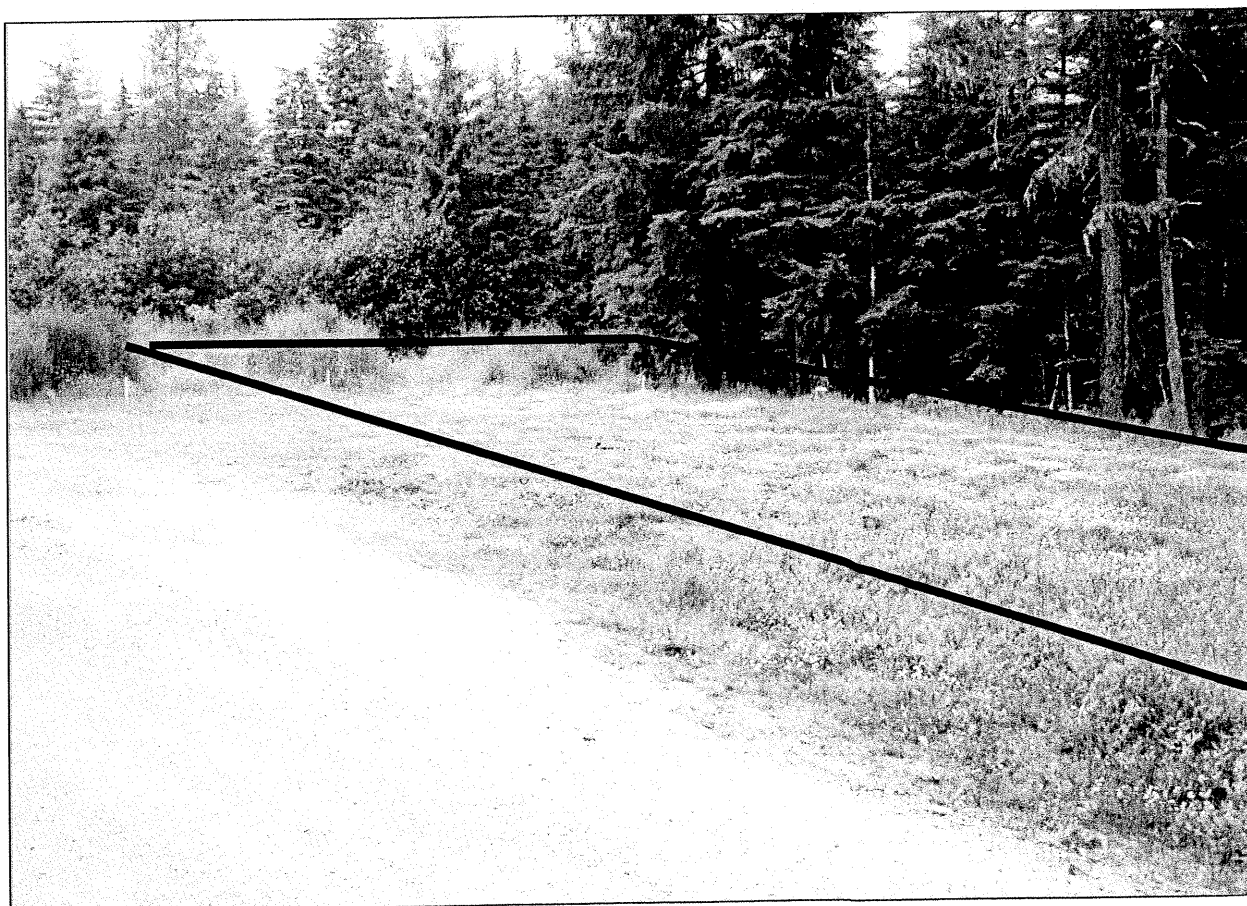
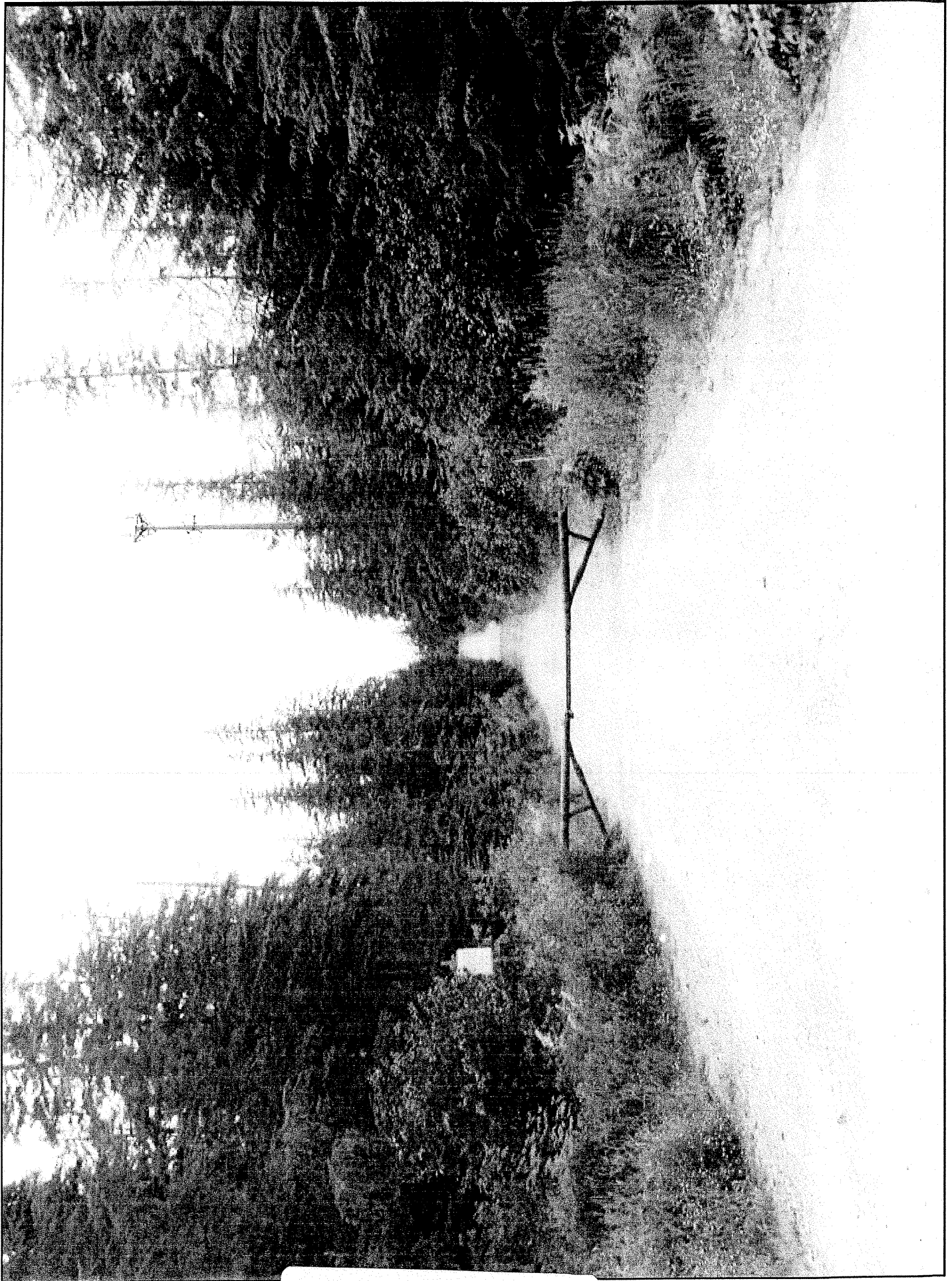




Picture above taken by CDD Staff on 6/27/11 shows the view from Fish Creek Road looking down the dirt road. Arrow indicates entrance to site. Picture below shows the area of construction in black lines surrounded by trees.



Photograph simulation with proposed 175-foot tall Tower in background.



ATTACHMENT D

APPRAISAL REPORT

OF PERCEIVED IMPACT OF INSTALLING A RED BLINKING LIGHT AND
WHITE AND RED STRIPES ON AN EXISTING 175' TALL TELECOMMUNICATIONS
MONOPOLE ON NEIGHBORING PROPERTY VALUES,
JUNEAU, ALASKA



PHOTO 042813_0743 - TAKEN BY JOSHUA HORAN ON APRIL 28, 2013 - FISH CREEK ROAD
LOOKING IN A SOUTHERLY DIRECTION.

Prepared For: Noah Grodzin, Zoning Manager
Cascadia PM
5501 NE 109th Court, Suite A-2
Vancouver, Washington 98662

Prepared By: Charles E. Horan, AA41
Horan & Company, LLC
403 Lincoln Street, Suite 210
Sitka, Alaska 99835

Effective Date: April 29, 2013

Report Date: May 3, 2013

Our File Number: 13-021

Attachment 5

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

CHARLES E. HORAN MAI / WILLIAM G. FERGUSON, TIMOTHY W. RILEY, JOSHUA C. HORAN,
JAMES A. CORAK, SARAH ADAY, SLATER M. FERGUSON AND KAREN J. FUSSELMAN

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835

PHONE NUMBER: (907)747-6666

FAX NUMBER: (907)747-7417

commercial@horanappraisals.com

May 3, 2013

Noah Grodzin, Zoning Manager

Cascadia PM

5501 NE 109th Court, Suite A-2

Vancouver, Washington 98662

VIA Email: noah.grodzin@CascadiaPM.com

Re: Appraisal Report of Perceived Impact of Installing a Red Blinking Light and White and Red Stripes on an existing 175' Tall Telecommunications Monopole on Neighboring Property Values, Juneau, Alaska; Our File No. 13-021

Dear Mr. Grodzin:

AT&T is installing a red blinking light and painting white and red stripes on an existing 175' tall monopole communication tower off Fish Creek Road on Douglas Island at Juneau, Alaska. A conditional use permit is required from the City and Borough of Juneau (CBJ) for this modification development. One of the requirements of the permit is to determine the impact of the proposed facility change on surrounding neighborhood property values.

We made an inventory of existing lighted towers in the Juneau area and viewed them from the road. We have completed a study to identify the valuation issues through discussions with local knowledgeable people involved in this issue, the developer and local real estate appraisers, brokers and other market participants who would enable us to discern the market perception relative to this issue in the Juneau market.


We have viewed the subject site and reviewed the development and plans for the modifications. It appears that the tower will be more visible to enhance aviation safety. Although it is located in a scenic corridor view shed, it is relatively remote having no private properties nearby. It is my opinion, this situation would be similar to other lighted and painted towers in residential or commercial settings along the road system. As planned, these modifications would not cause any serious view blight or any other tactile interference to make it disharmonious with the neighborhood. Based on our interviews with four realtors, nine appraisers, and our own experience in the market place, it does not appear that there would be any substantial or measurable decrease in value of neighborhood property due to the proposed red lighting and striped painting.

In addition to interviewing knowledgeable market observers, we have collected anecdotal information which substantiates this finding. The only additional research that might be done to further probe the issue would be to identify recent sales in areas where there are lighted, striped towers and do a one-on-one comparison to see how those sale prices compare to the sale values of other properties with a lesser presence of cell tower influence. In our opinion, it is highly probable that the results of this additional analytical effort would not differ from the conclusions found from interviewing local, knowledgeable market observers.

Your attention is invited to the attached report which describes the subject property, outlines our methodology, discerns the opinions of knowledgeable market observers and identifies areas of other lighted towers in settings that might provide comparisons to the subject. Also, we have outlined what type of locational impacts may result in substantial decrease in property values. The report contains other background information relative to our conclusions, and summarizes Assumptions and Limiting Conditions, Definitions, and the Certification of Consultation.

If you have any questions or comments, please do not hesitate to call.

Sincerely,



Charles Horan, MAI AA41
HORAN & COMPANY

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1.6 Price Comparison..... 6

1.7 Conclusion 9

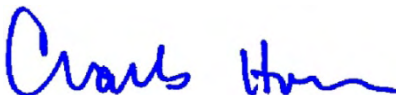
Addenda

- Airport Point AK14597A - Close-up View
- Airport Point AK14597A - Distant View Photo Simulation
- Qualifications of Charles E. Horan

CERTIFICATION OF CONSULTATION

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is our impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- The use of this report is subject to the requirements of the Appraisal Institute relating to the review by its duly authorized representatives.
- Joshua Horan inspected the facility on April 29, 2013. Charles Horan inspected it on June 23, 2011 and subsequently from a distance after development.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the people signing this certification.
- I have not performed any services regarding the subject property within the prior three years, as appraiser or in any other capacity. Timothy O'Reilly, Real Estate Appraiser of our firm developed a market rent estimate of this cell tower site in June of 2011.
- As of the date of this report, I, Charles Horan, have completed the continuing education program of the Appraisal Institute.



Charles E. Horan, MAI
AA41

April 29, 2013
Effective Date

1.1 PROPOSED PROJECT

AT&T has constructed a 170 foot monopole tower with a five foot lightning rod extension. It is painted a neutral green color. It is located on a 2,000 SF leasehold land site from the City and Borough of Juneau. It is on a quarry access road off the Fish Creek Road on North Douglas Island. The site itself is mostly gravel covered surrounded by tall evergreen trees on undeveloped land. Please see Figure 1 Site Plan.

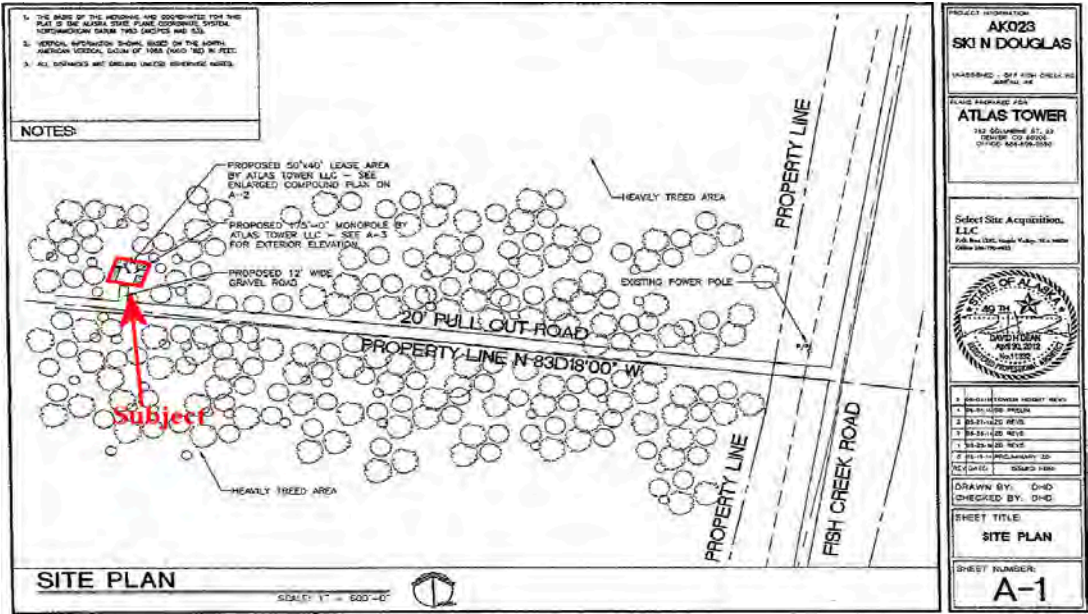


FIGURE 1 - SITE PLAN - LOCATION NEAR FISH CREEK ROAD

This facility is in a semirural, undeveloped area off Fish Creek Road which accesses Eagle Crest ski slope. Its location is noted in Figure 2 Tower Site Location.

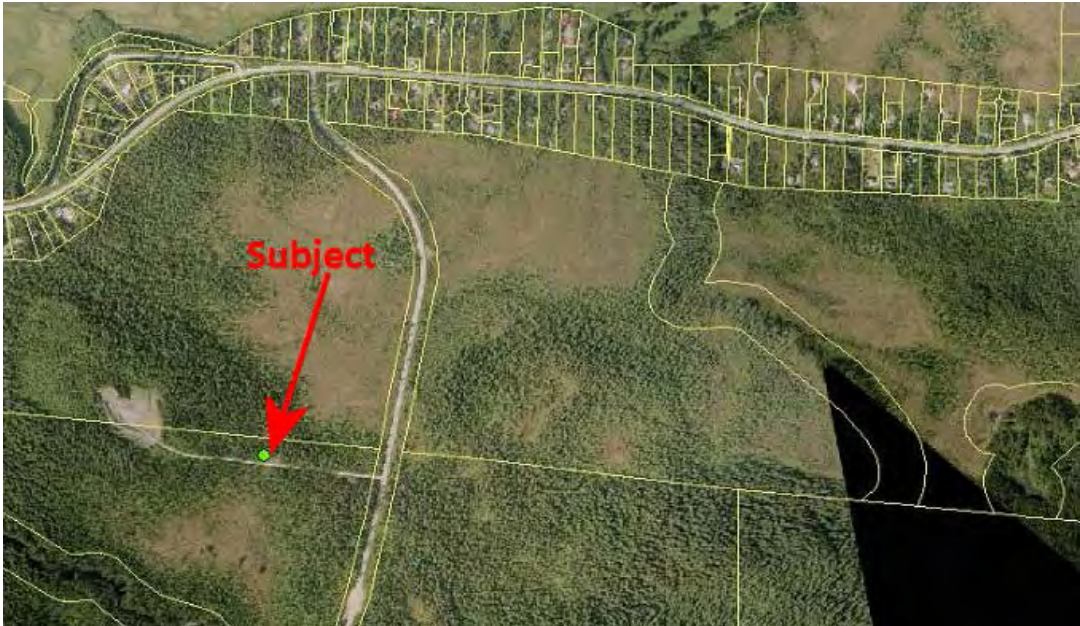


FIGURE 2 - TOWER LOCATION

The project consists of adding a red light and painting the existing tower with white and red stripes. Figure 3 shows the tower elevation from the original engineered drawings contrasted by the nearby trees. See the simulated photo in the Addenda showing the existing condition as compared to the proposed condition. The proposed condition will cause the facility to be more easily detected by aircraft flying over the area. It will also be more noticeable from distant views day or night because of the flashing light and the brighter color scheme from the residential areas on North Douglas Island and the views from across Gastineau Channel. The subject will have a distant presence similar to the views of towers along Glacier Highway and related neighborhoods as seen from North Douglas Island looking north. Photo simulation No. 8 in the Addenda provided by the client shows the distant view of the area from Sunny Point off Glacier Highway.

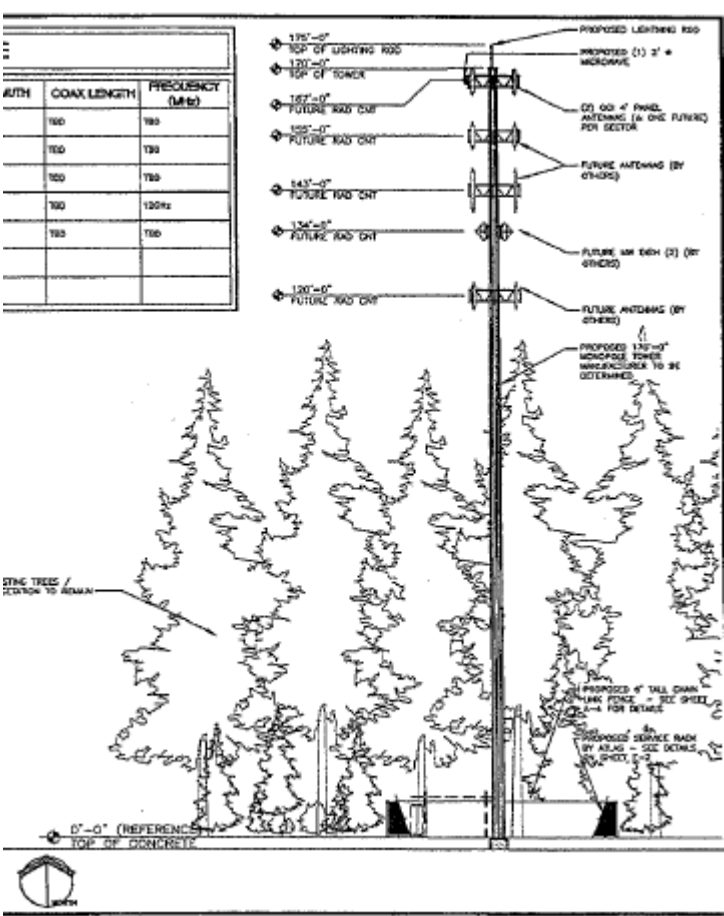


FIGURE 3 - TOWER ELEVATION

To determine what neighborhoods would experience the same view shed as the subject as proposed with the color change and flashing light, we inventoried the lighted towers in the Juneau area listed with the FAA. Figure 5 shows the lighted towers along the Juneau road system, noting red lights and white lights. This shows areas from which comparison property impact would be likely to show the impact, if any, of the lighted and colored tower features.

The only purpose of our study is to determine if there is a current negative market response to the change in color scheme and flashing red light on the tower in the immediate neighborhood as of April 2013.

1.2 JUNEAU REAL ESTATE MARKET

A market is a place where buyers and sellers meet to determine a price. The market in Juneau is relatively well developed with most transactions being handled by realtors. There is an active Multiple Listing Service (MLS) that gives reasonable exposure for the bulk of the sales. As an indicator of the volume and pricing trends in this market, Figure 4 from the Juneau Economic Development Association shows average selling price of a single-family residence through Q3 of 2012. The market appears to have appreciated significantly from 2011 through 2012 has remained strong throughout the year.

This trend covers a period when housing prices had run up, which generally follows the national trend, peaking in 2007 and then cooling in the following years based on the national recession and the uncertainty in the real estate market. The Juneau market, however, has remained strong over the past four years with a persistent employment and population base. Also, capital creep slowed significantly or ended in 2009 along with the announcement that the Kensington Mine would come on line. Indeed, production began in June 2010. Further, the influence of the state government in Juneau

remained positive due to the strength of the treasury as a result of persistent high oil prices. In this environment, demand is good, sales brisk, and the market would be characterized as in balance.

Juneau Housing Sales and Prices

In the first three quarters of 2012, the average sales price for single-family homes in Juneau reached \$378,282, surpassing the previous 2007 high of \$335,563. The average price for was based on 186 sales, so while the trend of increasing prices seems clear, the actual value can differ greatly on the basis of a few sales. Nationally, home sales peaked in 2006 and defaults of subprime mortgages increased quickly thereafter. By mid-2007, home prices and sales had dropped dramatically. Since 2009, Juneau's home prices have continued to rise as those at the national-level have faltered. Showing a strong rebound, however, national prices are up 11.4% in first half of 2012.



FIGURE 4 - JUNEAU HOUSING SALES AND PRICES

1.3 VALUE IMPACT AND HARMONY OF CELL TOWER FEATURES

This study specifically addresses the City and Borough of Juneau Code 49.15.330 (d) (5) (B) f, which requires the Planning Director and Commission to answer the question “Will [the proposed development] substantially decrease the value of or be out of harmony with property in the neighborhood area?” The term “substantially decrease the value” would mean there would be a measurable negative influence. In the subject instance, this would come from the visual impact of the tower and the market’s perceived health and safety risks that would be substantial enough to be discernible through sales activity reflecting a measurable downward pricing trend discernible in the market. The term “be out of harmony” would be captured in these elements of market diminution due to the negative impact of sight, sound, smell or other perceived health or safety risks that were not present prior to the permitted use.

In the past, the appraisers studied the Juneau market including specific sales research and interviews with knowledgeable market observers to discern what types of negative uses or situations may result in an impact on property values. Some of these impacts on market value may be substantial or measurable. Some impacts are more subtle and not considered to have a measurable impact on property values relative to comparable properties in areas without the particular disharmonious use. Some examples of situations that, in the extreme, may impact property values and on the other hand, if more subtle, probably would not impact property values include the following:

- A home in a slide area;
- Properties next to high voltage power lines, with view obstruction;
- Properties with significant view obstructions such as power poles, commercial and industrial or degraded uses within the view shed;
- Properties next to noxious odors or noises such as sewage treatment plants or airport noise;
- Properties within avalanche areas;
- Properties that have had oil spills or other bio-hazardous events that have been mitigated by cleaned up or managed in place.

In order to determine the impact of these types of negative attributes, we have considered a variety of methods including matched-paired sales studies and interviews with local knowledgeable market observers. The matched-paired sales method would include identifying recent sales of properties near cell towers exposed to the flashing light and color scheme proposed to be featured by the subject that are similarly situated to the proposed situation. These sales could then be contrasted with other neighborhood sales or sales as similar as can be found in all regards except for the influence of lighted striped cell towers due to proximity or visual orientation. This would be a time consuming and costly study. Its ultimate reliability would depend upon the availability of observations or sales that would provide the needed contrast. In situations where cell towers are large, of noticeable contrasting colors, and provide extreme nearby view obstructions in a residential settings, it would be an easier hypothesis to test. In the subject's case, where the cell tower is not close to development and represents a distant view, it would be more subtle, it may be difficult to discern the differences, and would require a greater amount of market research with a questionable outcome depending on the quality of available data. As an alternative, there is a more direct way to address the problem. We developed a second method, interviewing knowledgeable market observers.

Ultimately, real estate is local. Prices paid and the factors influencing those prices are based on local preferences and market knowledge. Trends observed in other areas may not be immediately applicable to the local market. Professionals, especially realtors and appraisers who have observed their local market and are familiar with hundreds or thousands of transactions in the local market, would be the best to first discern what the expected impact of cellular phone towers would be on price or market value. The definition of market value is:

The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition are the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised, and acting in what they consider their best interests;

3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Page 123

The critical element here is the knowledge of the buyers and sellers. In order to determine the buyer and seller knowledge base, we have interviewed appraisers, realtors and others who are knowledgeable within the market place, having observed buyer and seller response to prices for various positive and negative aspects of residential real estate transactions in Juneau.

1.4 INTERVIEWS WITH MARKET PARTICIPANTS

Juneau Residential Real Estate Appraisers' Feedback

We have interviewed a significant number of brokers and residential real estate appraisers who work within the Juneau market and regularly communicate with buyers and sellers. Nine appraisers with over 100 years of experience and over 10,000 residential appraisals were asked if they had ever used a discount or adjustment for a property's locational influence relative to cell towers in the residential settings similar to the subject. The answer was no. Further inquiry was made as to what types of negative neighborhood influences might require consideration of market adjustments. Examples included proximity to Lemon Creek Correctional Center, the garbage dump, substation noise, avalanche zone or slide areas, residential views over industrial parks or old mobile home parks, and neighborhood densities. It is important to note that many of these negative influences are relative to comparables taken from other areas and are not necessarily negative for comparables from the similarly situated area.

Juneau Residential Realtors' Feedback

Similar to the question proposed to appraisers, realtors were interviewed to ascertain if they had detected any influence of cell towers in their experience with buyers and sellers. Four realtors interviewed represented involvement of approximately 1,400 transactions, with over 30 years' experience within the Juneau market. Their responses were generally that there was no significant influence and, oftentimes, if cell towers were disguised, they were overlooked. There was an acknowledgment that if cell towers interfered significantly with the view shed, such as a large, direct, obstruction, which marred an otherwise scenic view, it may be an issue. However, there were no specific situations noted in this regard. One realtor commented that if there were a large tower developed immediately adjacent to the property it might have some influence, but it depended on the degree and how well screened the tower would be. In several cases, realtors commented that they were never discussed or not known to have existed in areas where they were present. In some cases, cell tower installations were confused with electrical installations.

When asked if there were health concerns related to cell towers within the market that impacted value, the answer was no. One comment was that there may have been some health concerns with proximity to electrical substations, and they would expect that concerns of cell towers might be similar; however, there was no known adjustment for price based on these situations.

The realtors were asked what kind of negative influences in the market they would consider substantial or measurable due to locational elements. Wastewater treatment plant, a gas company, downwind from the dump and proximity to the jail and avalanche areas were all mentioned. Properties that had persistent noise or odor, significant view obstruction or known hazard such as avalanche may be considered significant within the market. When queried about less significant negative influences that may not be substantial, the indication was that if the degree of influences were moderate or subtle, they would not be significant market determinacies. Based on these observations, the change of the color scheme and the addition of the light, especially at the distances involved in the subject instance from nearby residential areas would not have a significant market impact.

1.5 ANECDOTAL DATA

The presence of cell towers in many instances is unnoticed. There are comments from realtors who sold houses adjacent to cell towers that they were not even aware the cell towers were there. One realtor handled two separate transactions within the last few years, literally across the street from the 100' tall cell tower at Valley Boulevard and Mendenhall Loop Road (8503 Valley Boulevard) and indicated the cell tower had no apparent influence on the transaction. A comment was made that the congested intersection and traffic along Mendenhall Loop Road would have more of an impact on price consideration.

A renter at 12280 Mendenhall Loop Road, Darrell West, indicated the nearby cell tower made no negative difference to him or his roommates. In fact they appreciated that they had very good reception for their 3G Android cell phones.

The former City and Borough of Juneau Assessor related an incident where as Assessor he had made a downward adjustment for a cell tower on North Douglas. Within a year of making a substantial downward adjustment, he reported the property sold for \$200,000 over the adjusted value. There seems to be an acknowledgment in the market that a large tower blocking a scenic view could have an influence on value, but this would be a rare case. There was no anecdotal data that would suggest that putting a light on the subject facility and changing its color scheme would have any impact on nearby neighborhood values, especially in this semi-rural setting.

1.6 PRICE COMPARISON

The scope of this study did not include an analysis of pricing of properties directly in the influence of cell towers that would be comparable to the subject situation. The appraiser has reviewed various lighted tower locations in the Juneau area. The most competitive towers would be those noted in Figure 5. Some of the more remote towers similarly situated to the subject would be those along the Mendenhall Peninsula east of the airport, those at the end of the airport runway, the one in the

commercial area near Lemon Creek, and possibly the one on Spuhn Island currently under construction. These areas would likely mimic the impact, if any, in the proposed area.

Further study could be done to suggest a radius of influence for these towers and identify sales, that have occurred since their installation. The sales analysis would attempt to identify properties similarly situated of similar characteristics in similar market conditions (time) and determine if there were significant price differences between the sales explainable by the influence of the cell tower. It is not certain how many sales and paired similar properties would fulfill these criteria. Based on the research done so far and the interviews with knowledgeable market observers, it does not appear likely that the most competitive similarly situated cell towers would produce a negative influence on market values discernible by this paired sales technique. It is even less likely there would be any noticeable market difference for adding a red flashing light and changed color scheme as compared to the existing tower as it is situated. However, we stand ready to pursue this type of study if so desired.

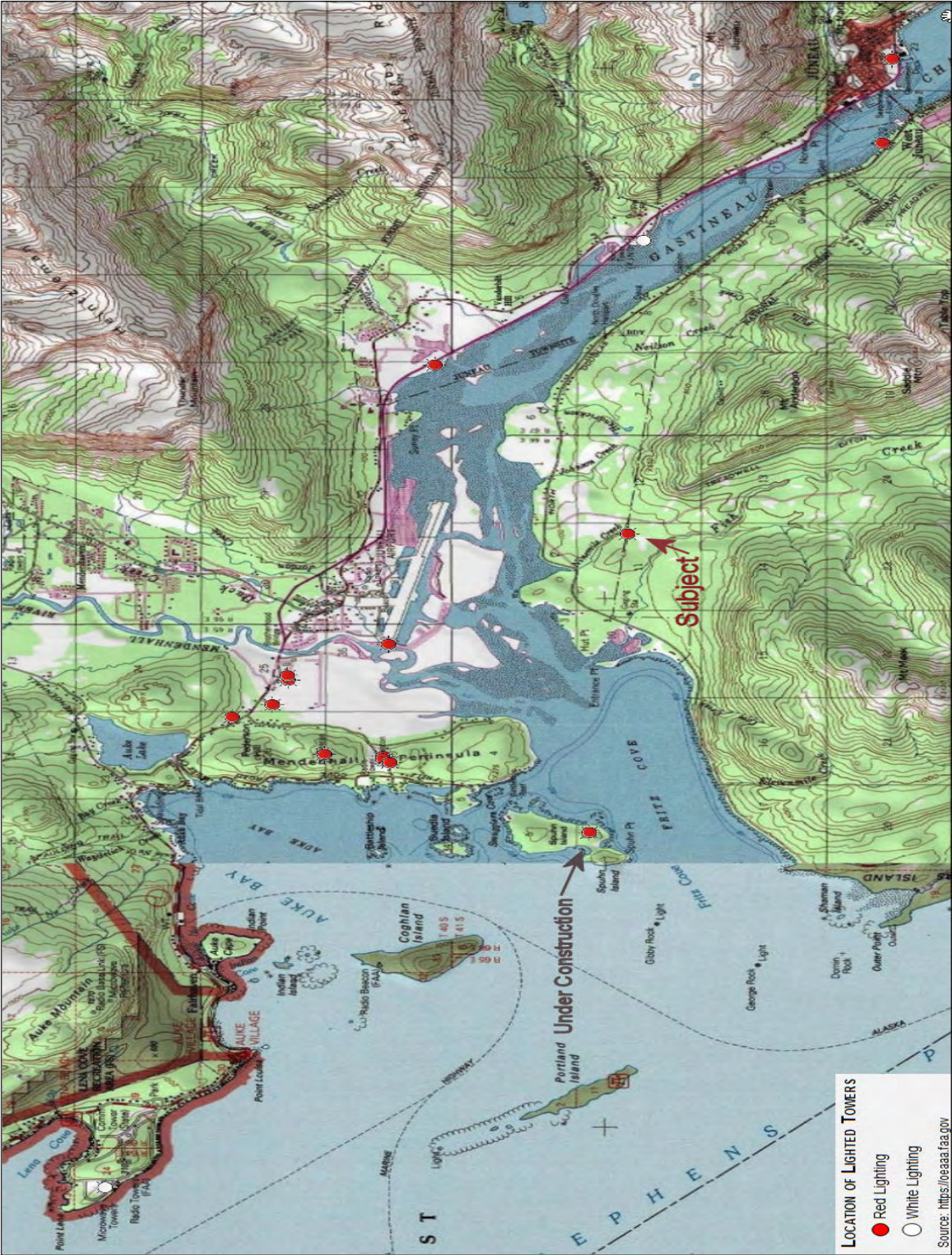


FIGURE 5 - LIGHTED TOWERS IN JUNEAU AREA. COMPILED BY HORAN & COMPANY, LLC

1.7 CONCLUSION

We have reviewed competing potentially similar neighborhood areas. We have found a lack of documented discounts or negative market reactions towards the presence of cell towers in these settings. Further, we believe there is even less evidence that would suggest a discount or negative market reaction towards the condition of the facility due to the contrasted difference between the way it exists now and the reactions towards it featured with a flashing red light and red and white striped paint. This is confirmed by interviews with local knowledgeable market observers. It is therefore our opinion there would be no substantial decrease of value due to the presence of the proposed lighting and changed color scheme to the surrounding neighboring properties. It is further our opinion that if a more in-depth study was completed through market price comparisons, it is highly probable it would not change this conclusion.

ADDENDA

AIRPORT POINT AK 14597A (4) - CLOSE-UP VIEW

4

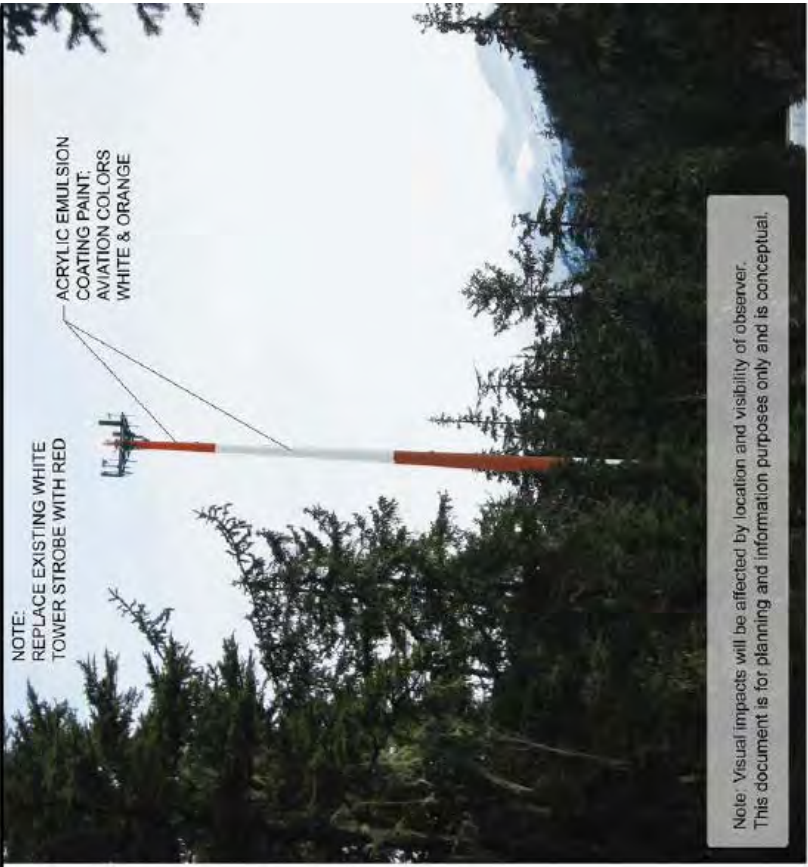


Airport Point AK14597A
Looking East

APPROX. PHOTO LOCATION
APPROX. MONOPOLE LOCATION



Existing



NOTE: REPLACE EXISTING WHITE TOWER STROBE WITH RED
ACRYLIC EMULSION COATING PAINT. AVIATION COLORS WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer. This document is for planning and information purposes only and is conceptual.

Proposed

AIRPORT POINT AK 14597A (8) - DISTANT VIEW PHOTO SIMULATION



QUALIFICATIONS OF CHARLES E. HORAN, MAI

State Certification

Bachelor of Science Degree

MAI, Member Appraisal Institute, No. 6534

State of Alaska General Appraiser Certification, No. AA41

University of San Francisco, B.S., 1973, Major: Business Administration

Employment History

August 2004 Owner, HORAN & COMPANY, LLC

03/87-07/04 Partner, HORAN, CORAK AND COMPANY

1980-02/87 Partner, The PD Appraisal Group, managing partner since November 1984
(formerly POMTIER, DUVERNAY & HORAN)

1976-80 Partner/Appraiser, POMTIER, DUVERNAY & COMPANY, INC., Juneau and Sitka, Alaska

1975-76 Real Estate Appraiser, H. Pomtier & Associates, Ketchikan, AK

1973-75 Jr. Appraiser, Ketchikan Gateway Borough, Ketchikan, AK

Lectures and Educational Presentations

1998, "Easement Valuation Seminar," Alaska Chapter Appraisal Institute, Anchorage, AK

1998, "Easement Valuation Seminar," Seal Trust, Juneau, Alaska

1997, "Sitka Housing Market," Sitka Chamber of Commerce

1997, developed and taught commercial real estate investment seminar for Shee Atika, Inc.

1994, developed and taught seminar "Introduction to Real Estate Appraising," University of Alaska/S.E., Sitka Campus

1985, Speaker at Sitka Chamber of Commerce, "What is an Appraisal? How to Read the Appraisal"

1984, Southeast Alaska Realtor's Mini Convention, Juneau, Alaska

Day 1: Introduction of Appraising, Cost and Market Data Approaches

Day 2: Income Approach, Types of Appraisals, AIREA Accredited Course

1983, "The State of Southeast Alaska's Real Estate Market"

1982, "What is an Appraisal?"

Types of Property Appraised

Commercial - Retail shops, enclosed mall, shopping centers, medical buildings, restaurants, service stations, office buildings, auto body shops, schools, remote retail stores, liquor stores, supermarkets, funeral home, mobile home parks, camper courts. Appraised various businesses with real estate for value as a going concern with or without fixtures such as hotels, motels, bowling alleys, marinas, restaurants, lounges.

Industrial - Warehouse, mini-warehouse, hangars, docks barge loading facilities, industrial acreage, industrial sites, bulk plant sites, and fish processing facility. Appraised tank farms, bulk terminal sites, and a variety of waterfront port sites.

Special Land - Partial Interest and Leasehold Valuation - Remote acreage, tidelands with estimates of annual market rent. Large acreage land exchanges for federal, state, municipal governments and Alaska Native Corporations; retail lot valuations and absorption studies of large subdivisions; gravel and rock royalty value estimates; easements, partial interests, conservation easements; title limitations, permit fee evaluations. Appraised various properties under lease to determine leasehold and leased fee interests. Value easements and complex partial interests.

Special Projects - Special consultation for Federal land exchanges. Developed Land Evaluation Module (LEM) to describe and evaluate 290,000 acres of remote lands. Renovation feasibilities, residential lot absorption studies, commercial and office building absorption studies. Contract review appraiser for private individuals, municipalities and lenders. Restaurant feasibility studies, Housing demand studies and overall market projections. Estimated impact of nuisances on property values. Historic appreciation / market change studies. Historic barren material royalty valuations, subsurface mineral and timber valuation in conjunction with resource experts. Mass appraisal valuations for Municipality of Skagway, City of Craig, Ketchikan Gateway Borough and other Alaska communities. Developed electronic/digital assessment record system for municipalities. Developed extensive state-wide market data record system which identified sales in all geographic areas.

Expert Witness Experience and Testimony

2009 Expert at mediation - Talbot's Inc vs State of Alaska, et al. IKE-07-168CI

2008 Albright vs Albright, IKE-07-265CI, settled

2006 State of Alaska vs Homestead Alaska, et al, 1JU-06-572, settled

2006 State of Alaska vs Heaton, et al, 1JU-06-570CI, settled

2006 State of Alaska vs Jean Gain Estate, 1JU-06-571, settled

2004 Assessment Appeal, Board of Equalization, Franklin Dock vs City and Borough of Juneau

2000 Alaska Pulp Corporation vs National Surety - Deposition

U.S. Senate, Natural Resources Committee

U.S. House of Representatives, Resource Committee

Superior Court, State of Alaska, Trial Court and Bankruptcy Courts

Board of Equalization Hearings testified on behalf of these municipalities: Ketchikan Gateway Borough, City of Skagway, City of Pelican, City and Borough of Haines, Alaska

Witness at binding arbitration hearings, appointed Master for property partitionment by superior state court, selected expert as final appraiser in multi parties suit with settlements of real estate land value issues

Partial List of Clients

Federal Agencies

Bureau of Indian Affairs
Bureau of Land Mngmnt
Coast Guard
Dept. Of Agriculture
Dept. Of Interior
Dept. Of Transportation
Federal Deposit Ins Corp
Federal Highway Admin.
Fish & Wildlife Service
Forest Service
General Service Agency
National Park Service
USDA Rural Develop.
Veterans Administration

Lending Institutions

Alaska Growth Capital
Alaska Pacific Bank
Alaska Ind. Dev. Auth.
ALPS FCU
First Bank
First National Bank AK
Key Bank
Met Life Captial Corp.
National Bank of AK
Rainier National Bank
SeaFirst Bank
True North Credit Union
Wells Fargo
Wells Fargo RETECHS

ANCSA Corporations

Cape Fox, Inc.
Doyon Corporation
Eyak Corporation
Goldbelt
Haida Corporation
Huna Totem
Kake Tribal Corporation
Klawock-Heenya Corp.
Klukwan, Inc.
Kootznوو, Inc.
Sealaska Corporation
Shaan Seet, Inc.
Shee Atika Corporation
TDX Corporation
The Tatitlek Corporation
Yak-Tat Kwan

Companies

AK Electric Light & Power
AK Lumber & Pulp Co.
AK Power & Telephone
Allen Marine
Arrowhead Transfer
AT&T Alscom
Coeur Alaska
Delta Western
Gulf Oil of Canada
Hames Corporation
HDR Alaska, Inc.
Holland America
Home Depot
Kennecott Greens Creek
Kennedy & Associates
Madsen Construction, Inc.
Service Transfer
Standard Oil of CA
The Conservation Fund
Union Oil
Ward Cove Paking
White Pass & Yukon RR
Yutana Barge Lines

Municipalities

City & Borough of Haines
City & Borough of Juneau
City & Borough of Sitka
City of Akutan
City of Coffman Cove
City of Craig
City of Hoonah
City of Ketchikan
City of Klawock
City of Pelican
City of Petersburg
City of Thorne Bay
City of Wrangell
Ketchikan Gateway Borg.
Municipality of Skagway

Other Organizations

Baranof Island Housing
Authority (BIHA)
Central Council for Tlingit
& Haida Indian Tribes
of Alaska (CCTHITA)
Diocese of Juneau
Elks Lodge
Hoonah Indian Assoc.
LDS Church
Moose Lodge
SE AK Land Trust (SEAL)
SE AK Reg Health
Consortium (SEARHC)
Sitka Tribe of Alaska
The Nature Conservancy

State of Alaska Agencies

Alaska State Building
Authority (formerly
ASHA)
Attorney General
Dept. of Fish & Game
Dept. of Natural Service,
Div. of Lands
Dept. of Public Safety
Dept. of Transportation &
Public Facilities
(DOT&PF)
Mental Health Land Trust
Superior Court
University of Alaska

Education

Uniform Standards of Professional Appraisal Practice - 2011 Update, Juneau, AK; June 2011
Current Issues & Regulatory Updates Affecting Appraisers #10066; William King & Associates, Inc., Juneau, AK; June 2011
Loss Prevention Program for Real Estate Appraisers; LIA Administrators & Insurance Services; Juneau, AK; June 2011
Uniform Appraisal Standards for Federal Land Acquisitions (UASFLA), Rockville, MD, Oct 2010
Business Practices and Ethics, Seattle, WA, Apr 2010
Fall Real Estate Conference, Seattle, WA, Dec 2009
7-hour National USPAP Update Course, Seattle, WA, May 2009
Fall Real Estate Conference, Seattle, WA, Nov 2008
Attacking and Defending an Appraisal in Litigation, Kent, WA, Sep 2008
Sustainable Mixed-Use N.I.M., Seattle, WA, Feb 2008
Appraising 2-4 Unit Properties, Bellevue, WA, Sep 2007
Business Practices and Ethics, Seattle, WA, Jun 2007
7-hour National USPAP Update Course, Seattle, WA, Jun 2007
Residential Market Analysis and Highest and Best Use, Seattle, WA, Apr 2007
Basic Appraisal Procedures, Seattle, WA, Feb 2007
USPAP Update Course, Anchorage, AK, Feb 2005
Rates & Ratios: Making Sense of GIMs, OARs, and DCF, Anchorage, AK, Feb 2005
Best Practices for Residential Appraisal Report Writing, Juneau, AK, Apr 2005
Scope of Work - Expanding Your Range of Services, Anchorage, AK May 2003
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UASFLA: Practical Applications for Fee Appraisers, Jim Eaton, Washington, D.C., May 2002
USPAP, Part A, Burr Ridge, IL, Jun 2001
Partial Interest Valuation - Undivided, Anchorage, AK, May 2001
Partial Interest Valuation - Divided, Anchorage, AK, May 2001
Easement Valuation, San Diego, CA, Dec 1997
USPAP, Seattle, WA, Apr 1997
The Appraiser as Expert Witness, Anchorage, AK, May 1995

Appraisal Practices for Litigation, Anchorage, AK, May 1995
Forestry Appraisal Practices, Atterbury Consultants, Beaverton, OR, Apr 1995
Advanced Sales Comparison & Cost Approaches, Univ. of Colorado, Boulder, CO, Jun 1993
Computer Assisted Investment Analysis, University of Maryland, MD, Jul 1991
USPAP, Anchorage, AK, Apr 1991
General State Certification Review Seminar, Anchorage, AK, Apr 1991
State Certification Review Seminar, Dean Potter, Anchorage, AK, Apr 1991
Highest and Best Use and Market Analysis, Baltimore, MA, Mar 1991
Financial Institution Reform, Recovery & Enforcement Act of 1989, Doreen Fair Westfall, Appraisal Analyst, OTS, Juneau, AK, Jul 1990
Real Estate Appraisal Reform, Gregory Hoefer, MAI, OTS, Juneau, AK, Jul 1990
Standards of Professional Practice, Anchorage, AK, Oct 1987
Federal Home Loan Bank Board Memorandum R41C Seminar, Catherine Gearhearth, MAI, FHLBB District Appraiser, Juneau, AK, Mar 1987
Market Analysis, Boulder, CO, Jun 1986
Federal Home Loan Bank Board Regulation 41b, Instructor Bob Foreman, MAI, Seattle, WA, Sep 1985
Litigation Valuation, Chapel Hill, North CA, Aug 1984
Standards of Professional Practices, Bloomington, IN, Jan 1982
Course 2B, Valuation Analysis & Report Writing, Stanford, CA, Aug 1980
Course 6, Introduction to Real Estate Investment Analysis, Aug 1980
Course 1B, Capitalization Techniques, San Francisco, CA, Aug 1976
Course 2A, Case Studies in Real Estate Valuation, Aug 1976
Course 1A, Real Estate Principles and Valuation, San Francisco, CA, Aug 1974



AERIAL OF SUBJECT AREA



- APPROX. PHOTO LOCATION
- APPROX. MONOPOLE LOCATION



Airport Point AK14597A

Looking North



Existing



Proposed

Note: Visual impacts will be affected by location and visibility of observer. This document is for planning and information purposes only and is conceptual.





AERIAL OF SUBJECT AREA



- APPROX. PHOTO LOCATION
- APPROX. MONOPOLE LOCATION

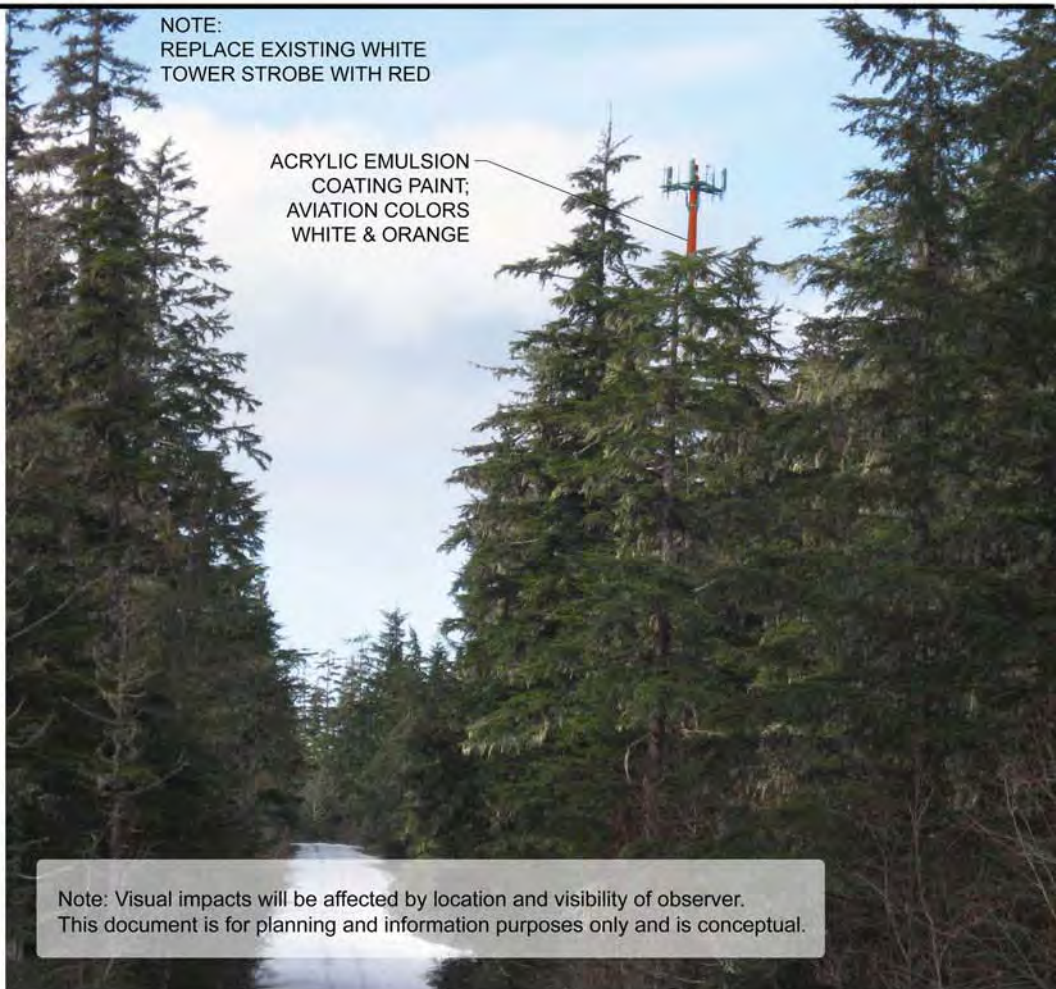


Airport Point AK14597A

Looking West



Existing



NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED

ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer.
This document is for planning and information purposes only and is conceptual.

Proposed





AERIAL OF SUBJECT AREA



- APPROX. PHOTO LOCATION
- APPROX. PROPOSED ANTENNA LOCATIONS



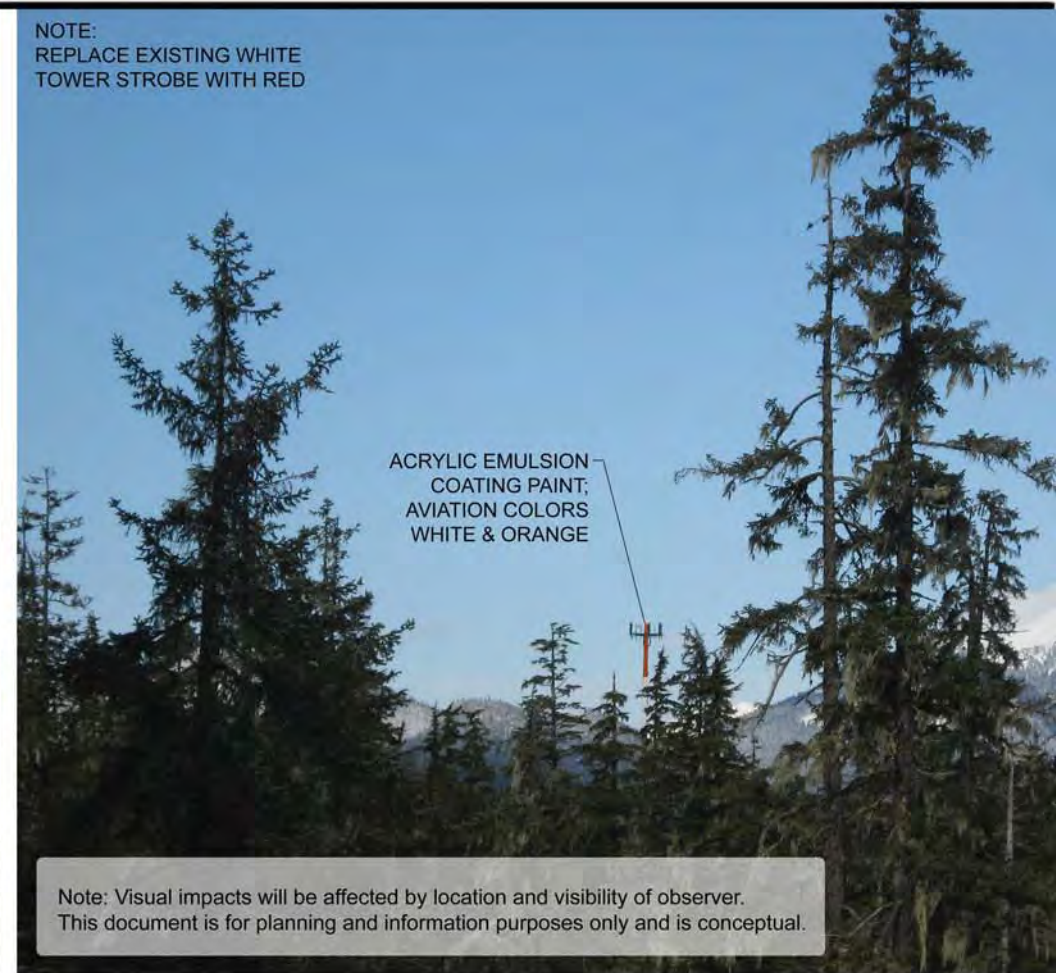
Airport Point AK14597A

Looking Southwest



Existing

NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED



ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

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Proposed





AERIAL OF SUBJECT AREA



● APPROX.
PHOTO
LOCATION

● APPROX.
MONOPOLE
LOCATION

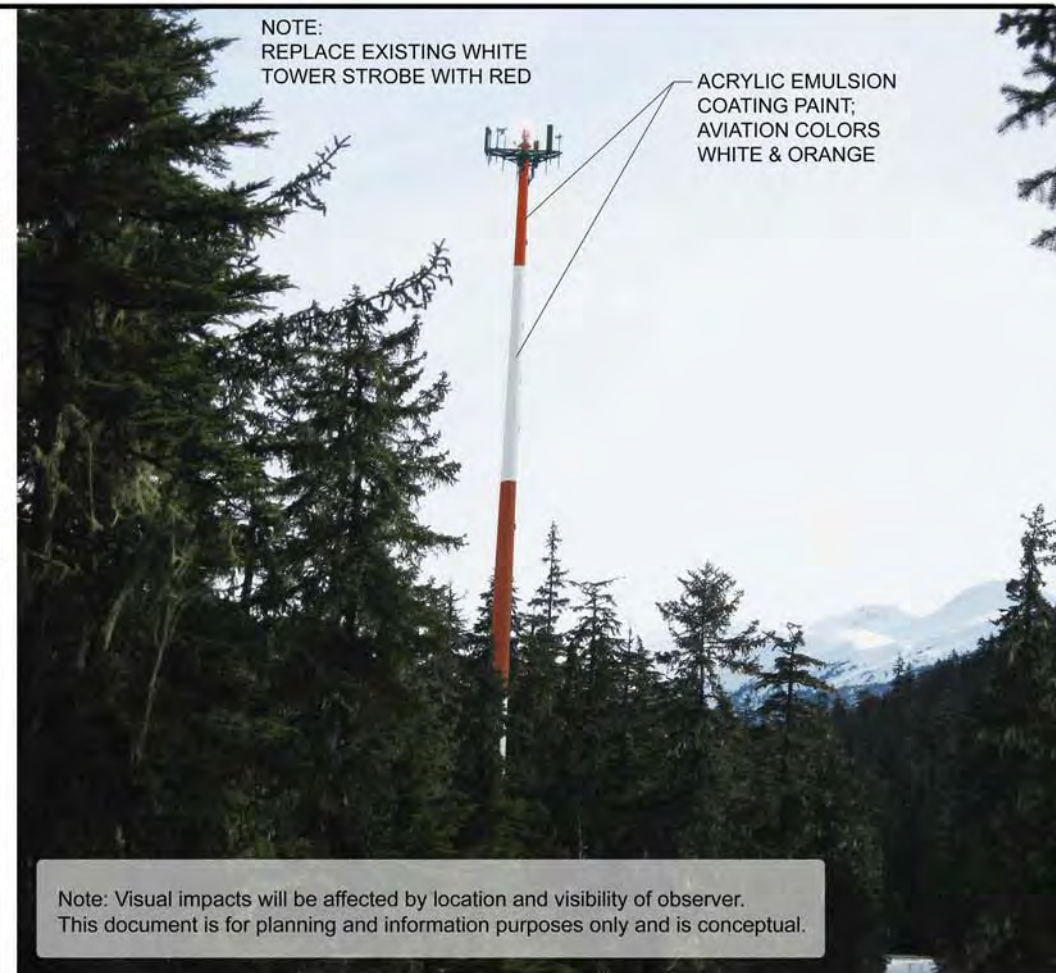


Airport Point AK14597A

Looking East

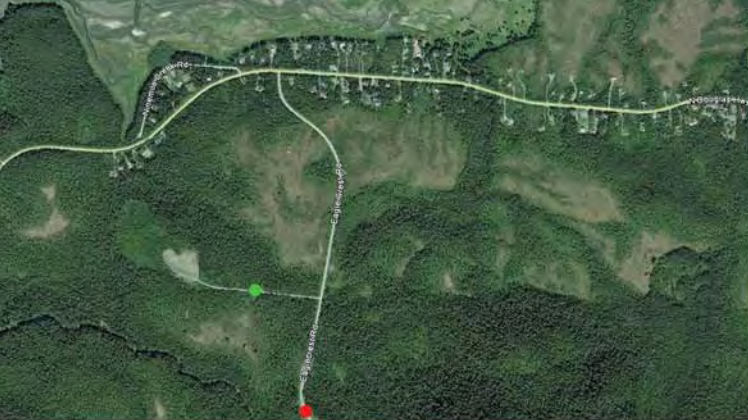


Existing



Proposed





AERIAL OF SUBJECT AREA



● APPROX.
PHOTO
LOCATION

● APPROX.
MONOPOLE
LOCATION



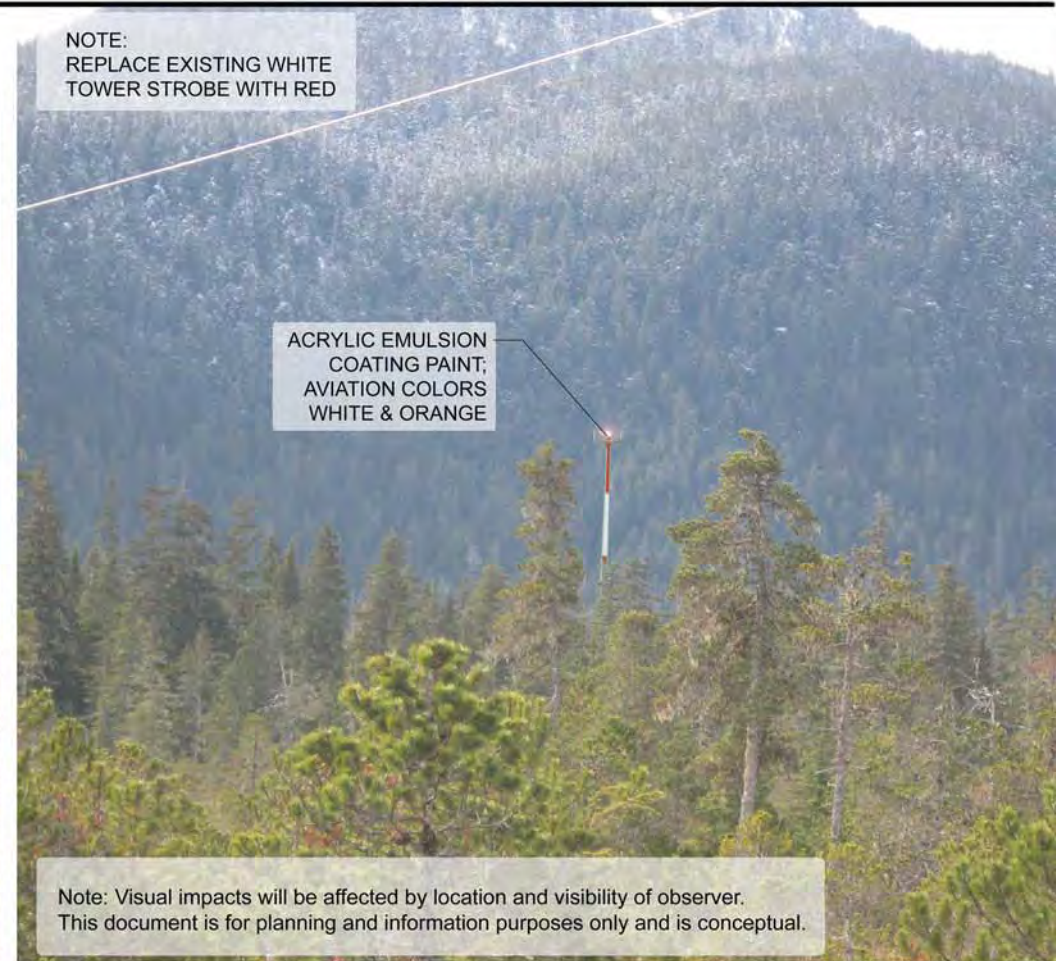
Airport Point AK14597A

Looking Northwest



Existing

NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED



ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer.
This document is for planning and information purposes only and is conceptual.

Proposed





AERIAL OF SUBJECT AREA



● APPROX.
PHOTO
LOCATION

● APPROX.
MONOPOLE
LOCATION



Airport Point AK14597A

Looking East



Existing



NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED

ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer.
This document is for planning and information purposes only and is conceptual.

Proposed





AERIAL OF SUBJECT AREA



- APPROX. PHOTO LOCATION
- APPROX. PROPOSED ANTENNA LOCATIONS



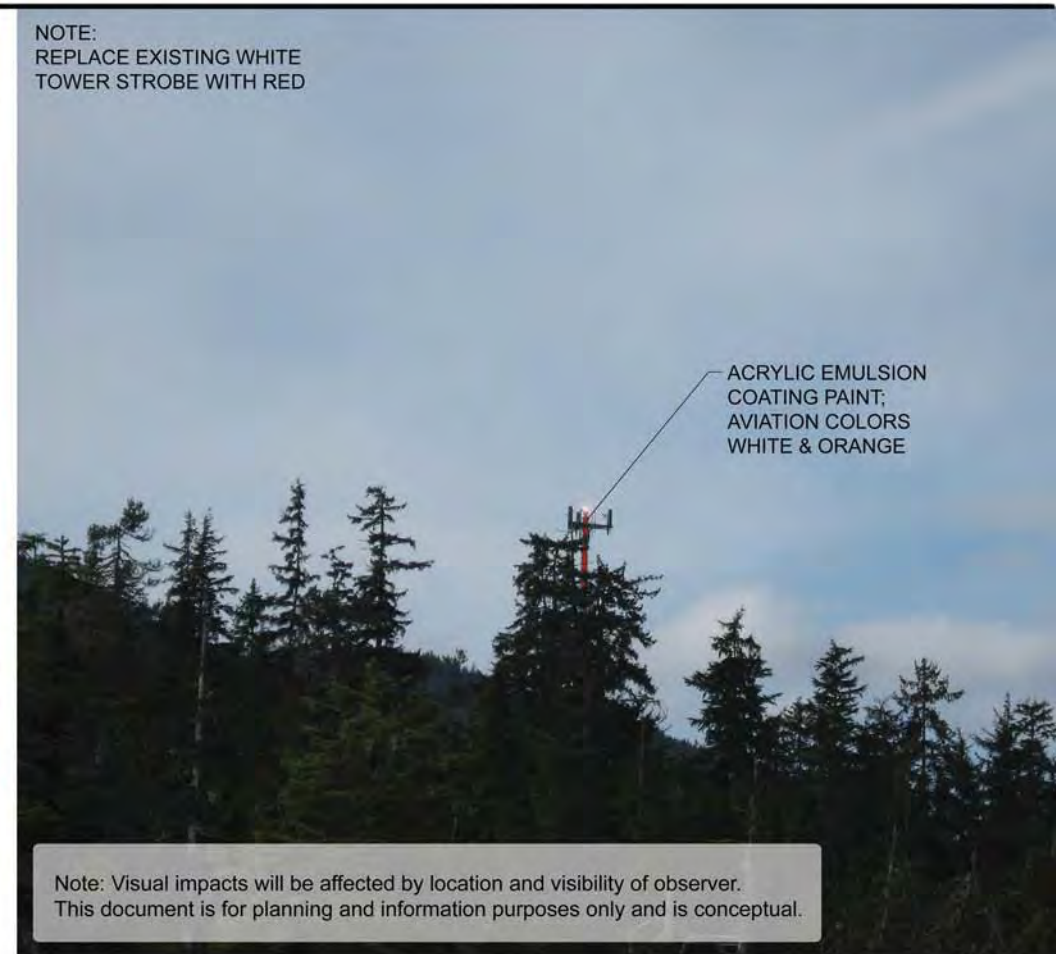
Airport Point AK14597A

Looking Southwest



Existing

NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED



ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer.
This document is for planning and information purposes only and is conceptual.

Proposed





AERIAL OF SUBJECT AREA



● APPROX.
PHOTO
LOCATION

● APPROX.
MONOPOLE
LOCATION



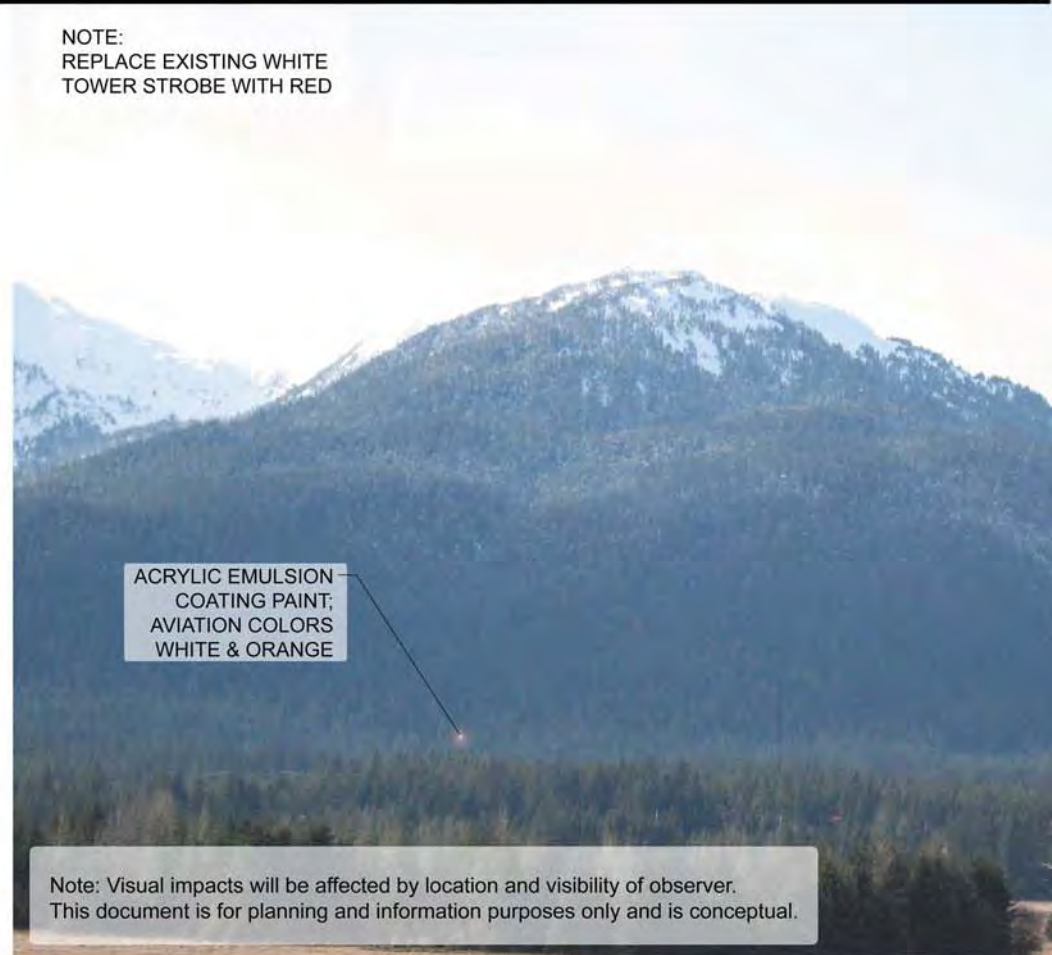
Airport Point AK14597A

Looking Southwest

NOTE:
REPLACE EXISTING WHITE
TOWER STROBE WITH RED



Existing



ACRYLIC EMULSION
COATING PAINT;
AVIATION COLORS
WHITE & ORANGE

Note: Visual impacts will be affected by location and visibility of observer.
This document is for planning and information purposes only and is conceptual.

Proposed

Attachment 6

Prepared by

CASCADIA PM
Precision Program Management





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Airport Point
AK14597-A
Aeronautical Study No.
2011-AAL-295-OE
Prior Study No.
2011-AAL-162-OE

Issued Date: 10/17/2011

Nate Foster
Atlas Tower, LLC
283 Columbine Street, #33
Denver, CO 80206

**** 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:	Monopole Fish Creek (Ski N Douglas Coordinate Change)
Location:	Juneau, AK
Latitude:	58-19-50.10N NAD 83
Longitude:	134-33-54.90W
Heights:	168 feet site elevation (SE) 175 feet above ground level (AGL) 343 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part I)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 04/17/2013 unless:

- extended, revised or terminated by the issuing office.
- 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 is subject to review if an interested party files a petition that is received by the FAA on or before November 16, 2011. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, Airspace Regulations & ATC Procedures Group, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 26, 2011 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

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 Robert van Haastert, at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AAL-295-OE.

Signature Control No: 150184821-152112321

Sheri Edgett-Baron

(DNH)

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Frequency Data

Map(s)

cc: FCC

Additional information for ASN 2011-AAL-295-OE

AERONAUTICAL STUDY NO. 2011-AAL-295-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

IFR - instrument flight rules

VFR - visual flight rules

nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 175 AGL/ 343 MSL antenna structure would be located approximately 8,082 feet south of the RWY 26 threshold at Juneau International Airport (JNU), AK. JNU elevation: 19 MSL. This structure would be located between Ninemile Creek and Fish Creek on North Douglas Island.

— This structure was previously studied under 2011-AAL-162-OE.

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure is identified as an obstruction under this Part 77 standard:

Section 77.19(a) -- The surface of a takeoff and landing area of an airport or any imaginary surface. It would exceed the VFR maneuvering areas for Category A and Category B aircraft (horizontal surface) at JNU by 172 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows:

Helicopter pilots transition this proposed tower's location with 100-200 foot swing loads where tower location and identification is necessary for avoidance.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: None.

c. The impact on all planned public-use airports and aeronautical facilities follow: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was earlier circulated for 2011-AAL-162-OE for public comment on 19 June 2011 and two public comments were received identifying that this tower would be located at a crossroads where a lot of helicopter traffic converges. Inbound/outbound helicopter traffic heading up, or coming down, Eagle Crest Valley; and the traffic transitioning from Douglas to Outer Point, or entering the JNU traffic pattern fly near this proposed location at or below 500 MSL. This tower would be a hazard for helicopters carrying 100-200 foot external swing load, if there where insufficient marking and lighting to provide identification of the tower location.

The FAA concurs.

The FAA does not anticipate any additional public comments on this proposal.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

This proposed location is only 40 feet away from the earlier 2011-AAL-162-OE location. The proposed structure would exceed the JNU horizontal surface by 172 feet, however, there are no IFR impacts and the VFR issues raised could be mitigated with the incorporation of marking and lighting. The incorporation of a medium-dual marking and lighting system would provide a medium intensity white strobe during the day and flashing red light at night which would be sufficient to mitigate the horizontal surface penetration and add conspicuity for any pilots flying in the tower vicinity.

7. CONDITIONS

This structure shall be marked and lighted as outlined in chapters 4, 8, and 12, of Advisory Circular AC 70/7460-1K. The advisory circular is available online at https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460_1K.pdf. It is also free of charge, from the Department of Transportation, Subsequent Distribution Section, M-494.3, 400 7th Street, SW, Washington, DC 20590.

Within five days after the structure reaches its greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This Actual Construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

-X-

Frequency Data for ASN 2011-AAL-295-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W



**UNITED STATES OF AMERICA
FEDERAL COMMUNICATIONS COMMISSION
ANTENNA STRUCTURE REGISTRATION**



OWNER: SBA TOWERS IV, LLC

FCC Registration Number (FRN): 0021674965

ATTN: EDWARD G. ROACH SBA TOWERS IV, LLC 5900 BROKEN SOUND PKWY NW BOCA RATON, FL 33487			Antenna Structure Registration Number 1284253
			Issue Date 10-19-2012
Location of Antenna Structure Fish Creek Road Juneau, AK County: JUNEAU <div style="text-align: center; font-size: 2em; margin-top: 10px;">AK 14597-A</div>			Ground Elevation (AMSL) 51.2 meters
			Overall Height Above Ground (AGL) 53.3 meters
Latitude 58-19-50.1 N	Longitude 134-33-54.9 W	NAD83	Overall Height Above Mean Sea Level (AMSL) 104.5 meters
Center of Array Coordinates N/A			Type of Structure TOWER Free standing or Guyed Structure used for Communications Purposes
Painting and Lighting Requirements: FAA Chapters 4, 8, 12 Paint and Light in Accordance with FAA Circular Number 70/7460-1K			
Conditions:			

This registration is effective upon completion of the described antenna structure and notification to the Commission. **YOU MUST NOTIFY THE COMMISSION WITHIN 24 HOURS OF COMPLETION OF CONSTRUCTION OR CANCELLATION OF YOUR PROJECT**, please file FCC Form 854. To file electronically, connect to the antenna structure registration system by pointing your web browser to <http://wireless.fcc.gov/antenna>. Electronic filing is recommended. You may also file manually by submitting a paper copy of FCC Form 854. Use purpose code "NT" for notification of completion of construction; use purpose code "CA" to cancel your registration.

The Antenna Structure Registration is not an authorization to construct radio facilities or transmit radio signals. It is necessary that all radio equipment on this structure be covered by a valid FCC license or construction permit.

You must immediately provide a copy of this Registration to all tenant licensees and permittees sited on the structure described on this Registration (although not required, you may want to use Certified Mail to obtain proof of receipt), and *display* your Registration Number at the site. See reverse for important information about the Commission's Antenna Structure Registration rules.

CHAPTER 4. LIGHTING GUIDELINE

40. PURPOSE

This chapter describes the various obstruction lighting systems used to identify structures that an aeronautical study has determined will require added conspicuity. The lighting standards in this circular are the minimum necessary for aviation safety. Recommendations on lighting structures can vary depending on terrain features, weather patterns, geographic location, and in the case of wind turbines, number of structures and overall layout of design.

41. STANDARDS

The standards outlined in this AC are based on the use of light units that meet specified intensities, beam patterns, color, and flash rates as specified in AC 150/5345-43.

These standards may be obtained from:

Department of Transportation
OTS
Subsequent Distribution Office, M-30
Ardmore East Business Center
3341 Q 75th Avenue
Landover, MD 20785

42. LIGHTING SYSTEMS

Obstruction lighting may be displayed on structures as follows:

a. **Aviation Red Obstruction Lights.** Use flashing beacons and/or steady burning lights during nighttime.

b. **Medium Intensity Flashing White Obstruction Lights.** Medium intensity flashing white obstruction lights may be used during daytime and twilight with automatically selected reduced intensity for nighttime operation. When this system is used on structures 500 feet (153m) AGL or less in height, other methods of marking and lighting the structure may be omitted. Aviation orange and white paint is always required for daytime marking on structures exceeding 500 feet (153m) AGL. This system is not normally recommended on structures 200 feet (61m) AGL or less.

c. **High Intensity Flashing White Obstruction Lights.** Use high intensity flashing white obstruction lights during daytime with automatically selected reduced intensities for twilight and nighttime operations. When this system is used, other methods of marking and lighting the structure may be omitted.

This system should not be recommended on structures 500 feet (153m) AGL or less, unless an FAA aeronautical study shows otherwise.

Note-

All flashing lights on a structure should flash simultaneously except for catenary support structures, which have a distinct sequence flashing between levels.

d. **Dual Lighting.** This system consists of red lights for nighttime and high or medium intensity flashing white lights for daytime and twilight. When a dual lighting system incorporates medium flashing intensity lights on structures 500 feet (153m) or less, or high intensity flashing white lights on structures of any height, other methods of marking the structure may be omitted.

e. **Obstruction Lights During Construction.** As the height of the structure exceeds each level at which permanent obstruction lights would be recommended, two or more lights of the type specified in the determination should be installed at that level. Temporary high or medium intensity flashing white lights, as recommended in the determination, should be operated 24 hours a day until all permanent lights are in operation. In either case, two or more lights should be installed on the uppermost part of the structure any time it exceeds the height of the temporary construction equipment. They may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level.

f. **Obstruction Lights in Urban Areas.** When a structure is located in an urban area where there are numerous other white lights (e.g., streetlights, etc.) red obstruction lights with painting or a medium intensity dual system is recommended. Medium intensity lighting is not normally recommended on structures less than 200 feet (61m).

g. **Temporary Construction Equipment Lighting.** Since there is such a variance in construction cranes, derricks, oil and other drilling rigs, each case should be considered individually. Lights should be installed according to the standards given in Chapters 5, 6, 7, or 8, as they would apply to permanent structures.

f. *Shielded Lights.* If an adjacent object shields any light, horizontal placement of the lights should be adjusted or additional lights should be mounted on that object to retain or contribute to the definition of the obstruction.

47. MONITORING OBSTRUCTION LIGHTS

Obstruction lighting systems should be closely monitored by visual or automatic means. It is extremely important to visually inspect obstruction lighting in all operating intensities at least once every 24 hours on systems without automatic monitoring. In the event a structure is not readily accessible for visual observation, a properly maintained automatic monitor should be used. This monitor should be designed to register the malfunction of any light on the obstruction regardless of its position or color. When using remote monitoring devices, the communication status and operational status of the system should be confirmed at least once every 24 hours. The monitor (aural or visual) should be located in an area generally occupied by responsible personnel. In some cases, this may require a remote monitor in an attended location. For each structure, a log should be maintained in which daily operations status of the lighting system is recorded. Beacon

lenses should be replaced if serious cracks, crazing, dirt build up, etc., has occurred.

48. ICE SHIELDS

Where icing is likely to occur, metal grates or similar protective ice shields should be installed directly over each light unit to prevent falling ice or accumulations from damaging the light units.

49. DISTRACTION

a. Where obstruction lights may distract operators of vessels in the proximity of a navigable waterway, the sponsor must coordinate with the Commandant, U.S. Coast Guard, to avoid interference with marine navigation.

b. The address for marine information and coordination is:

Chief, Aids to Navigation Division (OPN) U.S. Coast Guard Headquarters 2100 2nd Street, SW., Rm. 3610 Washington, DC 20593-0001 Telephone: (202) 267-0980

CHAPTER 8. DUAL LIGHTING WITH RED/MEDIUM INTENSITY FLASHING WHITE SYSTEMS**80. PURPOSE**

This dual lighting system includes red lights (L-864) for nighttime and medium intensity flashing white lights (L-865) for daytime and twilight use. This lighting system may be used in lieu of operating a medium intensity flashing white lighting system at night. There may be some populated areas where the use of medium intensity at night may cause significant environmental concerns. The use of the dual lighting system should reduce/mitigate those concerns. Recommendations on lighting structures can vary depending on terrain features, weather patterns, geographic location, and in the case of wind turbines, number of structures and overall layout of design.

81. INSTALLATION

The light units should be installed as specified in the appropriate portions of Chapters 4, 5, and 6. The number of light levels needed may be obtained from Appendix 1.

82. OPERATION

Lighting systems should be operated as specified in Chapter 3. Both systems should not be operated at the same time; however, there should be no more than a 2-second delay when changing from one system to the other. Outage of one of two lamps in the uppermost red beacon (L-864 incandescent unit) or outage of any uppermost red light shall cause the white obstruction light system to operate in its specified "night" step intensity.

83. CONTROL DEVICE

The light system is controlled by a device that changes the system when the ambient light changes. The system should automatically change steps when the northern sky illumination in the Northern Hemisphere on a vertical surface is as follows:

a. *Twilight-to-Night.* This should not occur before the illumination drops below 5 foot-candles (53.8 lux) but should occur before it drops below 2 foot-candles (21.5 lux).

b. *Night-to-Day.* The intensity changes listed in subparagraph 83 a above should be reversed when changing from the night to day mode.

84. ANTENNA OR SIMILAR APPURTENANCE LIGHT

When a structure utilizing this dual lighting system is topped with an antenna or similar appurtenance exceeding 40 feet (12m) in height, a medium intensity flashing white (L-865) and a red flashing beacon (L-864) should be placed within 40 feet (12m) from the tip of the appurtenance. The white light should operate during daytime and twilight and the red light during nighttime. These lights should flash simultaneously with the rest of the lighting system.

85. OMISSION OF MARKING

When medium intensity white lights are operated on structures 500 feet (153m) AGL or less during daytime and twilight, other methods of marking may be omitted.

CHAPTER 12. MARKING AND LIGHTING EQUIPMENT AND INFORMATION

120. PURPOSE

This chapter lists documents relating to obstruction marking and lighting systems and where they may be obtained.

121. PAINT STANDARD

Paint and aviation colors/gloss, referred to in this publication should conform to Federal Standard FED-STD-595. Approved colors shall be formulated without the use of Lead, Zinc Chromate or other heavy metals to match International Orange, White and Yellow. All coatings shall be manufactured and labeled to meet Federal Environmental Protection Act Volatile Organic Compound(s) guidelines, including the National Volatile Organic Compound Emission Standards for architectural coatings.

a. **Exterior Acrylic Waterborne Paint.** Coating should be a ready mixed, 100% acrylic, exterior latex formulated for application directly to galvanized surfaces. Ferrous iron and steel or non-galvanized surfaces shall be primed with a manufacturer recommended primer compatible with the finish coat.

b. **Exterior Solventborne Alkyd Based Paint.** Coating should be ready mixed, alkyd-based, exterior enamel for application directly to non-galvanized surfaces such as ferrous iron and steel. Galvanized surfaces shall be primed with a manufacturer primer compatible with the finish coat.

Paint Standards Color Table

COLOR	NUMBER
Orange	12197
White	17875
Yellow	13538

TBL 3

Note-

1. Federal specification T1-P-59, aviation surface paint, ready mixed international orange.

2. Federal specification T1-102, aviation surface paint, oil titanium zinc.

3. Federal specification T1-102, aviation surface paint, oil, exterior, ready mixed, white and light tints.

122. AVAILABILITY OF SPECIFICATIONS

Federal specifications describing the technical characteristics of various paints and their application techniques may be obtained from:

GSA- Specification Branch
470 L'Enfant Plaza
Suite 8214
Washington, DC 20407
Telephone: (202) 619-8925

123. LIGHTS AND ASSOCIATED EQUIPMENT

The lighting equipment referred to in this publication should conform to the latest edition of one of the following specifications, as applicable:

a. Obstruction Lighting Equipment.

1. AC 150/5345-43, FAA Specification for Obstruction Lighting Equipment.

2. Military Specifications MIL-L-6273, Light, Navigational, Beacon, Obstacle or Code, Type G-1.

3. Military Specifications MIL-L-7830, Light Assembly, Markers, Aircraft Obstruction.

b. Certified Equipment.

1. AC 150/5345-53, Airport Lighting Certification Program, lists the manufacturers that have demonstrated compliance with the specification requirements of AC 150/5345-43.

2. Other manufacturers' equipment may be used provided that equipment meets the specification requirements of AC 150/5345-43.

c. Airport Lighting Installation and Maintenance.

1. AC 150/5340-21, Airport Miscellaneous Lighting Visual Aids, provides guidance for the installation, maintenance, testing, and inspection of obstruction lighting for airport visual aids such as airport beacons, wind cones, etc.

2. AC 150/5340-26, Maintenance of Airport Visual Aid Facilities, provides guidance on the maintenance of airport visual aid facilities.

d. Vehicles.

1. AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport, contains provisions for marking vehicles principally used on airports.

2. FAA Facilities. Obstruction marking for FAA facilities shall conform to FAA Drawing Number D-5480, referenced in FAA Standard FAA-STD-003, Paint Systems for Structures.

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Friday, January 25, 2013 3:20 PM
To: Teri Camery
Subject: RE: USE2013 0001 application materials

Teri;

I spoke to the FAA representative again Robert Van Haastert.

I may have misheard him yesterday about a steady red light –

He will not accept a steady red light, but he will accept a blinking red light.

It also appears that the pilots and Mr. Rues would accept blinking red light as well.

I am hoping we have enough to now go forward with a proposal of a blinking red light.

Please let me know your thoughts –

Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]
Sent: Thursday, January 24, 2013 3:32 PM
To: Noah Grodzin
Subject: FW: USE2013 0001 application materials

Fyi, more to consider. We can discuss all of these options.

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

From: Frank Rue [<mailto:rues@gci.net>]
Sent: Thursday, January 24, 2013 1:39 PM
To: Teri Camery
Cc: Jim and Mary King
Subject: Re: USE2013 0001 application materials

Hi Teri,

As I said in my letter, I am ok with a steady red light during the day, a blinking red light during the day, or a shielded strobe light during the day. The current blinking red light at night is fine, and a steady red light at night would also be fine.

I think FAA requires different paint schemes than the current green when the lower intensity lights are used. There are a number of towers in the federal building, douglas bridge vicinity that are examples of different lighting/paint schemes. I don't mind the barber pole paint scheme FAA may require with the lower intensity lights, as the tower is far enough away that I

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Tuesday, June 04, 2013 7:12 AM
To: Teri Camery
Subject: FW: Juneau Tower Planner Request for Staff Report

Hi Teri;
Please see below from Clint –
Let me know if you have any questions or if this satisfies what you need for the staff report.
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Clint Papenfuss [<mailto:CPapenfuss@sbsite.com>]
Sent: Tuesday, June 04, 2013 6:45 AM
To: Noah Grodzin
Subject: RE: Juneau Tower Planner Request for Staff Report

51. STANDARDS

The red obstruction lighting system is composed of flashing omnidirectional beacons (L-864) and/or steady burning (L-810) lights. When one or more levels is comprised of flashing beacon lighting, the lights should flash simultaneously.

b. *Double Obstruction Light.* A double (L-810) light should be installed when used as a top light, at each end of a row of single obstruction lights, and in areas or locations where the failure of a single unit could cause an obstruction to be totally unlighted.

2. *Intermediate Level.* Double lights should be installed at intermediate levels when a malfunction of a single light could create an unsafe condition and in remote areas where maintenance cannot be performed within a reasonable time. Both units may operate simultaneously, or a transfer relay may be used to switch to a spare unit should the active system fail.

53. POLES, TOWERS, AND SIMILAR SKELETAL STRUCTURES

b. *Mounting Intermediate Levels.* The number of light levels is determined by the height of the structure, including all appurtenances, and is detailed in Appendix 1. The number of lights on each level is

determined by the shape and height of the structure. These lights should be mounted so as to ensure an unobstructed view of at least one light by a pilot.

1. *Steady Burning Lights (L-810).*

(a) *Structures 350 Feet (107m) AGL or Less.* Two or more steady burning (L-810) lights should be installed on diagonally or diametrically opposite positions.

Also use appendix 1 A1-14, use figure A1 below.

Paint Standards:

121. PAINT STANDARD

Paint and aviation colors/gloss, referred to in this publication should conform to Federal Standard FED-STD-595. Approved colors shall be formulated without the use of Lead, Zinc Chromate or other heavy metals to match International Orange, White and Yellow. All coatings shall be manufactured and labeled to meet Federal Environmental Protection Act Volatile Organic Compound(s) guidelines, including the National Volatile Organic Compound Emission Standards for architectural coatings.

a. **Exterior Acrylic Waterborne Paint.** Coating should be a ready mixed, 100% acrylic, exterior latex formulated for application directly to galvanized surfaces. Ferrous iron and steel or non-galvanized surfaces shall be primed with a manufacturer recommended primer compatible with the finish coat.

b. **Exterior Solventborne Alkyd Based Paint.** Coating should be ready mixed, alkyd-based, exterior enamel for application directly to non-galvanized surfaces such as ferrous iron and steel. Galvanized surfaces shall be primed with a manufacturer primer compatible with the finish coat.

Paint Standards Color Table

COLOR	NUMBER
Orange	12197
White	17875
Yellow	13538

TBL 3

Clinton Papenfuss

SBA Airspace Analyst



SBA COMMUNICATIONS CORPORATION
5900 Broken Sound Parkway NW
Boca Raton, FL 33487-2797

561.226.9481 + T
561.226.5961 + F
cpapenfuss@sbsite.com

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]

Sent: Monday, June 03, 2013 3:42 PM

To: Noah Grodzin

Subject: RE: Request

Yes, thanks. Please send me the design specifications for the painting design (orange and white safety painting) and the lighting design (red blinking light, the slow blink instead of the fast blink).

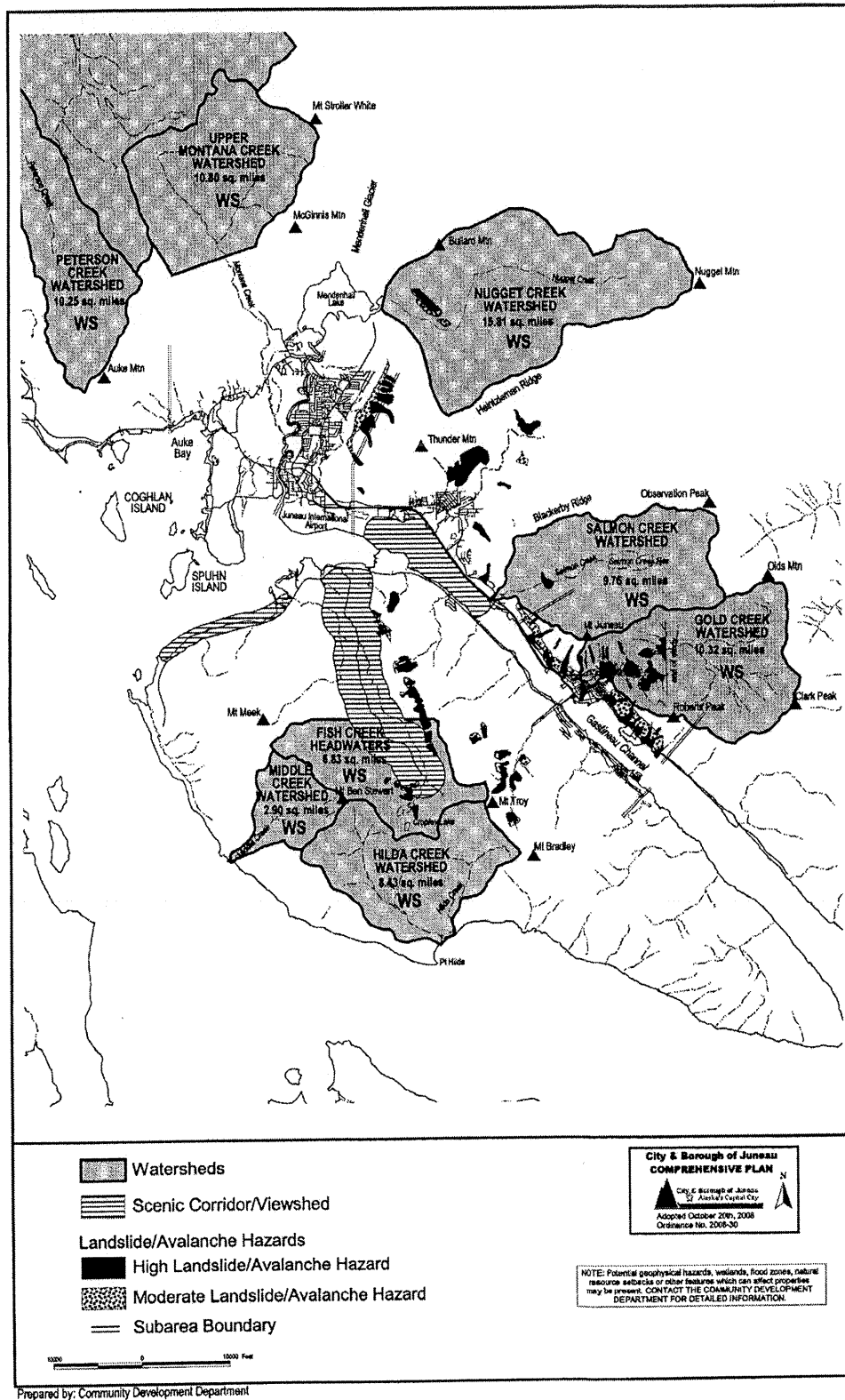
Hope that clarifies, thanks.

Teri

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



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Watershed, Scenic Corridor/Viewshed, and Hazard Map 2 of 2

Teri Camery

From: Ron King
Sent: Monday, May 13, 2013 8:52 AM
To: Teri Camery
Cc: Mark Millay; Autumn Lowrey
Subject: FW: Fish Creek Cell Tower Conditional Use Period Agency Review
Attachments: 13-021 - Appraisal Report.pdf; Application_USE13-01.pdf; Airport Point AK14597A_PS1-8_03-20-13_opt[2].pdf

Engineering has no concerns... Safety first ...

From: Teri Camery
Sent: Sunday, May 12, 2013 12:44 PM
To: Greg Chaney; Ron King; Charlie Ford; Kirk Duncan; Dan Jager; Patricia deLaBruere
Subject: Fish Creek Cell Tower Conditional Use Period Agency Review

Attached are application materials for USE2013 0001, a cell tower located on city property near Fish Creek Road.

This tower was previously permitted as USE2011 0013 in July 2011 with camouflage painting. A new Conditional Use Permit is required because the tower requires lighting to address aviation concerns.

The tower has been built and has a white flashing strobe light, which has not been permitted and is vigorously opposed by residents. The applicant, after extensive consultation with both residents and aviation companies, proposes to paint the tower red and white and add a red flashing light. This lighting and painting configuration is in conformance with FAA regulations.

The applicant has received written approval for this design, via email, from the CBJ Airport Manager's Office, AOPA, Air Excursions, Alaska Seaplanes, Ward Air, NorthStar Helicopters, Temsco Helicopters, and Coastal Helicopters.

Because the neighbors and the aviation companies and agencies support the lighting/painting configuration, and this is the primary issue, I am abbreviating the customary 15-day agency review to 10 days, and would appreciate receiving comments no later than 4:30 p.m. on Wednesday May 22. Please let me know if you have questions or need additional review time.

Thanks very much,
Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

Teri Camery

From: Charlie Ford
Sent: Wednesday, May 15, 2013 7:41 AM
To: Teri Camery; Greg Chaney; Ron King; Kirk Duncan; Dan Jager; Patricia deLaBruere
Subject: RE: Fish Creek Cell Tower Conditional Use Period Agency Review

The Building Department has no issues with this project.

Charlie Ford, Building Official
Community Development Dept.
City and Borough of Juneau
Tel (907)586-0767 Fax(907)586-3365
email charlie_ford@ci.juneau.ak.us
Web page www.juneau.org/permits

From: Teri Camery
Sent: Sunday, May 12, 2013 12:44 PM
To: Greg Chaney; Ron King; Charlie Ford; Kirk Duncan; Dan Jager; Patricia deLaBruere
Subject: Fish Creek Cell Tower Conditional Use Period Agency Review

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This tower was previously permitted as USE2011 0013 in July 2011 with camouflage painting. A new Conditional Use Permit is required because the tower requires lighting to address aviation concerns.

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Because the neighbors and the aviation companies and agencies support the lighting/painting configuration, and this is the primary issue, I am abbreviating the customary 15-day agency review to 10 days, and would appreciate receiving comments no later than 4:30 p.m. on Wednesday May 22. Please let me know if you have questions or need additional review time.

Thanks very much,
Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

Teri Camery

From: Patricia deLaBruere
Sent: Friday, March 01, 2013 9:32 AM
To: Noah Grodzin; Teri Camery
Cc: Jeannie Johnson
Subject: RE: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

Thank you for your due diligence on this matter, Noah. Based on the JNU commercial operators input and AOPA input, the Juneau International Airport has no objection to switching the current white strobe light at the Fish Creek tower to a flashing red.

Again, thank you for your patience while this was sorted out.

Regards,
Patty

*Patricia deLaBruere
Deputy Airport Manager
Juneau International Airport
Juneau, Alaska
(907) 789-7821*

From: Noah Grodzin [<mailto:noah.grodzin@cascadiapm.com>]
Sent: Friday, March 01, 2013 9:10 AM
To: Patricia deLaBruere; Teri Camery
Subject: RE: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

Hi Patricia;
We received the attached supporting email –
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Patricia deLaBruere [mailto:Patricia_deLaBruere@ci.juneau.ak.us]
Sent: Thursday, February 28, 2013 4:57 PM
To: Noah Grodzin; Teri Camery
Subject: RE: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

Noah, have you heard back from AOPA?

*Patricia deLaBruere
Deputy Airport Manager
Juneau International Airport
Juneau, Alaska
(907) 789-7821*

From: Noah Grodzin [<mailto:noah.grodzin@cascadiapm.com>]
Sent: Thursday, February 21, 2013 11:57 AM

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Tuesday, February 26, 2013 4:45 PM
To: Teri Camery
Subject: FW: JNU/AK - Obstructions - Fw: Fish Creek Cell Tower Location; Request for Approval for lighting change
Attachments: OBSTRUCTION MARKING AND LIGHTING.pdf; ATT24001.htm

From the AOPA – this was the last contact on my list

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Chilkat [<mailto:chilkataviation@acsalaska.net>]
Sent: Tuesday, February 26, 2013 1:08 PM
To: Noah Grodzin
Subject: Fwd: JNU/AK - Obstructions - Fw: Fish Creek Cell Tower Location; Request for Approval for lighting change

Let me know if you have any questions concerning AOPA's view. If it doesn't affect aircraft safety and meets FAA guidelines there is no issue.

Sent from my iPhone

Begin forwarded message:

From: "Timmerman, Patrick" <Patrick.Timmerman@aopa.org>
Date: February 25, 2013, 1:03:12 PM AKST
To: <chilkataviation@acsalaska.net>
Cc: "ASN" <ASN@aopa.org>
Subject: RE: JNU/AK - Obstructions - Fw: Fish Creek Cell Tower Location; Request for Approval for lighting change

Marty,

My name is Patrick Timmerman. Your email was forwarded to me. I work in the Pilot Information Center at AOPA. As part of my job, I review obstruction evaluation studies by the FAA. I am not an expert on obstruction lighting and I don't know anyone here who is, however I don't think there would be a problem with changing the lighting on the existing cell phone tower as long as it meets the FCC/FAA guidelines. Not knowing the area, I cannot comment on what affect a switch to a red only flashing light will have. If there is a perceived safety hazard created by going to an all read flashing light system, they might consider dual lighting with red/medium intensity flashing white system. I have attached Advisory Circular AC 70/7460-1K Obstruction Marking and Lighting that you can share with them.

All the best,

Patrick Timmerman
Senior Aviation Technical Specialist, Pilot Information Center
Airside Operations, AOPA Summit—Fort Worth, Texas
AOPA
800-872-2672

To us, you are a pilot, not an actuarial table.

Every pilot is unique. From aviation to life insurance to claims service, we know that there's much more to you than can be captured by numbers on a chart. Visit www.aopainsurance.org to learn more.

From: ASN
Sent: Monday, February 25, 2013 1:17 PM
To: Timmerman, Patrick
Cc: Kramer, Tom; Williams, Heidi; Colleran, Joey
Subject: FW: JNU/AK - Obstructions - Fw: Fish Creek Cell Tower Location; Request for Approval for lighting change

Hi Patrick,

Can you please get back to Marty (he's our volunteer) and copy ASN?

Thanks,
Kim

From: Martin J Myers [<mailto:chilkataviation@acsalaska.net>]
Sent: Saturday, February 23, 2013 2:37 PM
To: ASN
Cc: George, Tom
Subject: JNU/AK - Fw: Fish Creek Cell Tower Location; Request for Approval for lighting change

Tom George suggested I forward this before making comment. Juneau Airport suggested the contractor contact me because of my affiliation with AOPA. I can see the tower from my hanger during the day. It is in the vicinity of the down wind traffic pattern for the airport. I'm not sure it will be as visible during the daylight hours if it were changed to red. It is very rare to have night VFR operations with low ceilings were the tower may have some effect. The apparent purpose of changing the color of the light is because the area is deemed a scenic corridor. It also has homes in the area. How would you like me to respond?

Marty Myers
AOPA Juneau ASN Volunteer

----- Original Message -----

From: Noah Grodzin
To: chilkataviation@acsalaska.net
Cc: Patricia_deLaBruere@ci.juneau.ak.us ; Teri_Camery@ci.juneau.ak.us

Sent: Friday, February 15, 2013 1:43 PM

Subject: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

This is an email to Marty Meyers;

Mr. Meyers I am working to change a white strobe light to a blinking red light on an existing cell tower.

I have attached a copy of the site plans for the cell tower –

The survey (page 6) shows the tower to be located just off Fish Creek RD, near N. Douglas Highway.

Both the city and the Airport managers office have asked me to contact you to see if you would be in favor of this change.

Please let us know if this change in lighting will be acceptable from your perspective.

I have copied Teri Camery (City Planner) and Patricia deLaBruere (Airport Mangers Office) on this email.

Thanks,

Noah Grodzin

Zoning Manager

CascadiaPM

971.285.6645

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Thursday, February 21, 2013 7:06 AM
To: Teri Camery; Patricia deLaBruere
Subject: FW: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

Teri & Patricia;
Please see below support from Wings of Alaska –
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: David Williams [<mailto:david@seaportair.com>]
Sent: Thursday, February 21, 2013 8:02 AM
To: Noah Grodzin
Subject: Re: FW: Fish Creek Cell Tower Location; Request for Approval for lighting change

Thanks for the update. The changes should not effect our operations and we have been notified of these changes.

David Williams
Assistant Director of Operations
Seaport Airlines Inc dba Wings of Alaska
907-957-6600
david@wingsofalaska.com

On Wed, Feb 20, 2013 at 11:46 AM, Noah Grodzin <noah.grodzin@cascadiapm.com> wrote:

Hi there –

Wanted to check back on this.

Thanks,

From: Noah Grodzin
Sent: Tuesday, February 19, 2013 12:35 PM
To: david@wingsofalaska.com
Cc: Teri Camery (Teri_Camery@ci.juneau.ak.us)
Subject: RE: Fish Creek Cell Tower Location; Request for Approval for lighting change

Hi there;

I am working to change a white strobe light to a blinking red light on an existing cell tower.

I have attached a copy of the site plans for the cell tower –

The survey (page 6) shows the tower to be located just off Fish Creek RD, near N. Douglas Highway.

Both the city and the Airport managers office have asked me to contact you to see if you would be in favor of this change.

Please let us know if this change in lighting will be acceptable from your perspective.

I have copied Teri Camery (City Planner) on this email.

Thanks,

Noah Grodzin

Zoning Manager

CascadiaPM

971.285.6645

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Monday, February 18, 2013 9:45 AM
To: Teri Camery; Patricia deLaBruere
Subject: FW: Fish Creek Cell Tower Location Alaska Seaplanes/Air Excursions Response

Please see below response from Alaska Seaplanes –

Thanks,

From: Mike Stedman [<mailto:mike@flyalaskaseaplanes.com>]

Sent: Monday, February 18, 2013 10:42 AM

To: Noah Grodzin

Subject: Re: Fish Creek Cell Tower Location

Noah,

I don't have any issues with the white strobe light being changed over to a red beacon. Red beacons are the normal obstruction lighting around airports nationwide.

Mike Stedman

Owner

Alaska Seaplanes and Air Excursions

Juneau

On Mon, Feb 18, 2013 at 7:42 AM, Noah Grodzin <noah.grodzin@cascadiapm.com> wrote:

Mr. Steadman;

I have attached a copy of the site plans for the cell tower –

The survey (page 6) shows the tower to be located just off Fish Creek RD, near N. Douglas Highway.

We would like to change the existing white strobe light to a blinking red light.

Please let us know if this will be acceptable.

I have copied Teri Camery (City Planner) on this email.

Thanks,

Noah Grodzin

Zoning Manager

CascadiaPM

971.285.6645

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Friday, February 15, 2013 12:57 PM
To: Teri Camery; Patricia deLaBruere
Subject: FW: Fish Creek Cell Tower Location > Ward Air Response

Hi there;
Please see below response from Ward Air –
I am still working on responses from the other parties.
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Ed Kiesel [<mailto:Ed@WardAir.com>]
Sent: Friday, February 15, 2013 12:52 PM
To: Noah Grodzin
Subject: RE: Fish Creek Cell Tower Location

I see no problem with changing the white flashing lite to a red pulsing lite. Ed Kiesel Pres. Ward Air inc.

From: Noah Grodzin [<mailto:noah.grodzin@CascadiaPM.com>]
Sent: Wednesday, February 13, 2013 3:47 PM
To: ed@wardair.com
Cc: Teri_Camery@ci.juneau.ak.us
Subject: RE: Fish Creek Cell Tower Location

Hi Ed;
I have attached a copy of the site plans for the cell tower –
The survey (page 6) shows the tower to be located just off Fish Creek RD, near N. Douglas Highway.
We would like to change the existing white strobe light to a blinking red light.
Please let us know if this will be acceptable.
I have copied Teri Camery (City Planner) on this email.
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Monday, January 28, 2013 5:14 PM
To: Teri Camery
Subject: FW: Fish Creek Road Cell Tower

From coastal -

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Mike Wilson [<mailto:mwilson@coastalhelicopters.com>]
Sent: Monday, January 28, 2013 3:47 PM
To: Noah Grodzin
Subject: Re: Fish Creek Road Cell Tower

Hi Noah,

We would be supportive of a solid red light on the tower at Fish creek.

Mike

On Mon, Jan 28, 2013 at 1:51 PM, Noah Grodzin <noah.grodzin@cascadiapm.com> wrote:

Hi Mike;

Would you be supportive of replacing the flashing white light on the tower with a solid red light?

Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
[971.285.6645](tel:971.285.6645)

--

Michael Wilson
General Manager
Coastal Helicopters
907-789-5600
www.coastalhelicopters.com
mwilson@coastalhelicopters.com

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Friday, January 25, 2013 3:04 PM
To: Teri Camery
Subject: FW: Cell Tower Fish Creek > Temsco

Hi Teri;
Please see below from Temsco.
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Eric Main [mailto:eric_main@temscoair.com]
Sent: Friday, January 25, 2013 4:02 PM
To: Noah Grodzin
Subject: RE: Cell Tower Fish Creek

To all concerned,

I have no objections with replacing the high intensity white strobe currently on the Fish Creek Cell Tower with a steady red light atop the structure. As long as the tower is lit in that fashion I believe that is a safe alternative as far as our operation is concerned.

Best Regards,

Eric Main
Juneau Flight Operations Manager
Temsco Helicopters Inc.
Eric_main@temscoair.com
(907) 789- 9501 ext 224

From: Noah Grodzin [<mailto:noah.grodzin@CascadiaPM.com>]
Sent: Friday, January 25, 2013 2:59 PM
To: eric_main@temscoair.com
Subject: RE: Cell Tower Fish Creek

Hi Eric;
Can you let me know if you would be in favor of a steady red light to replace the existing flashing white light located on the Fish Creek cell tower?
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

Teri Camery

From: Noah Grodzin <noah.grodzin@cascadiapm.com>
Sent: Friday, January 25, 2013 1:38 PM
To: Teri Camery
Subject: FW: RE: Cell Tower Fish Creek North Star Helicopter

Hi Teri;
Norhtstar did not originally submit a comment –
But they have provide a current comment (below) in favor of a red light on the tower.
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Jason [<mailto:Jason@northstartrekking.com>]
Sent: Friday, January 25, 2013 1:47 PM
To: Noah Grodzin
Subject: RE: RE: Cell Tower Fish Creek

Noah
I was a bit unfamiliar with the location and details of this particular tower. I would say that as a helicopter operator NorthStar would certainly be in favor of either lighting or at minimum painting (in conspicuous colors) to make any tower easier to see. Having said this, I understand that this particular tower has a light that someone has complained about being too bright or something like that?? If there were a less intrusive light or if conspicuous paint could do the job I guess we'd be in favor of that as the tower as it stands is not a huge problem for our operation. We very rarely fly in that direction and when we do the weather is generally quite good. Possibly a small red light would suffice?
Jason Kulbeth
Director of Operations
NorthStar Helicopters

From: Noah Grodzin [<mailto:noah.grodzin@CascadiaPM.com>]
Sent: Friday, January 25, 2013 11:17 AM
To: jason@northstartrekking.com
Subject: RE: RE: Cell Tower Fish Creek

Hi there –
I wanted to check back on this, hoping you can provide some support for the light?
Thanks,

Noah Grodzin
Zoning Manager
CascadiaPM
971.285.6645

From: Noah Grodzin
Sent: Thursday, January 24, 2013 1:15 PM
To: 'jason@northstartrekking.com'
Subject: RE: Cell Tower Fish Creek

Teri Camery

From: Donald Abel <loisabel@gci.net>
Sent: Tuesday, June 04, 2013 6:01 AM
To: Teri Camery
Subject: Re: USE2013 0001 cell tower scheduled for June 11 Planning Commission meeting

Teri Camery: We do support the Consent Agenda proposal to paint the cell tower orange and white and replace the white strobe with a red flashing strobe. Don and Lois Abel

On Jun 3, 2013, at 2:29 PM, Teri Camery <Teri_Camery@ci.juneau.ak.us> wrote:

Hello,

This message is to confirm that the Fish Creek cell tower, USE2013 0001, is scheduled for the June 11 Planning Commission meeting. The hearing will be at 7 p.m. in the Assembly Chambers. Currently the item is on the Consent Agenda, because my understanding is that all parties, including the Sunny Point neighborhood, are amenable to the proposed change in painting and lighting. The current proposal is to paint the tower with orange and white safety painting and to replace the white flashing strobe with a red flashing light. If any party disagrees or has questions or would like to testify, the item can easily be moved from the Consent Agenda to the Regular Agenda for a full hearing.

I have many email messages from all of you, and I am unsure if all of this correspondence is intended as formal comment to the Planning Commission. If those messages are considered as formal comments, then I will include them in my staff report to the Commission. However many of these comments refer to the white flashing strobe, which is no longer proposed. Therefore I would appreciate knowing if you would like all of your former correspondence to be included with the staff report, or not, or perhaps you would like to submit new comments.

If I don't hear from you, I will err on the side of caution and I will include all the correspondence I have received from you to date.

New comments that are received after 9 a.m. on Wednesday morning June 5 will not be included in the staff report and will instead be included in the file that the Planning Commission receives before the hearing starts. This is necessary due to the staff report deadline.

I hope that all makes sense. Please feel free to email or contact me at 586-0755 if you have questions. Please forward this message to others as needed.

Kind regards,
Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

Teri Camery

From: Frank and Sally Rue <rues@gci.net>
Sent: Monday, June 03, 2013 8:05 PM
To: Teri Camery; Jackie Honeywell Walden; Lois Abel; Jim and Mary King
Subject: Re: USE2013 0001 cell tower scheduled for June 11 Planning Commission meeting

Hi Teri,

I support the proposal to paint the Fish Creek Cell tower orange and white and have a red flashing light on top. I appreciate the willingness of all parties to balance necessary safety precautions and the health and wellbeing of neighbors. At this point, since everyone is in agreement and the proposal is on the consent agenda, I do not think it necessary to include all of my previous comments in the packet. I plan to be at the June 11 Planning Commission meeting in case the permit is pulled from the consent agenda and is discussed by the Commission.

Sincerely, Frank Rue

From: Teri Camery <Teri_Camery@ci.juneau.ak.us>
Date: Mon, 03 Jun 2013 14:29:34 -0800
To: Jackie Honeywell Walden <jackiehoneywald@hotmail.com>, Frank and Sally Rue <rues@gci.net>, Lois Abel <loisabel@gci.net>, Jim and Mary King <kingfarm@ptialaska.net>
Subject: USE2013 0001 cell tower scheduled for June 11 Planning Commission meeting

Hello,

This message is to confirm that the Fish Creek cell tower, USE2013 0001, is scheduled for the June 11 Planning Commission meeting. The hearing will be at 7 p.m. in the Assembly Chambers. Currently the item is on the Consent Agenda, because my understanding is that all parties, including the Sunny Point neighborhood, are amenable to the proposed change in painting and lighting. The current proposal is to paint the tower with orange and white safety painting and to replace the white flashing strobe with a red flashing light. If any party disagrees or has questions or would like to testify, the item can easily be moved from the Consent Agenda to the Regular Agenda for a full hearing.

I have many email messages from all of you, and I am unsure if all of this correspondence is intended as formal comment to the Planning Commission. If those messages are considered as formal comments, then I will include them in my staff report to the Commission. However many of these comments refer to the white flashing strobe, which is no longer proposed. Therefore I would appreciate knowing if you would like all of your former correspondence to be included with the staff report, or not, or perhaps you would like to submit new comments.

If I don't hear from you, I will err on the side of caution and I will include all the correspondence I have received from you to date.

New comments that are received after 9 a.m. on Wednesday morning June 5 will not be included in the staff report and will instead be included in the file that the Planning Commission receives before the hearing starts. This is necessary due to the staff report deadline.

I hope that all makes sense. Please feel free to email or contact me at 586-0755 if you have questions. Please forward this message to others as needed.

Kind regards,
Teri Camery

Teri Camery

From: Jackie Honeywell Walden <jackiehoneywald@hotmail.com>
Sent: Tuesday, February 12, 2013 7:44 AM
To: Teri Camery
Subject: Fish Creek Strobe Light

Dear Teri,

Our home has been located on Sunny Point for over 35 years. We totally agree with Frank Rue's recent letter regarding the strobe light on Douglas Island. Our kitchen, dining room, living room and bedroom windows face Douglas Island, and the overly-bright white strobe flashing light during the daylight hours is annoying and intrusive. I'm sure everyone would agree we don't want our forests dotted with strobe lights.

We hope there is a way to change this light and still maintain the safety needed. Thank you for your review of this situation.

Jim and Jackie Triplette
6890 Sunrise Ave., Sunny Point

Teri Camery

From: Jackie Honeywell Walden <jackiehoneywald@hotmail.com>
Sent: Wednesday, April 03, 2013 9:51 AM
To: Teri Camery
Subject: Fish Creek Strobe Light

Dear Teri,

We have been following the discussion and appreciate your work on this project.

I am wondering if those who are reviewing the information are aware that our homes are on top of a cliff and look directly at the Fish Creek Tower. In riding around town and looking at the various towers, most everyone has to look up to even see the lights.

Also, do they know that we live at the end of the airport runway, so we are used to lots of lights...and even more as the runway extends. We do not complain, because we knew the airport was there when we built our homes, and in fact, we enjoy watching the planes arrive and take off. The airport lights include strobes, at least three different colors of lights and roving search lights that bounce off our windows and walls at night. However, unlike the Fish Creek strobe, the airport lights are turned off when there are gaps in flight traffic.

We do not really mind the Fish Creek red flashing light at night. But as the days now get longer it is apparent that the strobe light is operated on light sensitivity and will be on many more hours than the red light. Therefore, we endorse the red light and painted pole.

Jackie Triplette

Teri Camery

From: mary lou <kingfarm@ptialaska.net>
Sent: Sunday, January 27, 2013 7:37 PM
To: Teri Camery
Cc: Frank Rue
Subject: Strobe light on Fish Creek Tower

Teri: I find the daytime very bright blinking strobe light, that is located on the Fish Creek cell Tower, offensive. If lights to alert aircraft here are necessary on this tower, then screening the light in a manner that keeps it visible to air traffic but shields neighbors, would be less distracting. Or even a red non blinking light during the day would be less of a problem to those of us with windows facing in this direction.

Mary Lou King