nelson, Staff: Susan Lee*)

Public Hearing Legislative

- **Resolution 16-35**, recommending Assembly approval of an Ordinance modifying MSB 17.28 and MSB 17.30 in order to Eliminate the Interim Materials District (IMD) Process. Referred to the PC on 8/2/16 for 90 days and due back to the Assembly by October 31, 2016. Public Hearing: October 17, 2016. (*Staff: Alex Strawn*)
- **Resolution 16-36**, recommending Assembly approval of amendments to MSB 8.45.010, Buildings and Construction; Adoption of Codes Section to Reflect International Codes. (*Staff: Bill Gamble*)

Unfinished Business

(*None*)

New Business

(*None*)

Commission Business

(*None*)

November 7, 2016 *(MSB Assembly Chambers – Half-Chambers Only)*

Introduction for Public Hearing Quasi-Judicial

(*None*)

Introduction for Public Hearing Legislative

(*None*)

Agency/Staff Reports

(*None*)

Land Use Classifications

(*None*)

Public Hearing Quasi-Judicial

- **Resolution 16-37**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the operation of an alcoholic beverage dispensary (bar) at the 907 Club, located at 2541 S. Rosalie Court; MSB Tax ID# 5428000T00A; within Township 17 North, Range 3 West, Section 21, Seward Meridian. (*Applicant: Mark Button (dba RMB, LLC, 907 Club, Staff: Mark Whisenhunt*)

Public Hearing Legislative

(*None*)

Unfinished Business

(*None*)

New Business

(*None*)

Commission Business

(*None*)

Upcoming PC Actions

Quasi-Judicial

- Central Monofill Services CUP remanded back to Planning Commission by Superior Court. (*Staff: Alex Strawn*)
- Earth Materials Extraction CUP, 18N02W27D009. (*Applicant: T&J Gravel, Staff: Susan Lee*)
- Burnett Variance. (*Applicant: Stephen Spence, Staff: Susan Lee*)
- Forks Roadhouse Beverage Dispensary CUP. (*Staff: Mark Whisenhunt*)

Legislative

- Title 17 Consolidation. (*Staff: Sara Jansen*)

Other Upcoming Administrative Actions (Not going to the PC)

- Nash/Chijuk Creek NRMU Timber Transportation Permit. (*Staff: Susan Lee*)
- Minnick Earth Materials Extraction Administrative Permit. (*Staff: Mark Whisenhunt*)
- Psenak Earth Material Extraction Administrative Permit. (*Staff: Mark Whisenhunt*)
- Wilderness East, Pre-existing Legal Nonconforming Status Determination for a Structure. (*Staff: Susan Lee*)
- Finger Lake Legal Nonconforming Status Determination for a Structure. (*Staff: Susan Lee*)

PC Decisions Currently Under Appeal

- Central Monofill Services Application for a CUP Remanded by to the Planning Commission by Superior Court. (*Staff: Alex Strawn*)

Updates on PC items going to the Assembly (Pending)

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
Resolution 16-05, A resolution recommending Assembly adoption of the Seldon Road Extension Corridor Access Management Plan. (*Staff: Mike Campfield*)		ORD # 16-__	IM # 16-__
Actions:	01/08/16 – PC Introduction 02/01/16 – PC Public Hearing – Approved		

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
Resolution 16-28, recommending Assembly approval of an Interim Materials District (IMD) known as Denali Highway Mile 99, in accordance with MSB 17.28 – Interim Materials District, for the extraction of 500,000 cubic yards of earth material within a 69.91 acre parcel until the year 2060, located within Township 19 South, Range 2 West, Section 10 & 15, Fairbanks Meridian. (*Applicant: State of Alaska, Department of Transportation and Public Facilities, AKDOT&PF, Staff: Susan Lee*)		ORD # 16-051	IM # 16-057
Actions:	01/16/16 – PC Introduction 08/15/16 – PC Public Hearing – Approved 09/06/16 – Assembly Introduction		

Updates on PC items that went to the Assembly (Complete)

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
Resolution 16-19, recommending Assembly adoption of an Ordinance establishing Riparian Buffer Standards on High Priority Salmon Streams. Referred by the Assembly to the PC on April 20, 2016, for 90 days. (*Staff: Frankie Barker*)		ORD # 16-051	IM # 16-057
Actions:	05/02/16 – PC Introduction 05/16/16 – PC Public Hearing – Failed 08/02/16 – Assembly Introduction – Pulled from the agenda		

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
Resolution 16-25, recommending the Assembly support the development of a Regional Transportation Planning Partnership Program. Postponed from June 20, 2016. (*Staff: Jessica Smith*)		Reso # 16-047	IM # 16-109
Actions:	06/06/16 – PC Introduction 06/20/16 – PC Public Hearing – Postponed until 8/1/16 08/01/16 – PC Unfinished Business - Approved 08/02/16 – Assembly Consent Agenda - Approved		