

CLERK'S OFFICE

APPROVED

Date: 8-19-03

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Planning Department
For reading: April 22, 2003



Anchorage, Alaska
AO 2003- 78

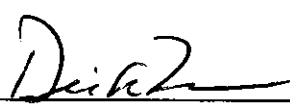
AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING THE
UTILITY CORRIDOR PLAN TO ADD A NEW ELECTRICAL TRANSMISSION LINE
CORRIDOR ALIGNMENT.

THE ANCHORAGE ASSEMBLY ORDAINS:

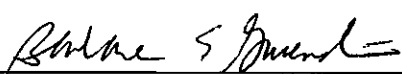
Section 1: The *Utility Corridor Plan* is amended with the addition of a new corridor for an electrical transmission facility within the Alaska Railroad right-of-way between Dowling Road and 92nd. Avenue. Specifically, the alignment is identified as Route 5 (Segment 2N, 3E, 6W, 9W), and described in the *Route Selection Study 138kV Transmission Line International Substation to South Anchorage Substation*, prepared for Chugach Electric Association, Inc., and prepared by Dryden and LaRue, Inc. et. al., dated September, 2002.

Section 2: This ordinance shall become effective immediately upon its passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 19th day of August 2003.


Chair

ATTEST:


Municipal Clerk

MUNICIPALITY OF ANCHORAGE

Summary of Economic Effects -- General Government

AO Number: 2003- 78 Title: An Ordinance Of The Anchorage Municipal Assembly Amending the *Utility Corridor Plan* to Add a New Electrical Transmission Line Corridor Alignment (Planning & Zoning Commission Case No. 2002-199).

Sponsor:
 Preparing Agency Planning Department
 Others Impacted

CHANGES IN EXPENDITURES AND REVENUES: (In Thousands of Dollars)

	FY03	FY04	FY05	FY06	FY07
Operating Expenditures					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Services					
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charge from Others					
Less: 7000 Charge to Others					
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -

REVENUES:

CAPITAL:

POSITIONS: FT/PT and Temp

PUBLIC SECTOR ECONOMIC EFFECTS:

Approval of this ordinance should have no significant economic impact on the public sector.

PRIVATE SECTOR ECONOMIC EFFECTS:


Approval of this ordinance should have no significant economic impact on the private sector, other than on those property owners abutting the ARRC right-of-way from whom CEA will negotiate to acquire an aerial easement as a buffer for the proposed transmission line. In those instances, the property owners will be compensated for the impact by CEA.

Prepared by: Tom Nelson, Comprehensive Planning Division

Telephone: 343-7921

Validated by OMB: 

Date: 4/16/03

Approved by: 
 (Director, Preparing Agency)

Date: 4/16/03

Concurred by: _____
 (Director, Impacted Agency)

Date: _____

Approved by: _____
 (Municipal Manager)

Date: _____



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

AM No. 375 -2003

Meeting Date: April 22, 2003

From: Mayor

Subject: AO 2003- 78 A Proposed Amendment to the *Utility Corridor Plan* to Add a New Electrical Transmission Line Corridor Alignment.

1 This ordinance would amend the *Utility Corridor Plan* (UCP) to add a new electrical
2 transmission line corridor alignment. The UCP was adopted in 1990 to provide guidance to
3 the municipality and affected utilities regarding the type and location of major utility facilities
4 to be developed over the next ten to twenty years. The plan was designed to express the
5 most appropriate location for facility improvements in order to provide predictability in utility
6 development while minimizing neighborhood and community impacts.

7
8 The UCP currently identifies two corridor alignments for extending an electrical transmission
9 line to south Anchorage. The two alignments are Minnesota Drive-O'Malley Road and the
10 Old Seward Highway. The UCP anticipated that departures from these corridors may occur
11 over time as conditions technologies, and land uses change. To account for this, the UCP
12 provides for a plan amendment process should transmission routes other than those depicted
13 in the plan be requested. The UCP describes the process and concludes with the following,
14 "The Planning Commission shall be that municipal entity authorized to grant major deviations
15 from the corridors specified in the plan map."

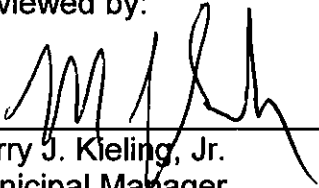
16
17 CEA had prepared a route selection analysis to look at a number of potential corridor
18 alignments for extending an electrical transmission line from the University Substation to its
19 new substation site on 92nd Avenue. The analysis considered a number of factors to include
20 engineering design, environmental, land use, community and visual impacts, and costs. The
21 analysis resulted in a Route Selection Study Report and a request from CEA to the Planning
22 and Zoning Commission to amend the UCP to add the corridor alignment recommended by
23 the analysis.

24
25 The proposed corridor alignment being requested by Chugach Electric Association, Inc.
26 (CEA), would extend from the International Substation, which is generally located northeast
27 of Minnesota Drive and Dowling Road, eastward along Dowling Road to the Alaska Railroad
28 right-of-way and then southward along the railroad right-of-way to 92nd Avenue, where a new
29 substation is planned to be built. The substation site is approximately one-half mile south of
30 Dimond Boulevard on a parcel adjacent to the railroad right of way.

31
32 The proposed amendment was heard and approved by the Planning & Zoning Commission
33 on October 14, 2002. However, a question was raised as to the legality of the commission
34 having the authority to make amendments to plans which are adopted as elements of the
35 Anchorage Comprehensive Plan. Following a review of this issue, the Municipal Attorney's
36 Office issued an opinion which concluded, "The delegation embodied in the UCP is not
37 consistent with the Anchorage Charter provision governing Comprehensive Plan
38 amendments. The Planning and Zoning Commission action should be viewed as a
39 recommendation only and may be forwarded to the Assembly with an appropriate ordinance."

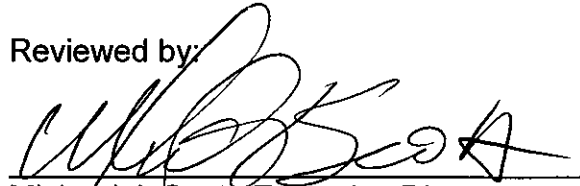
1
2 The Administration concurs with the recommendations of the Planning and Zoning
3 Commission and recommends adoption of the **Utility Corridor Plan** amendment by the
4 Municipal Assembly.

5
6 Reviewed by:

7
8
9 

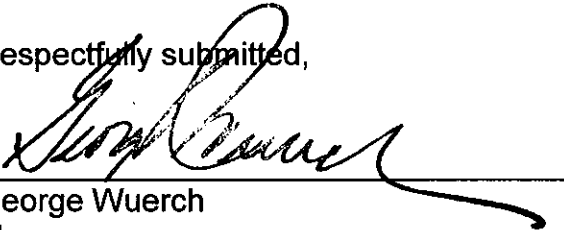
10 Harry J. Kieling, Jr.
11 Municipal Manager

Reviewed by:



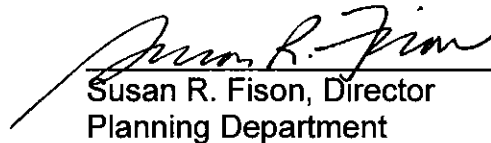
12 Michael J. Scott, Executive Director
13 Office of Planning, Development, and
14 Public Works

15 Respectfully submitted,

16
17 

18 George Wuerch
19 Mayor

Prepared by:



20 Susan R. Fison, Director
21 Planning Department

- 22
23 Attachments:
- 24 A. Planning and Zoning Commission Resolution 2002-069
 - 25 B. Planning and Zoning Commission October 14, 2002, Minutes
 - 26 C. Planning and Zoning Commission Staff Packet dated October 14, 2002
 - 27 D. Request for Legal Services and the Response from the Municipal Attorney's
28 Office Regarding Delegation of Authority for Plan Amendments
 - 29 E. Route Selection Study 138 kV Transmission Line International Substation to
30 South Anchorage Substation, Prepared for Chugach Electric Association, Inc.
(provided separately)

ATTACHMENT A
Assembly Memorandum

Planning & Zoning Commission
Resolution No. 2002-069

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2002-069

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE UTILITY CORRIDOR PLAN TO ADD A NEW ELECTRIC TRANSMISSION LINE CORRIDOR.

(Case 2002-199)

WHEREAS, the Chugach Electric Association (CEA) submitted a request to amend the Utility Corridor Plan to create a new electric transmission line corridor and add it to the set of adopted corridors for electric transmission in the Anchorage Bowl; and

WHEREAS, the Utility Corridor Plan, as an element of Anchorage 2020—Anchorage Bowl Comprehensive Plan, includes design standards and utility corridors which are meant to govern utility locations and improvements throughout the Municipality; and

WHEREAS, according to the Utility Corridor Plan significant departures from adopted utility corridors, and/or new facilities, require a formal plan amendment, which must follow specific procedures; and

WHEREAS, CEA undertook a route selection and evaluation process, and an agency review coordination, consistent with the amendment procedures, standards, and alternative corridor analyses outlined in the Plan; and

WHEREAS, in order to meet CEA's future needs for a new transmission line, and per the results of the route selection study and agency coordination, a preferred new alignment for a future transmission line was identified along the Alaska Railroad Right-of-Way to a new bulk substation facility at 92nd Avenue; and


WHEREAS, notice of the proposed plan amendment was published and a public hearing was held on October 14, 2002, and, as delineated in the Utility Corridor Plan, the Planning and Zoning Commission is identified as the municipal agency responsible for plan amendments.

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

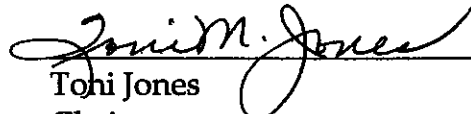
- A. The Commission makes the following findings of fact:
 1. The CEA alternative was determined to be the alignment with the least alternative impacts.

2. The CEA preferred alternative will generate the least cost to the public and the utility company.
 3. The preferred alignment parallels mostly industrial land uses and preserves the integrity of adjacent residential neighborhoods through avoidance, location, and design mitigation.
 4. Impacts are further minimized with the preferred CEA alternative because existing vegetation along the alignment will reduce and minimize visual impacts to residential neighborhoods.
- B. The Commission recommends approval of this new electric transmission corridor as a formal amendment to the Utility Corridor Plan with a provision that CEA shall recognize co-use of the new corridor for future trail development, if approved by the Alaska Railroad Corporation.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission
this 14th day of October 2002.



Susan R. Fison
Secretary



Toni Jones
Chair

(2002-199)

ATTACHMENT B
Assembly Memorandum

Planning & Zoning Commission
October 14, 2002 Meeting Minutes

**PLANNING AND ZONING COMMISSION MEETING
Assembly Chambers
Z.J. Loussac Library
3600 Denali Street
Anchorage, Alaska**

**MINUTES OF
October 14, 2002
6:30 PM**

A. ROLL CALL

<u>Present</u>	Gayle Knepper	<u>Excused</u>	Dan Coffey
	Daphne Brown		Henry Penney
	Tom Klinkner		
	Bill Starr		
	Wm. Dwayne Adams, Vice Chair		
	Ken Klein		
	Toni Jones, Chair		
<u>Staff</u>	Sue Fison		
	Tom Davis		
	Tom Nelson		

B. MINUTES - None

C. SPECIAL ORDER OF BUSINESS

1. Disclosures

COMMISSIONER ADAMS asked members of the Commission to disclose any potential conflicts of interest relating to cases on this evening's agenda.

COMMISSIONER KNEPPER stated she would abstain from case 2002-199 as she was an employee of Chugach Electric Association (CEA) until recently and she had participated in several meetings on that project.

COMMISSIONER ADAMS stated his firm does work with CEA, but has had no involvement in case 2002-199.

COMMISSIONER ADAMS moved to direct Ms. Knepper to participate in case 2002-199.

COMMISSIONER BROWN seconded.

COMMISSIONER ADAMS did not support his motion, finding that Ms. Knepper had a clear conflict in this matter.

Improvement Budget and 2003-2008
Capital Improvement Program (CIB/CIP)

POSTPONED TO OCTOBER 21, 2002

G. PUBLIC HEARINGS

- 1. 2002-199** Chugach Electric Association. Plan Amendment to the *Utility Corridor Plan* to extend a proposed 138 kV electrical transmission line along a route currently not included in the Plan. The proposed route would extend from the CEA International Airport Road substation at Minnesota Drive and follow in the Alaska Railroad alignment to the new South Anchorage substation site off 92nd Avenue near Old Seward Highway.

Staff member TOM NELSON stated the request before the Commission is an amendment to the *Utility Corridor Plan*, which was adopted in 1990 as an element of the Anchorage Comprehensive Plan. He explained that the *Utility Corridor Plan* was intended to provide direction and guidance in the future expansion and development of basic utility facilities to serve the growing Anchorage area. It included direction for sewer, water, natural gas, and electrical transmission lines. The requested amendment would add a new corridor for a new electrical transmission line being proposed to be extended from the International Substation located near International Airport Road and Minnesota Drive to a new bulk substation site that would be located on the east side of the Alaska Railroad right-of-way and 92nd Avenue in south Anchorage. MR. NELSON referenced a map in the *Utility Corridor Plan* depicting future routes of electrical transmission lines that were anticipated through the year 2010. The Plan anticipated there might be a time when more appropriate routes would be recommended, and recommended a process whereby amendments could be made to consider other routing alignments. The key feature in the Plan amendment process is that the Commission is the municipal entity authorized to grant major deviations from the corridors specified in the Plan map. The criteria to be considered in this process include a list of the

materials to be submitted. He stated that Chugach Electric and their consultants, Dryden & LaRue, Inc. and Travis/Peterson Environmental Consultants Inc., did a route selection study and followed the guidelines in the *Utility Corridor Plan* in addressing a number of alternative alignments, describing the impacts of those alignments, and the land use and community impacts, as well as the cost associated with each alignment. They considered some alternatives identified in the *Utility Corridor Plan*, as well as other alternatives. The alternative with the least impact, cost, and environmental impact is a route along the Dowling Road alignment from the International Substation to Alaska Railroad right-of-way and then down that right-of-way to 92nd Avenue. Staff has met with Chugach Electric Association and their consultants and supports the recommendations of their report for Route 5, which primarily follows primarily the Alaska Railroad right-of-way. The only review comment that raised any concern was from Transportation Planning regarding a multi-use trail along the Alaska Railroad right-of-way. The Staff recommendation addresses this concern, but the language of the recommendation is problematic to Chugach Electric. They do not have the ability to, as the condition requires, "insure that the ARRC ROW can accommodate this line, future railroad track configurations, and a possible paved multi-use trail" because they do not own the right-of-way. Staff believes there is sufficient space within a 200-foot right-of-way to accommodate a trail alignment and does not believe it is appropriate to make this a requirement of Chugach Electric.

COMMISSIONER KLINKNER noted that the *Utility Corridor Plan* speaks to the Commission acting on an amendment and then further processing of the amendment along the lines of those used for conditional use permits. He recalled that the Municipal Charter requires that amendments to the Comprehensive Plan be approved by ordinance. He suggested that Staff consider this before the matter is considered to be resolved by just the Commission's action. MR. NELSON indicated he would investigate this.

The public hearing was opened.

DELBERT LaRUE, consultant to Chugach Electric, noted the Commission has been provided with packet including an International to South Anchorage Substation Existing Facilities Map (dated 3/14/02), an International Substation to South Anchorage Substation route (dated

3/14/02), an International to South Anchorage Substation Zoning map (dated 3/14/02), and an International to South Anchorage Substation MOA Utility Corridor Plan map (dated 3/14/02). He noted that south Anchorage is growing rapidly, in response to which Chugach Electric needs to install a new substation. The existing supply for south Anchorage comes from the International Substation. That supply comes over 34 kV circuits into south Anchorage. Several years ago, Chugach Electric decided to supplement the supply to south Anchorage by installing a new South Anchorage Substation. To identify the location of the transmission line, 15 segments were identified between the International Substation and the new South Anchorage Substation. Those 15 segments were analyzed and combined into 7 routes and those were analyzed against various criteria to determine which was the best route. He reviewed the zoning map, which depicts residential, business, public land, and industrial areas. Industrial areas follow the ARRC right-of-way. The existing municipal *Utility Corridor Plan* shows two routes into South Anchorage: Minnesota Drive and the Old Seward Highway. The ARRC corridor is nearly in the middle between those and allows a very straightforward route from the International Substation to the new South Anchorage Substation. That most direct route was ultimately found to be the most sensible.

COMMISSIONER BROWN remarked on visual impacts of the line, noting that the assumption of impact was take only from a stationary point of view. She stated that, in the future, she would like consideration of the visual impacts to vehicles while driving down the street. She asked how this line would cross Dimond Boulevard where the ARRC is located along the bridge. MR. LaRUE replied that the bridge is elevated and the transmission line will be located along the outside of the ARRC right-of-way in an overhead line. COMMISSIONER BROWN asked if high transmission lines could be undergrounded. MR. LaRUE replied in the positive, but indicated that doing that at this wattage in Anchorage is not practical. COMMISSIONER BROWN asked why this would not be practical. MR. LaRUE stated that, in the 1960s and 1970s, power lines were developed to serve homes and those lines could be placed underground. To make an underground cable for a higher voltage is difficult. When the 138kV cables used by Chugach Electric reach Point McKenzie, they have to be put underground. This is not yet necessary in town. From a practical standpoint, the cable can be put underground, but placing it overhead allows for a longer life, less expense, and less trouble in terms of maintenance. COMMISSIONER BROWN noted that

the Old Seward Highway was reconstructed and all the lines were placed overhead, which she felt was inappropriate.

COMMISSIONER ADAMS noted that the *Utility Corridor Plan* has sections that show trails co-located with utilities. He asked if there is technically any reason that a trail could not be co-located with this utility. MR. LaRUE stated there is no problem in co-locating the trail, the problem is with the language as it was proposed by the Department that Chugach Electric must make assurances. COMMISSIONER ADAMS suggested that the condition could be reworded to state, "Chugach Electric Association shall not object to co-use of the easement." MR. LaRUE indicated this would not be objectionable. He stated that the transmission line would not preclude the construction of a trail.

COMMISSIONER KLEIN asked where the route would be located in the area of Evander Street. MR. LaRUE replied that the route is on the west side of the ARRC along that section. COMMISSIONER KLEIN asked how much of the line would be visible from the second stories of homes on Evander during winter months when leaves have fallen from the trees. MR. LaRUE replied that the line has not yet been designed. He estimated the line would be 20 to 30 feet above the railroad track.

COMMISSIONER ADAMS noted that page 16 of the Staff packet shows a 65-foot tower. MR. LaRUE replied that the facility is not yet designed. He stated that 65 feet is a realistic guess for the height of the tower.

CHAIR JONES asked whether the people in the Patrick Park Subdivision and residents along Nathan Drive would have any problems with interference from the transmission line. MR. LaRUE replied that there should be no problems with appliances. He stated that radio and television interference was considered in the design of the line. CHAIR JONES asked if testing is done in this regard. MR. LaRUE replied in the affirmative. CHAIR JONES asked where the line would be in the location of 76th Avenue, where the railroad is elevated. MR. LaRUE stated the outside edge of the right-of-way is lower and that is where the towers will start. CHAIR JONES asked if that would be on the west side of the right-of-way. MR. LaRUE replied that the line is anticipated to be on the east side of the railroad tracks from Dowling to Campbell Creek and from there south the line is anticipated to be on the west side of the railroad tracks.

COMMISSIONER STARR asked if substations would need to be modified to handle these lines. MR. LaRUE replied that the International Substation would be completely modified. The new South Anchorage Substation has not yet been built.

The public hearing was closed.

COMMISSIONER ADAMS moved for approval of the amendment of the Utility Corridor Plan incorporating the language in the Findings and Recommendations with the provision that Chugach Electric Association shall recognize co-use of the utility corridor for future trail development, if recognized by the ARRC.

COMMISSIONER KLEIN seconded.

COMMISSIONER ADAMS stated this corridor is the least environmentally detrimental solution, given that it is within an existing utility corridor and within an area zoned for industrial development. Furthermore, the cost that would be passed to the public is probably the least with this route. The existence in an existing utility corridor reduces the impacts in terms of incompatible land use. Visual impacts are greatly reduced by locating the line in this utilidor.

AYE: Starr, Adams, Klinkner, Brown, Jones, Klein

NAY: None

ABSTAIN: Knepper

PASSED

I. ~~REPORTS~~

1. ~~Chair~~

~~CHAIR JONES stated there is a joint School Site Selection Committee meeting scheduled for Wednesday. CHAIR JONES indicated that Mr. Starr would be attending meetings of the Committee, although not as an official member of the Committee. COMMISSIONER BROWN understood that Mr. Starr would become an official member of the Committee in February.~~

~~CHAIR JONES noted that the Land Clearing Committee would be meeting this week. COMMISSIONER ADAMS stated~~

ATTACHMENT C
Assembly Memorandum

Planning & Zoning Commission
Staff Packet dated October 14, 2002


Municipality of Anchorage


G.1.

MEMORANDUM

DATE: October 14, 2002

TO: Planning and Zoning Commission

THRU:  Susan R. Fison, Director
Planning Department

FROM:  Wade Tobish, Senior Planner
Physical Planning Division

SUBJECT: Case 2002-199 An Ordinance Amending Title 21 for the Utility Corridor Plan

AMENDMENT REQUEST

Chugach Electric Association (CEA) has submitted a proposed ordinance to modify the Utility Corridor Plan to include a new 138 kV electric transmission line in South Anchorage. This new line is planned to connect CEA's International Airport Road Substation to a new substation near 92nd Avenue and the Alaska Railroad Corporation (ARRC) right-of-way (ROW). CEA investigated 7 alignment alternatives, which included 15 segments, in a June 2002 route selection study (included in submittal packet). After assessing engineering and environmental parameters for a new transmission line, CEA proposes to build this new utility along a route from the International Substation to the Alaska Railroad Corporation ROW to the new substation site. Because the 1990 Utility Corridor Plan does not identify this ARRC transmission alignment, a plan amendment is required to formally include this new line.

CEA has stated that this new line and its associated new bulk substation at their parcel on 92nd Avenue have been needed since the 1980's to enhance reliability and capacity of their electric supply system in South Anchorage. In anticipation of this need, CEA acquired the new bulk substation site near the ARRC ROW and 92nd Avenue in the 1990's.

BACKGROUND ON UTILITY CORRIDOR PLAN

The Utility Corridor Plan was adopted to serve both as the Municipality of Anchorage utility corridor and design planning tool and as its own instrument for implementation. As an element of the Anchorage 2020/Anchorage Bowl Comprehensive Plan, under *Anchorage Municipal Code 21.05*, it provides guidance to the Municipality and participating utilities for the type, location, and design of major utility expansion and development. The elements of this plan are meant to govern utility locations and improvements in a way that maximizes the predictability of utility developments and minimizes neighborhood and community impacts and conflicts.

The Utility Corridor Plan includes maps, design standards, and formal descriptions and definitions for various utilities for existing and future utility alignments and corridors, which were developed with assistance and input from all of the major utility entities in Anchorage. The chief implementation methods for this plan's policies and guidelines include the platting, zoning and building permit processes, and the interplay and connectivity between this plan and other Comprehensive Plan elements.

UTILITY CORRIDOR PLAN AMENDMENT PROCESS

As a functional plan element of the Anchorage 2020/Anchorage Bowl Comprehensive Plan, the Utility Corridor Plan is intended to provide guidance and regulations for virtually all aspects of utility corridors and development within the Municipality. Guiding existing and future utility facilities are a series of plan maps (#s 4-1 thru 4-3). These alignments are intended to be followed in platting, building permit authorizations, and related land use and plan decisions. Minor departures from these adopted alignments may be authorized administratively by the appropriate authority in platting, conditional use and other development approvals. Significant departures from the adopted alignments, and completely new facilities require a formal Utility Corridor Plan amendment.

The Utility Corridor Plan outlines plan amendment procedures in its *Appendix B*. Any plan amendment request must include the following items:

Alternatives to Be Considered

A range of utility line corridors must be submitted, which identifies the utility's preferred route; the closest existing route to the preferred; at least one additional alternative; and the impacts of a "no-action" alternative.

Alternative Description

Information on the following factors for each alternative, including narrative and graphic description; route maps with plan and profile views; engineering designs and cross-sections.

Impacts

Information on environmental, land use and community, and visual impacts, and costs.

Coordination

Documentation on the process of consultation and coordination with Municipal land use plans and state and federal programs and policies, and an evaluation for consistency with the Comprehensive Plan and criteria and recommendations with the Utility Corridor Plan.

Mitigation

Information on how the various impacts for each alternative can be minimized or eliminated.

AGENCY REVIEW

At the deadline for comments for this case, four Municipal Departments, and the Alaska Railroad Corporation submitted findings. All were no objection except the Traffic Department. The ARRC supports the applicant's future use of their ROW. According to Traffic Department staff, the preferred route selected for this new line within the ARRC ROW may conflict with a future planned multi-use paved trail depicted in the Anchorage Trails Plan, also within the ARRC ROW. Staff felt that the applicant's Route Selection Study failed to address this potential conflict. (See attachments.)

PUBLIC COMMENT

None received as of packet preparation deadline.

EVALUATION

The following criteria are listed as the key considerations used to evaluate a requested Utility Corridor Plan amendment (*@ Appendix B*):

- Alternatives to be considered;
- Alternative(s) descriptions;
- Impacts [environmental, costs, community/land use; visual impacts]
- Coordination with municipal plans, state, federal programs and policies
- Mitigation

Alternatives to Be Considered and Alternatives Descriptions

For a formal plan amendment the Utility Corridor Plan requires submission and evaluation a range of alternative alignments, which identify and address:

- The utility's (CEA's) preferred route
- A route within an existing plan corridor
- At least one other alternative route
- Impacts of a no-action alternative

CEA's Route Selection Study (June 2002) and additional packets items for their submission for this plan amendment, address all the items required in the Plan Amendment Process. CEA presented and evaluated 7 alternative alignments and associated potential line configurations and designs for this new transmission line, with 15 total segments, all depicted in maps and written descriptions. To the extent applicable, this report identified portions of segments that lie within existing Utility Plan corridors (along Minnesota Drive, Dowling Road/Old Seward Highway), and a no-action action was also accounted for, at least indirectly, in their purpose and need evaluation. A more detailed description, with mapping and cross sections of the preferred route and design was also included in the final packet.

Impacts

The Route Selection Study provided a detailed impacts assessment for each of the main line alternatives. This report presented the impacts evaluation in the following format, which provided comparative details on the various impacts of this line on this section of the Bowl:

- "tangible" routing selection criteria
- "intangible routing selection criteria
- "other" criteria common to all routes

Within these headings, environmental, cost, community/land use and visual impacts were described, analyzed and compared between alternative alignments.

Coordination

Of the impacts assessment headings, this section was the least evaluated in the Route Selection Study. Impacts of the various alternatives relative to, and in conjunction with various Municipal plans and state and federal programs were included but mostly in an indirect way. For instance, the Route Selection Study evaluated alignment alternatives relative to existing zoning and land use designations and land ownership patterns. But the study did not include discussion of the alternatives in the context of applicable Municipal plans, notably Anchorage 2020/Anchorage Bowl Comprehensive Plan. CEA's working assumption, of course, is that the purpose and need for this new line and its associated substation, and the preferred route were chosen for their consistency with the related Anchorage 2020 goals and policies. Staff has identified the following Anchorage 2020 policies that apply to this route selection evaluation:

General Design & Environment #44.

Design and build public improvements for long-term use.

General Design & Environment #46.

The unique appeal of individual residential neighborhoods shall be protected and enhanced in accordance with applicable, goals, policies & strategies.

Level of Service #76.

Optimize existing transportation and utility infrastructure before extending these facilities to undeveloped areas.

Utilities #80.

Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability and cost.

To the extent they are applicable to this transmission line extension, the CEA Route Selection Report and purpose and need discussion have adequately addressed these policies.

The applicant did not account for elements of the Areawide Trails Plan (1997), particularly where existing and future planned trails had the potential to conflict with the proposed alternative. Specifically, as Traffic Department staff noted, the preferred alignment may conflict with the design and location of a future trail, depicted in the Trails Plan as a "planned" multi-use paved trail. According to descriptions in the Trails Plan, this future north-south trail might eventually connect south Anchorage with Downtown, and it is mapped, conceptually, as running within the ARRC ROW on the west side of the tracks. Design standards for this trail type describe an approximate 12-foot trail ROW. Since the ARRC ROW is uniformly 200 feet in width and given that the

maximum full aerial width of the proposed line is less than 40 feet. It appears that even without adjusting the alignment, the ARRC ROW can accommodate railroad tracks, the power line and a future 12-15' trail with necessary setbacks.

FINDINGS AND RECOMMENDATION

The Planning Department finds the proposed amendment to the Utility Corridor Plan consistent with established evaluation standards for Plan amendments. Based on this finding, the stated purpose and need, and the results of the route selection evaluation, staff recommends approval of the requested amendment to add the following new electric transmission line to the Utility Corridor Plan:

A new 138 kV transmission line extending from the existing International Airport Road Substation, along the west Dowling Road ROW extension to the ARRC ROW, and then along the east side of the ARRC ROW to the new bulk substation facility at 92nd Avenue and the ARRC ROW. (See attached map.)

The following conditions of approval are recommended by Physical Planning to insure that this new transmission line will not conflict with any future Municipal trail alignments within or adjacent to the ARRC ROW:

The applicant shall work with relevant municipal staff from the Departments of Cultural and Recreation Services, Planning, Project Management and Engineering, and Traffic, and with the Alaska Railroad Corporation to delineate a final alignment. This route must insure that the ARRC ROW can accommodate this line, future railroad track configurations, and a possible paved multi-use trail. This must be accomplished while maintaining consistency with other existing municipal plans and Anchorage 2020 policies.

- Attachments:
1. Application for Amendment
 2. Route Selection Summary for Purpose and Need of New Line
 3. Agency Comments
 4. Map of Selected Route
 5. Route Selection Study

Application for Amendment

2002-199

August 9, 2002

Mr. Thede Tobish
Planner
Municipality of Anchorage
Planning Department
Physical Planning Division
PO Box 196650
Anchorage, Alaska 99519-6650

Re: 138kV Overhead Transmission Line from International Substation to South Substation
Utility Corridor Plan Amendment for Selected Route

Dear Mr. Tobish:

Chugach Electric Association plans to build a new transmission line from our International Airport Road Substation to a new substation in South Anchorage near 92nd Avenue and the Alaska Railroad. We have investigated several alignments (see enclosed Route Selection Study of June 2002) and after assessing the engineering and environmental parameters we propose to build the line along a route from the International Substation to the Alaska Railroad Corporation (ARRC) right-of-way and then follow the ARRC alignment to the new substation site.

The Municipality of Anchorage 1990 Utility Corridor Plan does not identify the ARRC route as a utility corridor and we understand that the plan will have to be amended to include this route.

Please consider this letter our request to amend the Utility Corridor Plan to include the described route. We have enclosed the following items to support our request:

- Check in the amount of \$525 to cover the fees for a hearing at the Planning and Zoning Commission
- Summary of the project's purpose and need, the route selection process, basic structure configurations, and impacts on residential areas along the proposed route (25 copies)
- Route Selection Study (25 copies), prepared by Dryden & LaRue (June 2002)
- Letter from the ARRC supporting the proposed alignment in the ARRC ROW

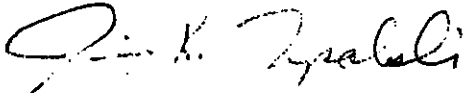
We understand that the request to amend the Utility Corridor Plan for the proposed transmission line route will be included in the Planning and Zoning Commission's agenda for their October 14, 2002 meeting.

Mr. Thede Tobish
August 9, 2002
Page 2

We appreciate your assistance in preparing the request and suggesting the support information to include.

Please call me at 762-4780 or e-mail at jim_topolski@chugachelectric.com if you have questions or need additional information.

Sincerely,



Jim K. Topolski
Manager, Land Services

Enc.

JKT/DG/lp
MOA Utility Plan Amendment8-15-02.doc

Cc: Dora Gropp
Dryden & LaRue, Del
W.O. E0120203, sec.5.

ALASKA RAILROAD CORPORATION



Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510
327 Ship Creek Avenue, Anchorage, Alaska 99501

Engineering Services
Telephone: (907) 265-2320
Facsimile: (907) 265-2595

RECEIVED BY
LAND SERVICES

July 30, 2002

AUG 02 2002

Mr. Jim Topolsky
Chugach Electric Association
5601 Minnesota Drive
Anchorage, Alaska 99519-6300

Time _____ Int. _____

Re: Proposed Overhead Transmission Line
100th Ave to Arctic/Dowling Area
ARRC MP 106.4 to MP 110.0

Dear Mr. Topolski:

We understand that Chugach needs a letter regarding the proposed overhead transmission line from 100th Ave. to the Arctic/Dowling area. ARRC Engineering department personnel have walked the proposed alignment with CEA representatives. We feel there is a feasible alignment within the ARRC right of way and have no objection to the project.

Sincerely,

A handwritten signature in cursive script that reads "Tom Brooks".

Thomas E. Brooks, P.E.

cc: Dryden and LaRue
Karen Morrissey

Route Selection Summary

For Purpose and Need of New Line

**138kV Overhead Transmission Line from
International Station to South Anchorage Substation
Route Selection Summary**

I. Description

A new overhead 138kV transmission line is proposed to be constructed to provide a connection between the existing station at International Road and a new substation in South Anchorage. The new substation will be constructed on a parcel near 92nd Avenue, bordering on the ARRC right of way. The transmission line will be routed primarily following the ARRC right of way. It will initially carry a single circuit, but be designed to accept an additional 138kV circuit and underbuilt facilities. Typical structure configurations and heights are shown in Drawing No. DC-138.

II. Purpose and Need

South Anchorage is the fastest developing part in the Anchorage bowl with many new commercial and industrial facilities being built. Chugach presently serves the area through aging 34kV facilities, which are overloaded during peak use periods. The lack of back-up or redundant supply lines leads to long outages in case of component failure.

To enhance reliability and capacity of the electric supply system in South Anchorage, Chugach identified the need for high voltage (138kV) supply lines and an associated substation in the early 1980s. At that time Chugach installed a 138kV line from its University substation on Tudor Road to an existing distribution substation at the intersection of Huffman Road and Elmore Road with the intent to construct a new supply or bulk substation at this location and connect it to the International station through a new transmission line. The transmission ties to University and International stations would not only provide high reliability to the new substation, but also provide an alternative high capacity path between the existing bulk substations (International and University), which are presently connected through a single 138kV line only. This would improve reliability and capacity of the overall transmission system supplying electric energy to the Anchorage bowl.

A slower load growth than originally expected during the 1980s allowed Chugach to postpone installation of the new bulk substation and associated transmission lines. A re-evaluation of the projects during the late 1990s resulted in the decision, not to construct a bulk substation at Huffman and Elmore due to the impact of such a facility on the predominantly residential neighborhood. Chugach subsequently purchased a parcel near the Old Seward Highway and the ARRC ROW on 92nd Avenue, which is located in a commercial industrial area. Installation of the bulk substation and associated transmission and subtransmission lines will provide reliable electric service for south Anchorage for the next 10 to 20 years.

III. Transmission Line Route Selection

The new substation needs transmission connections to the International and University substations. The route selection study for the line to International investigated 7 different routes, which included 15 segments along existing roads or other linear facilities. Evaluation criteria took impacts on view sheds, wetlands, properties and costs into account. The process resulted in the selection of a route following the existing transmission line along the alignment of a west Dowling Road extension to the ARRC ROW and then in the ARRC ROW to the new substation site. This route has the overall lowest impacts and construction costs. Visual impacts in the residential neighborhood near Campbell Creek have been addressed in a preliminary assessment attached as Appendix A.

The proposed route is not included in the existing Municipal Utility Corridor Plan (1990) and a plan amendment is being requested. Two alignments (Old Seward Highway and Minnesota Bypass), which are included in the original corridor plan, have been evaluated and not been selected due primarily to higher impacts on residential neighborhoods (Minnesota) and conflicts with existing lines (Old Seward).

The route selection for a transmission line from the new substation to the existing 138kV line along Elmore Road is underway. The selection process will use similar evaluation criteria as the one for the International to South substation route.

Appendix A

"138kV Transmission Line from International to South Substation – Preliminary Residential Visual Impact Assessment for Railroad Route"

Appendix A - 138kV Transmission Line International to South Substation Preliminary Residential Visual Impact Assessment for Railroad Route

The proposed alignment for a new transmission line from the Chugach International Substation to the new South Anchorage Substation generally follows the Alaska Railroad. Along this routing, there are three existing residential subdivisions: Foxridge on the west side of Campbell creek, Hollowbrook on the east side just north of 76th Avenue, and Patrick Park on the south side of 76th Avenue, across from Hollowbrook. These are the only developed residential areas that could possibly see the new line.

Visibility of potential transmission structures will be classified into one of the following categories: foreground visibility indicates the visible structure is within 200 feet of the residence. Middle ground visibility indicates that the visible structure is between 200 and 500 feet away from the residence. Background visibility indicates the visible structure is more than 500 feet away from the residence. This assessment reflects present conditions with the leaves on deciduous trees.

Foxridge Subdivision

Foreground

There will be no transmission structures visible in the foreground from any residences.

Middle Ground

There is an existing distribution line that runs along the North edge of this subdivision, between the subdivision and the adjacent gravel yard, AggPro, to the North. This existing line crosses the railroad, and the top of an existing pole (43' above grade) on the west side of that rail crossing is visible from the residences on the north east corner of the subdivision only, due to the clearing for the existing overhead distribution line. Any structure placed along that same clearing line would be visible from those same houses. Also, this corner happens to be closest to the rail line, so any structures that are taller than the surrounding trees, which are approximately 60-80' in height, will also be visible from those northeast corner residences.

Background

The residences along the north edge of the subdivision are bordered by the gravel yard and although there is a hill between the residences and the yard that gets taller as you go west, it appears that the taller gravel piles and conveyors of the gravel yard can be seen from the upper stories of these residences. In these north edge buildings only, residents would probably be able to see transmission structures in the background running along the east side of the rail line across from the gravel yard. However, as the structures will be visible through the gravel piles, conveyors and escalators of the existing gravel yard, it will have minimal effect on any sight lines in that direction from the residences.

All other residences south of the northeast corner are further away from the proposed alignment and their view of the rail way is obscured by groves of older growth trees, again 60-80' in height, and structures along the rail line should not be visible from these residences.

Hollowbrook Subdivision

Foreground

There will be no transmission structures visible in the foreground from any residences.

Middle Ground

The proposed alignment of the new line is on the opposite (west) side of the railroad south of Campbell Creek. In many locations along Nathan Drive the existing rail bed can be seen, and at one location the top of a light pole, approximately 40' in height and located on the opposite side of the railroad, is visible. New transmission structures located on the opposite side of the railroad will be partially visible in the middle ground from Nathan Drive.

Background

The grade level of this subdivision is about 10' lower than the grade along the North side of Campbell Creek, where there are 60-80' trees along the Campbell Creek Greenbelt. These will obscure any taller structures located north of the Campbell Creek Greenbelt from all of the residences of this subdivision. The lone exception is a residence that is located on the cul-de-sac at the Northwest corner of the subdivision, close to Campbell Creek trail. There is an overhead distribution line running along the east side of the railroad, and the existing distribution poles are visible from that corner residence by looking down the line clearing. It appears that transmission structures placed along the east side of the railroad within 500' or so of Campbell Creek will be visible in the background to this residence by looking down the line clearing.

Patrick Park Subdivision

Foreground

There will be no transmission structures visible in the foreground from any residences.

Middle Ground

Like Nathan Drive, Evander Drive has many locations where the rail bed is visible through the trees. Any transmission structures placed on the west side of the railroad will also be partially visible, although it should be noted that the tops of the industrial buildings and distribution line poles on Schoon Street, west of the railroad, are already visible in many locations along Evander Drive.

Background

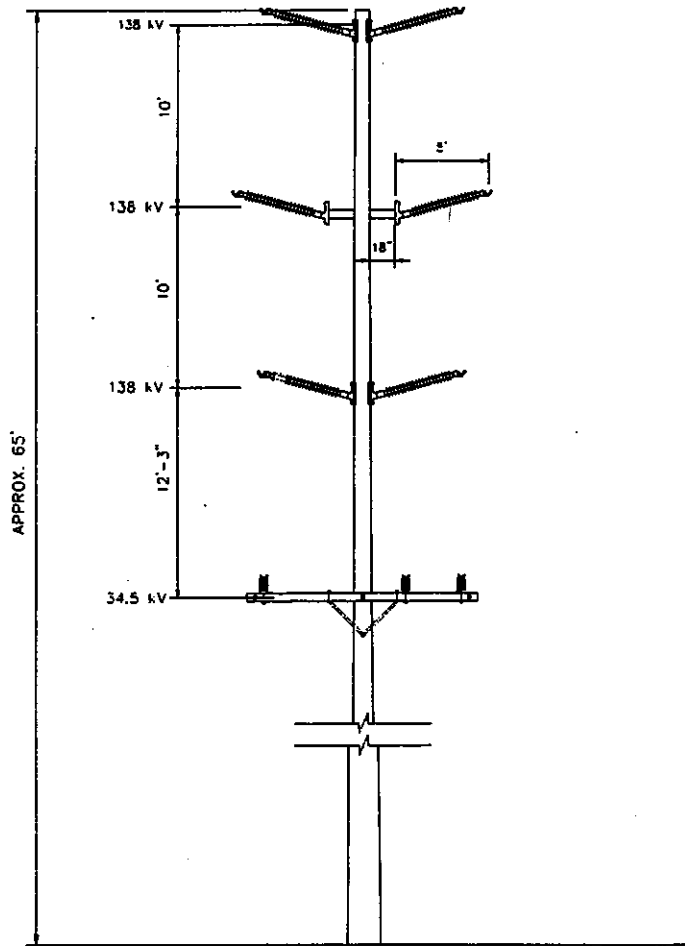
There are 40-50' tall trees located along Evander Drive, which is the closest street to the railroad bed and is parallel to it. This tree cover should prevent the transmission structures from being visible from all other residences of the subdivision not located on Evander Drive.

Conclusions

In Foxridge Subdivision, there are 3 or 4 buildings that will probably be able to see the new line across the gravel yard and 2 buildings that may be able to see the line along the present cleared area.

In Hollowbrook Subdivision, one residence of this subdivision will be able to see the new transmission line south of Campbell Creek, and the top portion of structures west of AARC will be visible to residences located along Nathan Drive (approximately 25 residences).

In Patrick Park Subdivision, residences located on Evander Drive (approximately 35 residences) will be able to see the top portion of transmission structures located west of AARC.



DATE: 10-23-01 PROJECT: CEASOTH.1
 FILE NAME (CAD):



Dryden & LaRue, Inc.
 CONSULTING ENGINEERS

DESIGNED BY: D&L
 DRAWN BY: PMW

CHUGACH ELECTRIC ASSOCIATION
 DOUBLE CIRCUIT 138kV WITH 34.5kV UNDERBUILD

PRELIMINARY SKETCH

SCALE: N.T.S.

DRAWING NO.
 DC-138

Sheet 1

Agency Comments

RECEIVED

SEP 23 2002

COMMUNITY PLANNING
AND DEVELOPMENT

**Municipality of Anchorage
MEMORANDUM**

DATE: September 20, 2002
TO: Jerry Weaver, Manager, Zoning and Platting Division, Planning Department
FROM: Joe Murdy, Director, Development Services Department
SUBJECT: Development Services Review Comments, Planning and Zoning Commission case for the meeting of October 14, 2002

Development Services has reviewed the following case and has comments as noted.

Case #: 2002-199
Type: Plan amendment (utility corridor plan)

PROJECT MANAGEMENT AND ENGINEERING

Drainage comments: An erosion and sediment control plan must be submitted to PM&E for approval.

Recommendations: Project Management and Engineering has no adverse comment regarding this case.

(Reviewer: Gregory Soule)

FLOODPLAIN

Flood Hazard Zone: A and C

Map: 0243, 0241, 0240

Any poles that are placed in the 100-year floodplain will require a Flood Hazard permit.

(Reviewer: Jack Puff)

LAND USE ENFORCEMENT

Recommendations: Land Use Enforcement has no adverse comment regarding this case.

(Reviewer: Don Dolenc)

RIGHT-OF-WAY

We have no comment at this time.

(Reviewer: Lynn McGee)

ADDRESSING

I have no comments on this case.

(Reviewer: Ted Ringstad)

BUILDING SAFETY PLAN REVIEW AND INSPECTION

I have no comments on this case.

(Reviewer: James Gray, P.E.)

NPDES STORM WATER REVIEW

A storm water site plan must be submitted to PM&E for review and approval. Plan must detail all erosion and sediment control measures to be implemented during construction.

(Reviewer: Gregory Soule)

Department position: If approval of this case is granted, Development Services recommends the following:

1. Any poles that are placed in the 100-year floodplain will require a Flood Hazard permit.
2. An erosion and sediment control plan must be submitted to PM&E for approval.
3. A storm water site plan must be submitted to PM&E for review and approval. Plan must detail all erosion and sediment control measures to be implemented during construction.

2002-199

RECEIVED

SEP 19 2002

MUNICIPALITY OF ANCHORAGE
PLANNING & ZONING DIVISION

Memorandum

**Municipality of Anchorage
Traffic Department
Transportation Planning Section**

DATE: September 19, 2002
TO: Planning and Zoning Commission
FROM: Jon R. Spring, Senior Transportation Planner
RE: Comments on 10-07-02 Planning & Zoning Commission Cases

Case No. 2002-199

The Route Selection Study – 138kV Transmission Line International Substation to South Anchorage Substation recommends that the new transmission line be located within the Alaska Railroad right-of-way between Dowling Road and 92nd Ave. The report did not mention that the Anchorage Trails Plan recommends a future multi-use trail be located within the same Alaska Railroad right-of-way. (This trail will eventually connect south Anchorage with downtown.) The report should address the potential conflict between the transmission line and the future trail, especially visual impacts. In addition, the report should discuss whether or not the Alaska Railroad right-of-way is wide enough to accommodate both uses.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

RECEIVED

SEP 12 2002

MUNICIPALITY OF ANCHORAGE
PLANNING & ZONING DIVISION

DATE: September 12, 2002
TO: Jerry T. Weaver, Platting Supervisor, Planning Department
THROUGH: Leland R. Coop, Acting Associate Traffic Engineer
FROM: Mada Hansen, Traffic Engineering Technician
SUBJECT: Comments, Planning & Zoning Commission, October 14, 2002

02-199

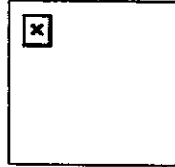
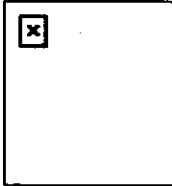
Plan Amendment for a Chugach Electric utility corridor plan; new transmission line from International Airport Road Substation to South Anchorage/92nd Avenue/Alaska Railroad right of way

Traffic has no comment.

Pierce, Eileen A

From: Cross, Jim E. (Dev Svs)
Sent: Wednesday, August 28, 2002 9:30 AM
To: Eileen Pierce; Gloria Bartels; Margaret O'Brien; Patty Ayres
Subject: Comments on Cases due September 16 & 17.

RECEIVED
AUG 28 2002
MUNICIPALITY OF ANCHORAGE
PLANNING & ZONING DIVISION



Municipality of Anchorage
Development Services Department
Building Safety Division

MEMORANDUM

DATE: August 28, 2002
TO: Jerry T. Weaver, Jr., Platting Officer, CPD
FROM: James Cross, PE, Program Manager, On-Site Water & Wastewater
SUBJECT: Comments on Cases due September 16 & 17, 2002

The On-Site Water & Wastewater Program has reviewed the following cases and has these comments:

2002 – 183 A request for concept/final approval of a conditional use to permit a hotel serving alcoholic beverages.

No objections.

2002 – 192 A request for concept/final approval of a conditional use to permit a golf course alcoholic license.

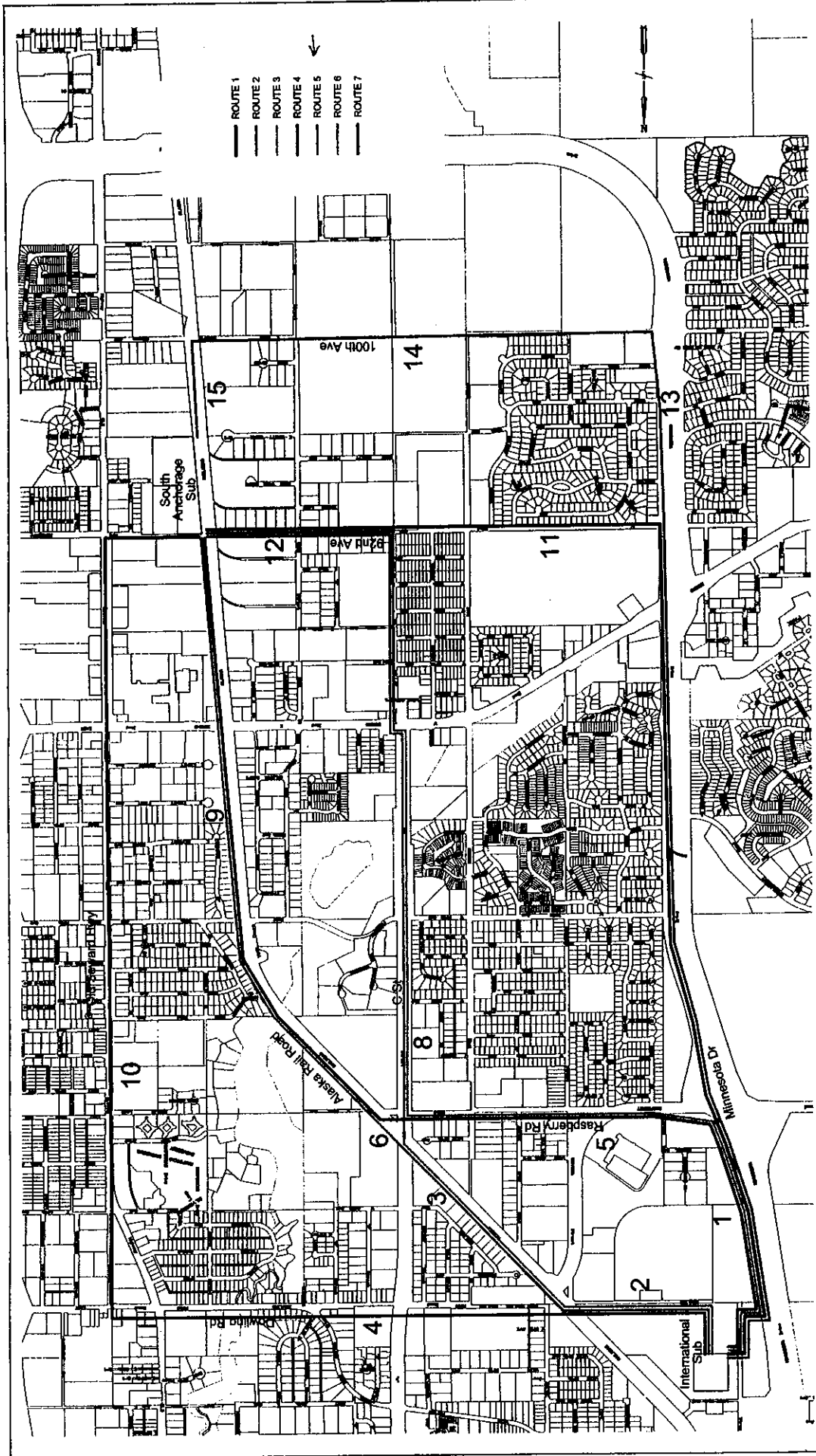
No objections.

2002 – 199 A plan amendment for a Utility Corridor Plan.

No objections.

Map

Recommended Route



PROJECT: INTERNATIONAL TO SOUTH ANCHORAGE SUBSTATION 198KV TRANSMISSION LINE DESIGNER/PROJECT ENGINEER: DML	APPROVED (DIRECTOR)	DATE
NO.	BY/DATE	DATE
A PRELIMINARY ROUTING MAP	DESIGN/CONSTRUCTION/ASBALT REVISION	DML/11-30
CHUGACH POWERING ALASKA'S FUTURE Chugach Electric Association, Inc.		REVISION A DATE 3/14/02 SHEET 1 OF 1 SA. ROWLING

ATTACHMENT D
Assembly Memorandum


**Request for Legal Services and Response from
Municipal Attorney's Office Regarding
Delegation of Authority for Plan Amendments**

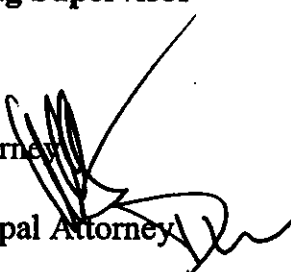



MUNICIPALITY OF ANCHORAGE
OFFICE OF THE MUNICIPAL ATTORNEY
MEMORANDUM

DATE: February 10, 2003

TO: Jerry Weaver, Platting and Zoning Supervisor

THRU:  Susan R Fison, Planning Director

THRU: William A. Greene, Municipal Attorney 

FROM: Dennis A. Wheeler, Deputy Municipal Attorney 

SUBJECT: Utility Corridor Plan; delegation of authority for plan amendments to the Planning and Zoning Commission.
MOA Law Dept. Matter No. N02-0948

QUESTION:

May the Planning and Zoning Commission amend the location of a utility corridor identified in the Utility Corridor Plan, where the Plan is an element of the Comprehensive Plan and the authority to amend corridor locations has been delegated to the Commission by the Assembly?

BRIEF ANSWER:

Subject to the Background and Discussion below, our answer is no.

BACKGROUND:

The Utility Corridor Plan (UCP) was adopted by the Assembly as an element of the Comprehensive Plan in 1990 with passage and approval of AO 90-13(S). The ordinance does not itself delegate plan amendment authority. The Utility Corridor Plan, at page 50, states as follows:

The Planning Commission shall be that municipal entity authorized to grant major deviations from the corridors specified in the plan map. Appeals of these decisions shall be made to the Anchorage Municipal Assembly, similar to the manner described in Anchorage Municipal Code 21.15.015.

In October of 2002, the Planning and Zoning Commission approved an amendment to the plan which including changing the location of a corridor. One of the Commissioners

questioned whether the Commission had the legal authority to make the amendment, given that the UCP is part of the Comprehensive Plan.

DISCUSSION:

There is considerable discussion in various treatises on the issue of delegation, or sub-delegation, of legislative authority from the governing body to a board or commission. **As a general matter, but with many exceptions, delegations of legislative authority are improper.** In *Municipality of Anchorage v. Anchorage Police Department Employees Association*, 839 P.2d 1080, 1090 (Alaska 1992) the Alaska Supreme Court addressed one exception for delegation of a particular legislative power:

Although the question posed to the parties for supplemental briefing presents a close and difficult issue we conclude that the possibility of judicial enforcement of a final and binding arbitration decision **does not** constitute an unconstitutional delegation of the Assembly's legislative powers. Given the fact that the Anchorage Municipal Charter does not contain any express limitation upon the Assembly's power to delegate its legislative functions; the fact that the delegation in question is relatively narrow and relates to the complex and potentially volatile subject of labor relations in the public sector; the fact that adequate standards to guide the arbitrator's decision making are part of the delegation; and the fact that the arbitrator's decision is subject to discrete procedures and to judicial review; we conclude that the provisions of AMC 3.70.110(C)(9) do not constitute an unconstitutional delegation of the Assembly's legislative power, nor are the provisions violative of the Charter. (Emphasis added.)

Absent applicable Charter or Code provisions, It would be a close question as to whether the Alaska courts would sustain or object to the delegation here. All of the above cited factors may be involved in the particulars of this matter, especially the facts that the delegation is narrow, involves adequate standards to guide the Planning and Zoning Commission, and is subject to Assembly review on appeal, followed by judicial review if further appealed. However, we need not reach a definitive answer to the question because the Commission does not have authority to amend the Plan pursuant to the Charter.

By Charter, the Assembly is charged with adopting, implementing and amending the Comprehensive Plan:

Section 12.01. Comprehensive plan required.

The assembly by ordinance shall adopt and implement, and from time to time modify, a comprehensive plan setting forth goals, objectives and policies governing the future development of the municipality.

Jerry Weaver
February 10, 2003
Page 3 of 3

Although the delegation was made by the ordinance adopting the Plan, this is not a legal substitute for the explicit Charter requirement that the Assembly is charged with plan modifications. This is bolstered by the fact that pursuant to Anchorage Municipal Code chapter 21.10, as enacted by the Anchorage Assembly, the Planning and Zoning Commission is charged with reviewing and making recommendations on the Plan, its elements, and any amendments, but does not have explicit code authority to adopt amendments without further Assembly approval

CONCLUSION:

The delegation embodied in the UCP is not consistent with the Charter provision governing Comprehensive Plan amendments. The Planning and Zoning Commission action should be viewed as a recommendation only and may be forwarded to the Assembly with an appropriate ordinance.

ATTACHMENT E
Assembly Memorandum

**Route Selection Study 138 kV Transmission
Line International Substation to South
Anchorage Substation, prepared for Chugach
Electric Association, Inc.**

(provided separately—document & CD)

Municipality of Anchorage
MUNICIPAL CLERKS OFFICE
Agenda Document Control Sheet

AD 2003-78

1	SUBJECT OF AGENDA DOCUMENT An Ordinance of the Anchorage Municipal Assembly Amending the <i>Utility Corridor Plan</i> to Add a New Electrical Transmission Line Corridor Alignment (Planning & Zoning Case No. 2002-199)		DATE PREPARED April 7, 2003
			INDICATE DOCUMENTS ATTACHED <input checked="" type="checkbox"/> AO <input type="checkbox"/> AR <input checked="" type="checkbox"/> AM <input type="checkbox"/> AIM
2	DEPARTMENT NAME Planning	DIRECTOR'S NAME Susan R. Fison	
3	THE PERSON THE DOCUMENT WAS ACTUALLY PREPARED BY Tom Nelson	HIS/HER PHONE NUMBER 343-7921	
4	COORDINATED WITH AND REVIEWED BY	INITIALS	DATE
6	Mayor		
	Heritage Land Bank		
	Merrill Field Airport		
	Municipal Light & Power		
	Port of Anchorage		
	Solid Waste Services		
	Water & Wastewater Utility		
5	Municipal Manager	<i>M</i>	<i>4/14</i>
	Cultural & Recreational Services		
	Employee Relations		
	Finance, Chief Fiscal Officer		
	Fire		
	Health and Human Services		
4	Office of Management and Budget	<i>DL</i>	<i>4/16/03</i>
	Management Information Services		
	Police		
2	Planning, Development, & Public Works	<i>MOS</i>	<i>4-16-03</i>
	Development Services		
	Facility Management		
1	Planning	<i>MLD</i>	<i>4-11-03</i>
	Project Management & Engineering		
	Traffic		
	Street Maintenance		
	Public Transportation		
	Purchasing		
3	Municipal Attorney	<i>[Signature]</i>	<i>4-16-03</i>
	Municipal Clerk		
	Other		
5	Special Instruction/Comments		
<i>Chick Kender - Introduction</i>			
6	ASSEMBLY MEETING DATE REQUESTED For Intro - April 22, 2003	7	PUBLIC HEARING DATE REQUESTED May 13, 2003 or ASAP <i>5/21/03</i>

2003 APR 16 PM 4:25
 M.N.A.
 MUNICIPAL CLERKS OFFICE