

[NSCC Website Link](#), [NSCC Facebook Link](#)
Email contact: nscboard@googlegroups.com

North Star Community Council General Membership Meeting Agenda

Wednesday Oct 8th, 2025 from 7pm - 9pm

The official start to the meeting will be preceded by 30 minutes of open social time for community connection. The North Star Community Council meets the second Wednesday of most months.

The North Star Community Council meets in hybrid or zoom only formats on alternating months.
Odd Months: Hybrid in person at the Federation of Community Councils Office located at 1057 W Fireweed Lane or online via zoom. Snacks will be provided.

Even Months: Zoom Only

To attend this meeting virtually via Zoom, please follow the link below:

<https://us06web.zoom.us/j/87811953219?pwd=L2loeElmbkRXNjBzTittdzNKbWdMdz09>

Meeting ID: 878 1195 3219, Passcode: 635103

Call to Order

- [Please click this link to Sign in](#)
 - On all meetings going forward, attendees on Zoom will be asked to say hello when logging in and camera permissions will be disabled until most attendees are in the meeting.
- Approval of Agenda
- Approval of Minutes
 - [Sept 2025](#)

Reports (if available)

- **Legislative Update - 5 minutes**
 - Zack Fields
 - Senator Löki Gale Tobin
- **Assembly Update - 5 minutes**
 - Daniel Volland
 - Christopher Constant
- **ASD Update - 5 minutes**
 - Kelly Lessens

Old Business:

1. Pedestrian Safety Action Plan - 10 Min

- a. Draft resolution will be introduced for discussion and amendments, to be voted on next month

New Business:

1. Eagle Street Project Update - 10 minutes - Dave Gamez

- a. See attached factsheet, construction scheduled for 2028

2. Transportation Supported Development Overlay (TSDO) - 45 minutes - Graham Downey from the Mayor's Office

- a. [Link to attached explainer on most recent version \(5\) of the TSDO](#)
- b. [Link to website with more info](#)
- c. Presentation from Graham, and community conversation on next steps
- d. **Reminder that Planning and Zoning meeting will be accepting public comments on Oct. 6th, 6:30PM**

Updates:

- **Valley of the Moon Pump Track Project Update**
 - Rep Fields is working with the Parks Foundation to raise \$20,000 that would allow construction of the project summer 2026. Pump track would be similar to Hilltop design, located near the Valley of the Moon playground
- **Stair Removal**
 - State and federal grants submitted by Park Foundation for replacement but no specific design or funding source has been identified.

Reminder Updates:

- **PM&E Design Criteria Manual Open for Public Comment**
 - [FCC Board of Delegates Meeting](#) presentation on the subject
 - You can request a presentation at your group or community council by emailing Brandon Telford: brandon.telford@anchorageak.gov
 - Comments can be provided through October 10th.
 - [Website with more info](#)
- **Notice of Renewing Liquor Licenses for Brown Jug Fireweed and WonJo Tofu House and Hula Hands**
 - The community council may request a public hearing on the renewal via a resolution or similar letter that must be submitted by October 15th
- **Better Public Meetings Project**
 - The Federation of Community Councils, YWCA, and Assembly Member Baldwin-Day are bringing an exciting civic engagement project to Anchorage.
 - [You can click here to see the presentation](#)

- [See a sample Civic Scorecard.](#)
 - [Watch the Assembly worksession on Better Public Meetings](#)
 - [See the resolution](#) - intended to approval on August 25
 - Stay tuned for more information!
-

DRAFT



Project Fact Sheet

E 23RD AVE / EAGLE ST AREA RECONSTRUCTION

PM&E Project Number 21-03

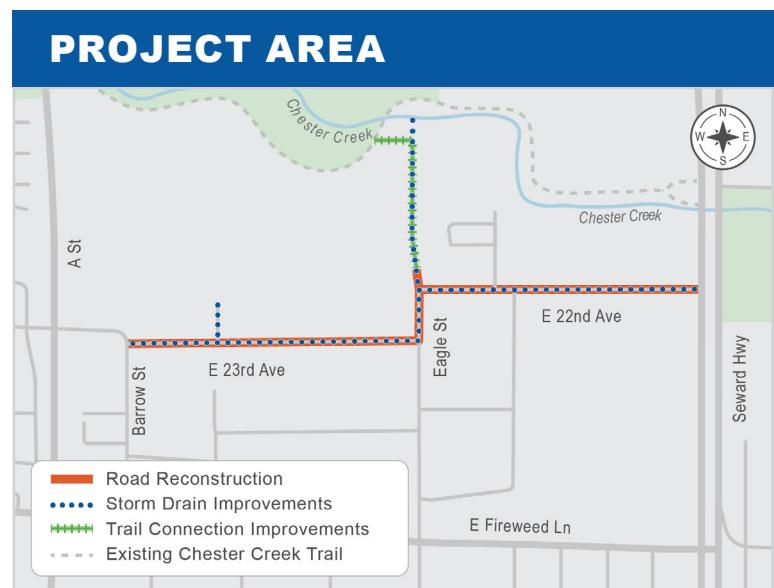
PROJECT OVERVIEW

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) will be improving the roads and drainage in the Eagle Street, E 22nd Avenue, and E 23rd Avenue area. The existing streets in the project area were constructed in the 1960s and 70s, mostly without sidewalks. The sidewalk on Eagle Street is narrow and only on one side of the street, and the curb ramps do not conform with ADA standards.

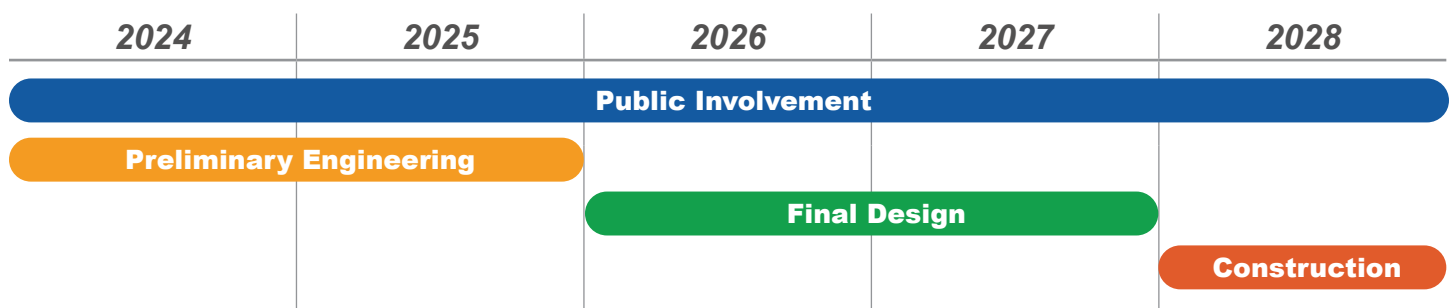
The existing pavement in the area has deteriorated, with cracks and depressions, allowing large puddles to form throughout the streets. The project is currently funded through the design study. Construction funding is anticipated for 2028.

Improvements may include:

- Reconstructing the roadway to meet current standards.
- Replacing or rehabilitating existing storm drain pipes and associated storm drain structures, including the storm pipe north of East 22nd Avenue to Chester Creek.
- Constructing five-foot wide sidewalks and reconstructing existing curb and gutter.
- Upgrading existing curb ramps and constructing additional curb ramps to conform with Americans with Disabilities (ADA) Standards.
- Upgrading existing traffic signs.
- Upgrading street lighting.



PROPOSED SCHEDULE



PROJECT CONTACTS

PTS on Behalf of MOA

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DOWL

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TSDO for ANCHORAGE

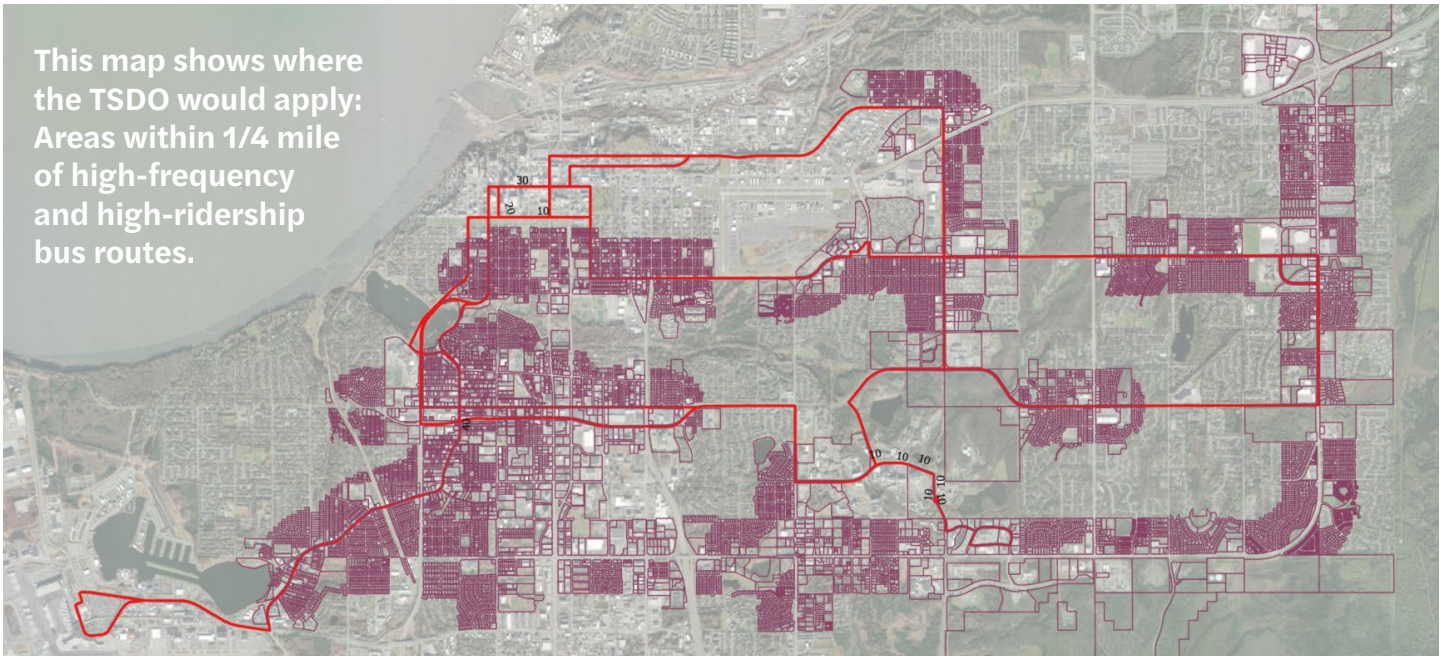
TRANSIT-SUPPORTIVE DEVELOPMENT OVERLAY



The TSDO is one of many steps we're taking to make Anchorage more affordable, supporting our future while making the most of our existing infrastructure, services, and land.

VISUALIZING THE TSDO

This map shows where the TSDO would apply: Areas within 1/4 mile of high-frequency and high-ridership bus routes.



WHAT is the TSDO?

Zoning restricts what you can build and where. The TSDO defines an area (aka the “overlay”) with more flexible rules that encourage housing development. It’s “transit-supportive” because its area is based on Municipal bus routes.

Anchorage’s proposed TSDO would allow all types of housing, buildings up to three stories, and smaller lots for smaller homes. It creates the flexibility for more housing to be built where our community’s infrastructure is most equipped to support it.

WHY the TSDO?

The TSDO is forward-looking and incremental. Its changes will help neighborhoods evolve slowly over time.

It helps residents reinvest in their own neighborhoods – e.g., adding a third story apartment or subdividing to build a starter home next door. Allowing more multifamily housing creates more options for military members, seasonal workers, travel nurses, and anyone hoping to try living in Anchorage. And allowing smaller lots means more starter homes and lower-cost options for working families.

Find more detailed info and share your feedback on [the TSDO project page](#).

TSDO IN DETAIL



WHAT **WOULD** BE POSSIBLE WITHIN THE TSDO ?

- 1. One more story.** TSDO would allow 3-story (40 foot) buildings.



Park Place Condos: A three-story building in South Addition, similar in height to what would be allowed within the TSDO.

- 2. All types of housing,** both single and multifamily housing, would be allowed.

- 3. Smaller lot requirements for lower cost starter homes with more flexibility to use the full extent of the property.** More technically, no minimum lot size; no setback requirement; and a maximum of 80% lot coverage. This provides flexibility while maintaining open space.



Nunaka Valley, circa 1960: An example of starter homes on smaller lots — similar to what would be allowed within the TSDO.

The TSDO proposal has undergone many changes as part of a robust and ongoing public review process.

WHAT **WOULDN'T** CHANGE:

- No changes to any health or safety rules.
- Anchorage repealed parking mandates in 2022: TSDO doesn't create any new parking rules or roadblocks.
- No new limits on property rights: If your current zoning is more permissive, the TSDO doesn't add limitations.
- Doesn't alter private agreements such as Homeowner Associations.
- Doesn't create or change any tax incentives. (*Anchorage recently established a tax incentive for multifamily housing and another for the rehabilitation of vacant properties.*)

BIG PICTURE OUTCOMES:

- More housing options for more people.
- Housing is built where the infrastructure to support it already exists, creating less expensive, more accessible options.
- Neighborhood density increases slowly over time, promoting walkability.
- Building housing near public transit gives people more options to get around, and more potential bus riders strengthen our transit system.