

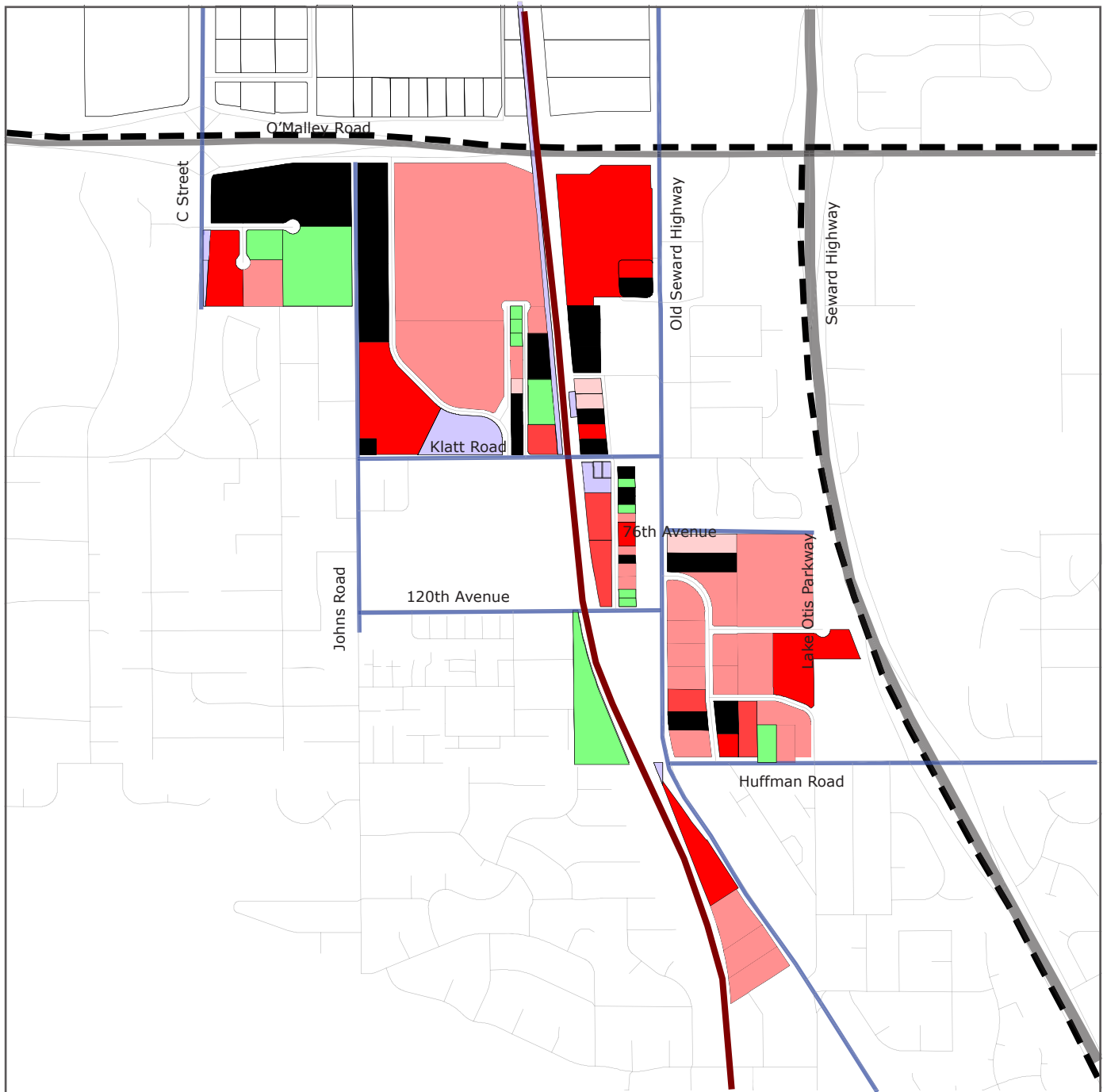
## **Specific Industrial Subareas**

### ***Southwest (38.3 acres vacant, 98.2 acres underutilized)***

The primary industrial parcels in the Southwest Anchorage Subarea are in an I-2 cluster west of the rail line and an I-1 cluster stretching from O'Malley Road south along Old Seward Highway. The I-2 cluster is almost entirely occupied by the Alaska Aggregate Company warehouse and storage yard. The I-1 cluster is primarily retail uses adjacent to O'Malley Road—a combination of light industrial uses, with some retail mixed in just north of Huffman Road, and a strip of light industrial uses south of Huffman Road.

Unimproved supply is contained in a series of parcels along O'Malley Road and a series of small parcels accessed by South Gambell Street.

Figure 21: Southwest Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels



Developed 1942-1970



Developed 1970-1989



Developed 1990-1999



Developed 2000-2008



Developed-Undated



Public or Unsuitable

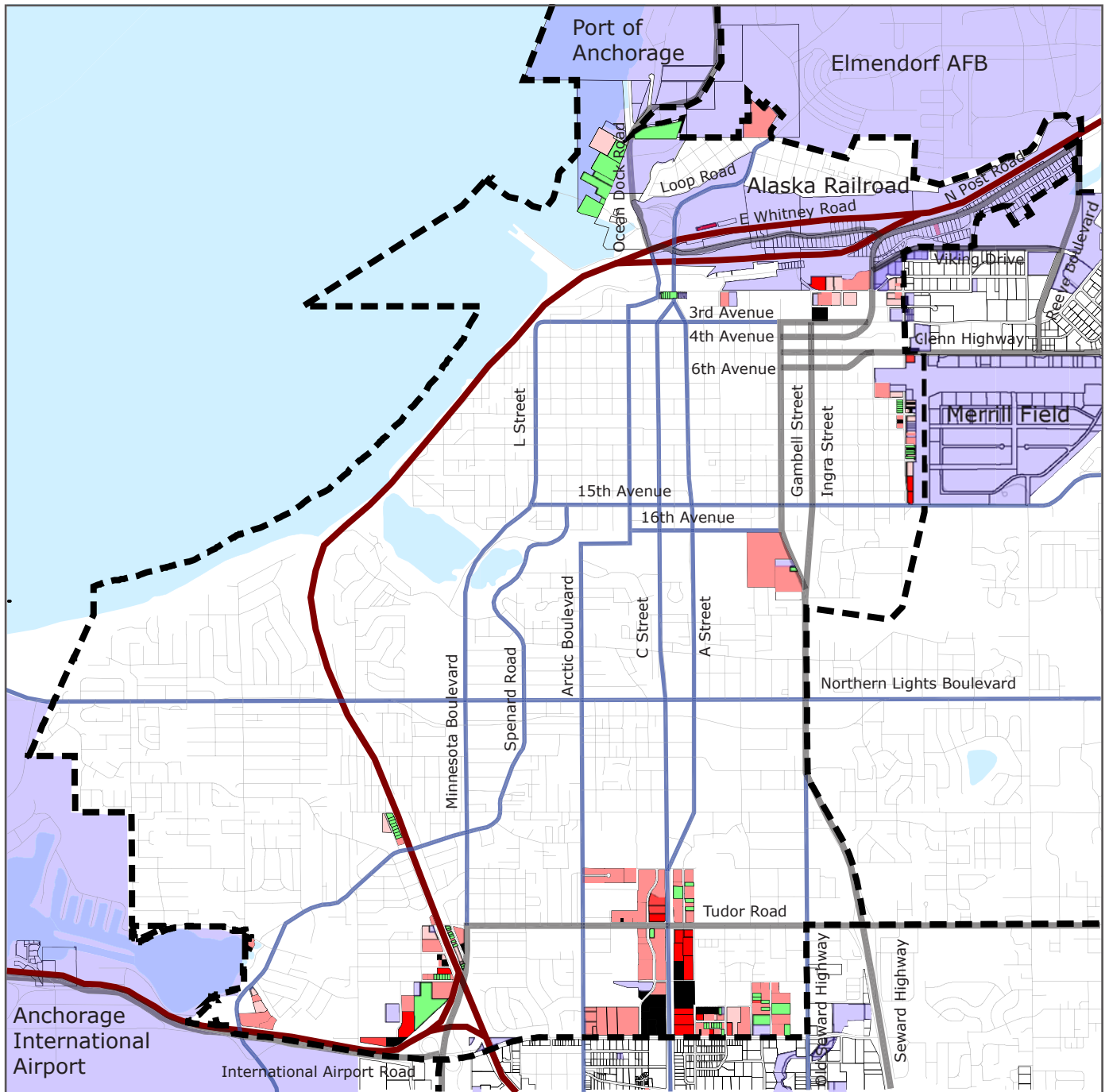


***Northwest (31 acres vacant, 36.3 acres underutilized)***

This area, exclusive of the International Airport, the Port of Anchorage, and the Rail Yard, has its highest concentration of industrial supply in the I-1 zone along the C Street corridor between West International Airport Road and West 40th Avenue, and stretching east along West International Airport Road to the Old Seward Highway. Most of the parcels are medium to small in size and many of the parcels south of Tudor Road have been developed for commercial uses. A second cluster of I-1 development occurs west of Minnesota Drive between West International Airport Road and West Tudor Road, yet it is surrounded on three sides by single-family residential uses. One additional cluster is at the far North of the Subarea, between East 3<sup>rd</sup> and 1<sup>st</sup> Avenues and Ingra Street and Nelchina Street. Other minor pockets are located adjacent to Spenard Lake, at 36<sup>th</sup> Avenue and Lois Drive, and at Gambell Street and East 16<sup>th</sup> Avenue. For the most part, these areas have been developed for industrial uses with the exception of a large parcel at Gambell Street which is commercial.

The only significant unimproved supply is composed of a series of parcels along C Street between International Airport Road and 40<sup>th</sup> Avenue.

Figure 22: Northwest Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels



Developed 1942-1970



Developed 1970-1989



Developed 1989-1999



Developed 2000-2008



Developed-Undated



Public or Unsuitable



### ***Southeast***

There are no I-1 or I-2 zones in the Southeast predominantly residentially developed Subarea, nor is there evidence of previous industrial development.

### ***Central (458.1 acres vacant, 411.8 acres underutilized)***

The Central Subarea has the highest concentration of industrially zoned land and development in the MOA. Stretching from Minnesota Drive east to Lake Otis Parkway, and from 40<sup>th</sup> Avenue south to O'Malley Road, the subarea consists of three primary clusters.

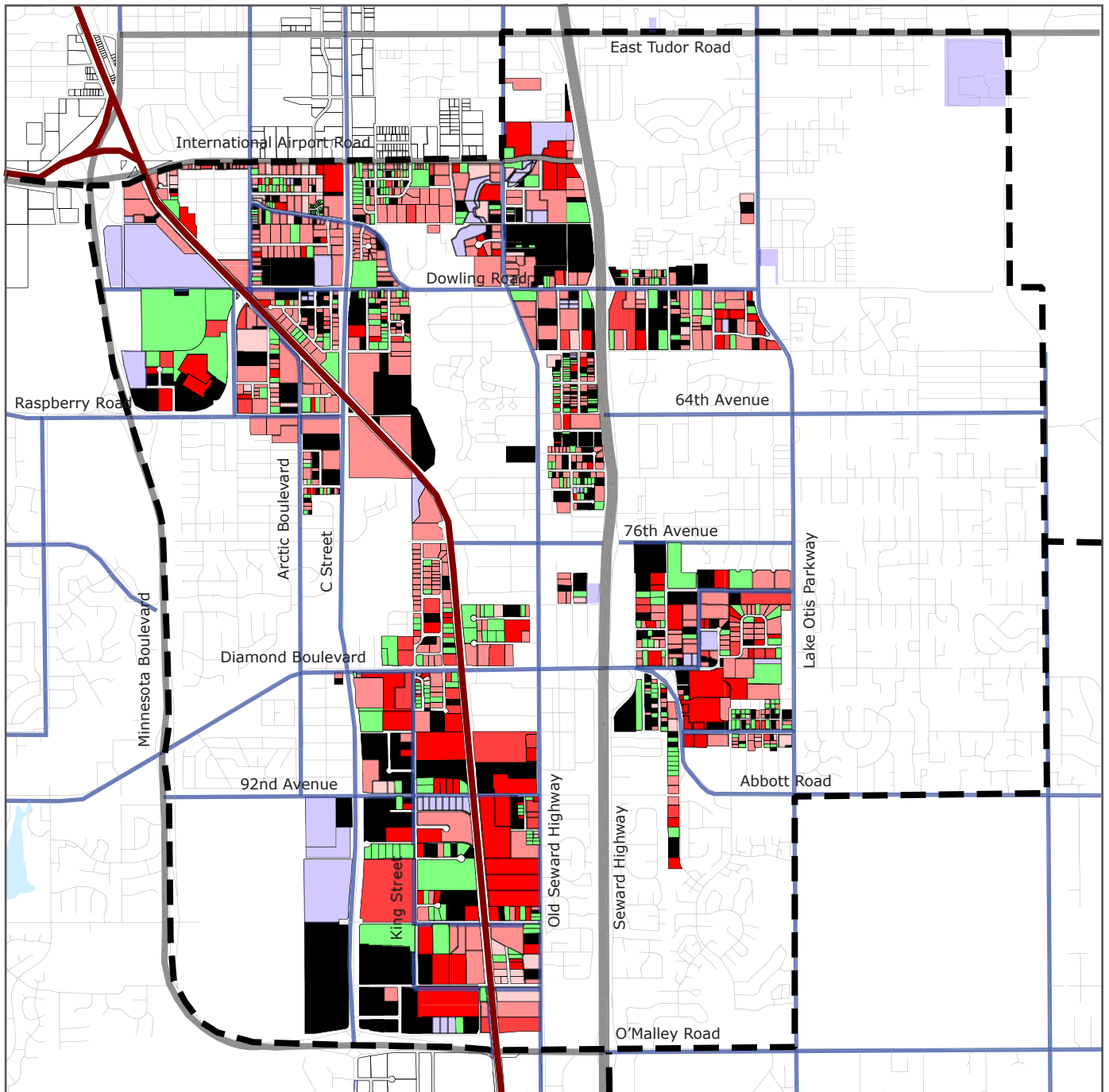
Winding between Northwood Drive to the west and Lake Otis Parkway to the east, and extending north to Tudor Road and south to West 71<sup>st</sup> Avenue more than 1,100 acres of I-1 land, with a small cluster of I-2 land, represents the largest industrial land zone in the Central Subarea. The pattern of industrial development takes advantage of the major arterials of International Airport Road, C Street, Dowling Road, and the Old Seward Highway, as well as the rail corridor. Exhibiting an wide variety of industrial and non industrial uses throughout the I-1 zone, the area includes warehouse, laydown yard, storage, fabrication, and other light industrial uses, mixed with uses including office, commercial, retail, religious and park. Parcel sizes also vary widely from 10s of acres to 7,500 square feet. And while there appear to be many multi parcel assemblies developed, there are also a significant number of single small parcel developments, many developed along with the major infrastructure projects; International Airport Road and completion of the Old Seward Highway before 1960. Undeveloped land in the cluster includes numerous small infill parcels and several larger parcel assemblies.

A second linear concentration of industrial land spans the rail corridor north to south from West 68<sup>th</sup> Avenue to O'Malley Road, and east to west from C Street to the Old Seward Highway. The more than 900 acres of I-1 and I-2 land contain much of Anchorage's most recent, and largest parcel industrial development, as well as many of the remaining undeveloped large parcels. The I-2 area between West 92<sup>nd</sup> Avenue and O'Malley Road is approximately 430 acres. Numerous large industrial users have developed the area with both building and yard intensive operations including produce distribution and construction supplies. A large concentration of undeveloped parcels, particularly in the Southwest corner of the zone is inhibited by soils issues. Recent 30-acre and larger retail development and proposals have greatly reduced the amount of available, undeveloped land. Much of the more than 300 acres in the I-1 below West Dimond Boulevard have been developed as warehouse retail and vehicle sales, in particular the parcels fronting the Old Seward Highway, and West Dimond Boulevard. Data on the small quantity of remaining undeveloped parcels indicate significant soil constraints. Above West Dimond Boulevard is an assembly of smaller I-1 parcels exhibiting well-established light industrial uses along both King and Schoon Streets and extending north to West 76<sup>th</sup> Avenue. At the junction of West 68<sup>th</sup> Avenue and C Street is a concrete batch plant with direct rail access on nearly 40 acres of I-2 land. An additional 20-acre I-2 parcel to the south is also developed.

The third is a 275 acre compact industrial cluster with approximate boundaries at East 76<sup>th</sup> Avenue to the North, East 88<sup>th</sup> Avenue to the south, Sandlewood Place to the west and Lake Otis Parkway to the East. The I-2 zoning for the cluster comprises nearly 90 acres; however, almost 30 acres are developed as a retail center. The remaining I-2 industrial development consists of a high utilization node at the Cinnebar Loop, and a combination of construction supply, auto salvage and warehouse uses along East 79<sup>th</sup> Avenue. In the I-1 zoning, development varies

widely from undeveloped storage yards to well established industrial suppliers and fabricators. This area reveals numerous small parcels both used in combination with larger adjacent parcels and individually developed. A significant number of parcels recognized as undeveloped are on examination being used as vehicle, container, or equipment storage yards.

Figure 23: Central Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels

Developed 1942-1970

Developed 1970-1989

Developed 1990-1999

Developed 2000-2008

Developed-Undated

Public or Unsuitable



***Northeast (70.8 acres vacant, 76.5 acres underutilized)***

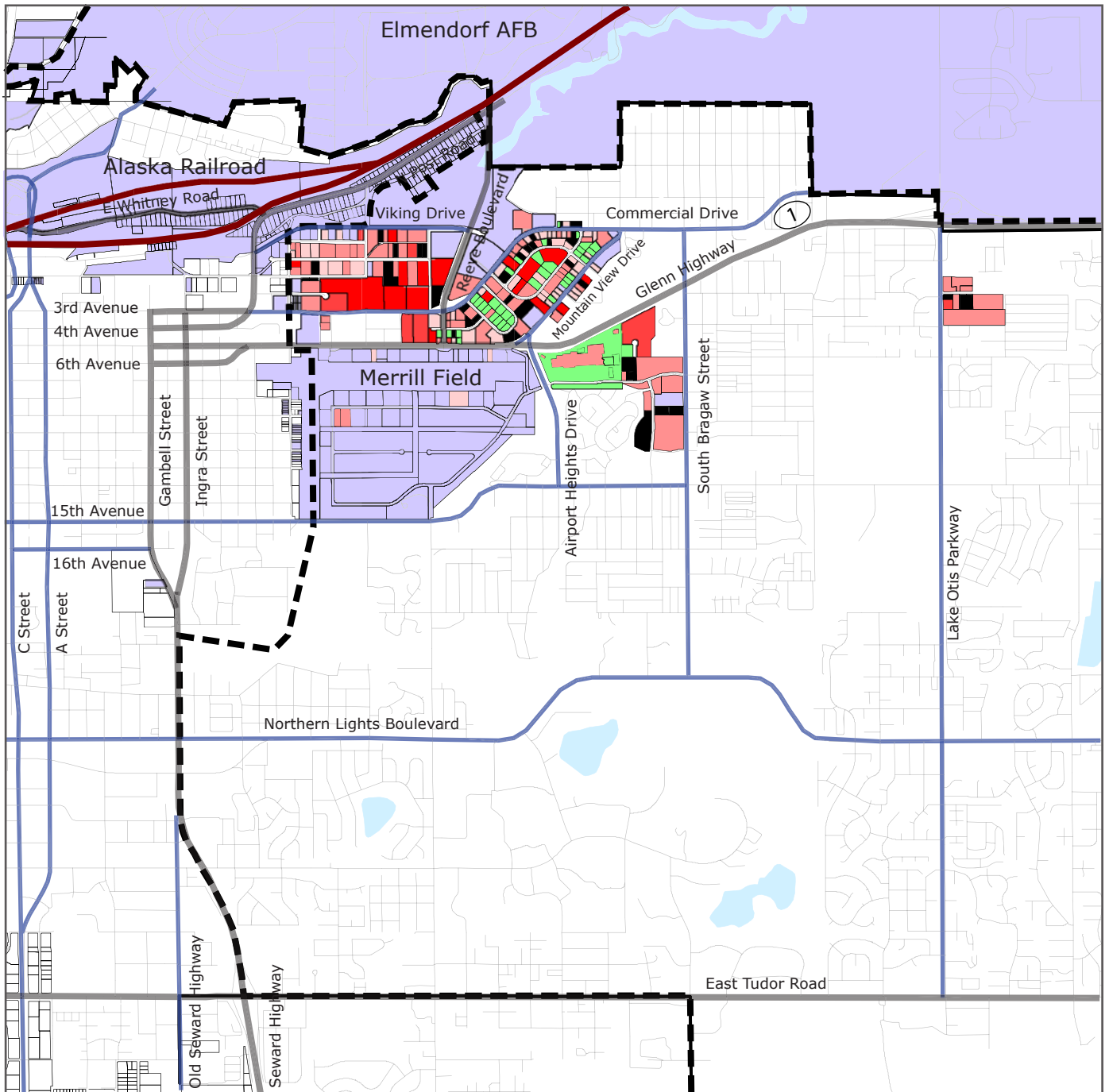
The Northeast Subarea contains some of the oldest industrial development with the highest site utilization in the area of Ship Creek. Adjacent to the rail yard, the I-2 area bounded on the South by East 3<sup>rd</sup> Avenue, the North by Viking Drive, the West by Orca Street, and the West by Reeve Boulevard, supports more than 120 acres of industrial development. Uses include storage and distributors, contractors and fabricators, auto salvage, and truck transport facilities. There are few undeveloped parcels; however, several are used solely for yard storage.

East of the I-2 zone is a nearly 200 acre I-1 cluster bounded by Reeve Boulevard on the West, Mountain View Drive on the East, Commercial Drive on the North, and the Glenn Highway on the South. This area also supports contractors, fabricators, and numerous logistics operators, as well as an alternative school. Along the Glenn Highway, vehicle sales and other retail uses are predominant.

Merrill Field is zoned I-1 and encompasses more than 320 acres of land area, though this acreage is not tabulated in the estimated supply because of its public ownership. To the immediate west of the field some small aviation related uses and older residences occupy I-1 land. A small I-1 cluster East of Merrill Field has been predominantly developed as commercial/retail with some warehouse uses, and another I-1 area at East 4<sup>th</sup> Avenue and Bonface Parkway is fully developed with low site utilization and it is entirely surrounded by residential uses.



Figure 24: Northeast Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels  
Developed 1942-1970  
Developed 1970-1989  
Developed 1990-1999  
Developed 2000-2008  
Developed-Undated  
Public or Unsuitable

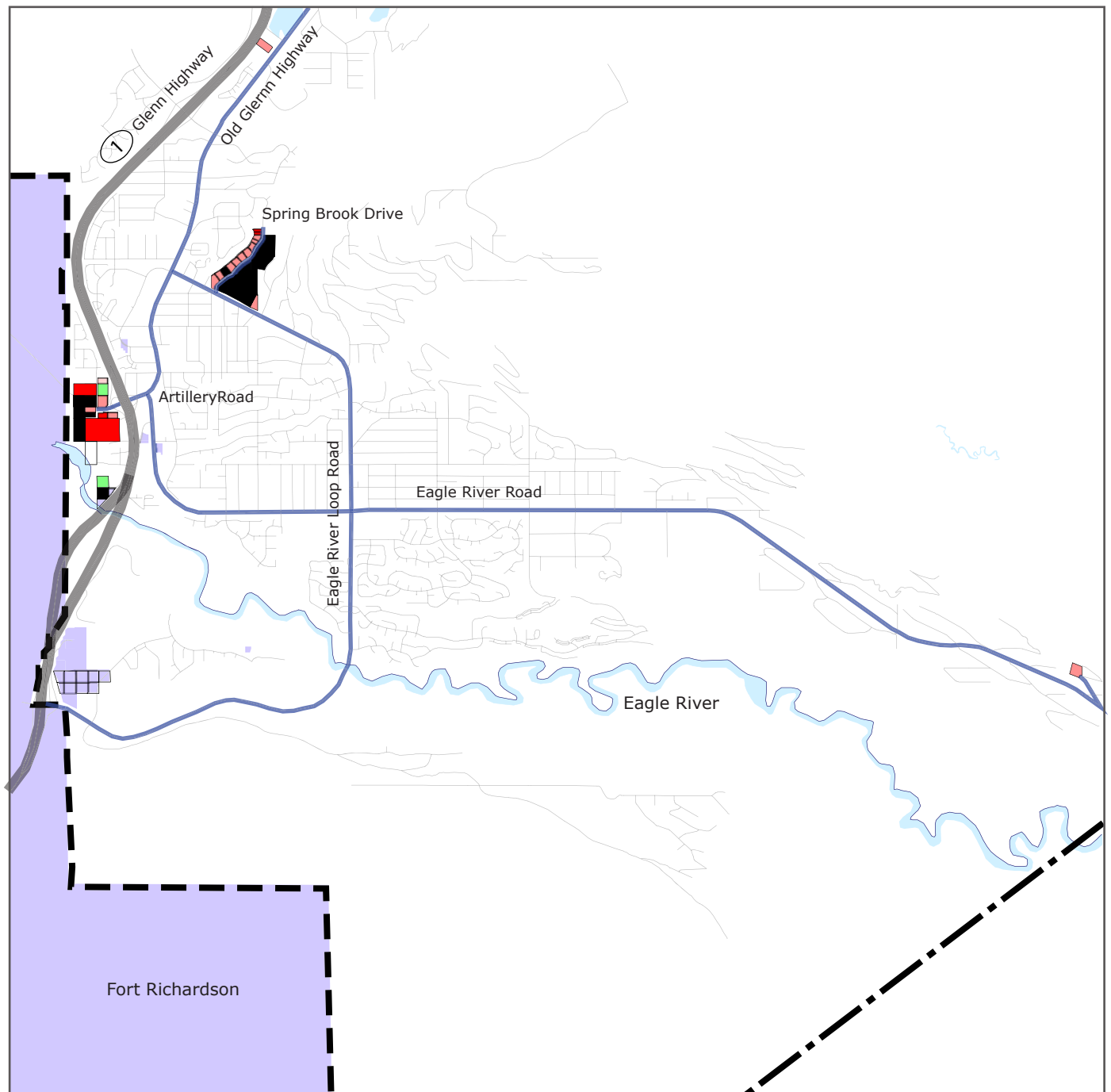


***Eagle River (48.7 acres vacant, 10.6 acres underutilized)***

There are few areas zoned for I-1 and I-2 in the predominantly residential and commercial community of Eagle River. Three primary industrial clusters provide locally-serving industrial facilities, and some parcels contain highway ramps. On the west side of the Glenn Highway at Artillery Road and just north of Eagle River, several I-1 parcels are located in two clusters. Some of these parcels demonstrate high utilization while others are either vacant or show very low utilization. Finally, a small cluster of I-1 developed industrial uses lines the relatively flat western side of Spring Brook Drive, while the I-1 and I-2 parcels on the steeper east side remain vacant, with the exception on one small parcel that has non-industrial development.

Vacant industrial land and historical industrial development patterns in the Eagle River Subarea are shown in **Figure 25**.

Figure 25: Eagle River Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels  
Developed 1942-1970  
Developed 1971-1989  
Developed 1990-1999  
Developed 2000-2008  
Developed-Undated  
Public or Unsuitable



***Chugiak—Eklutna (153.8 acres vacant, 29 acres underutilized)***

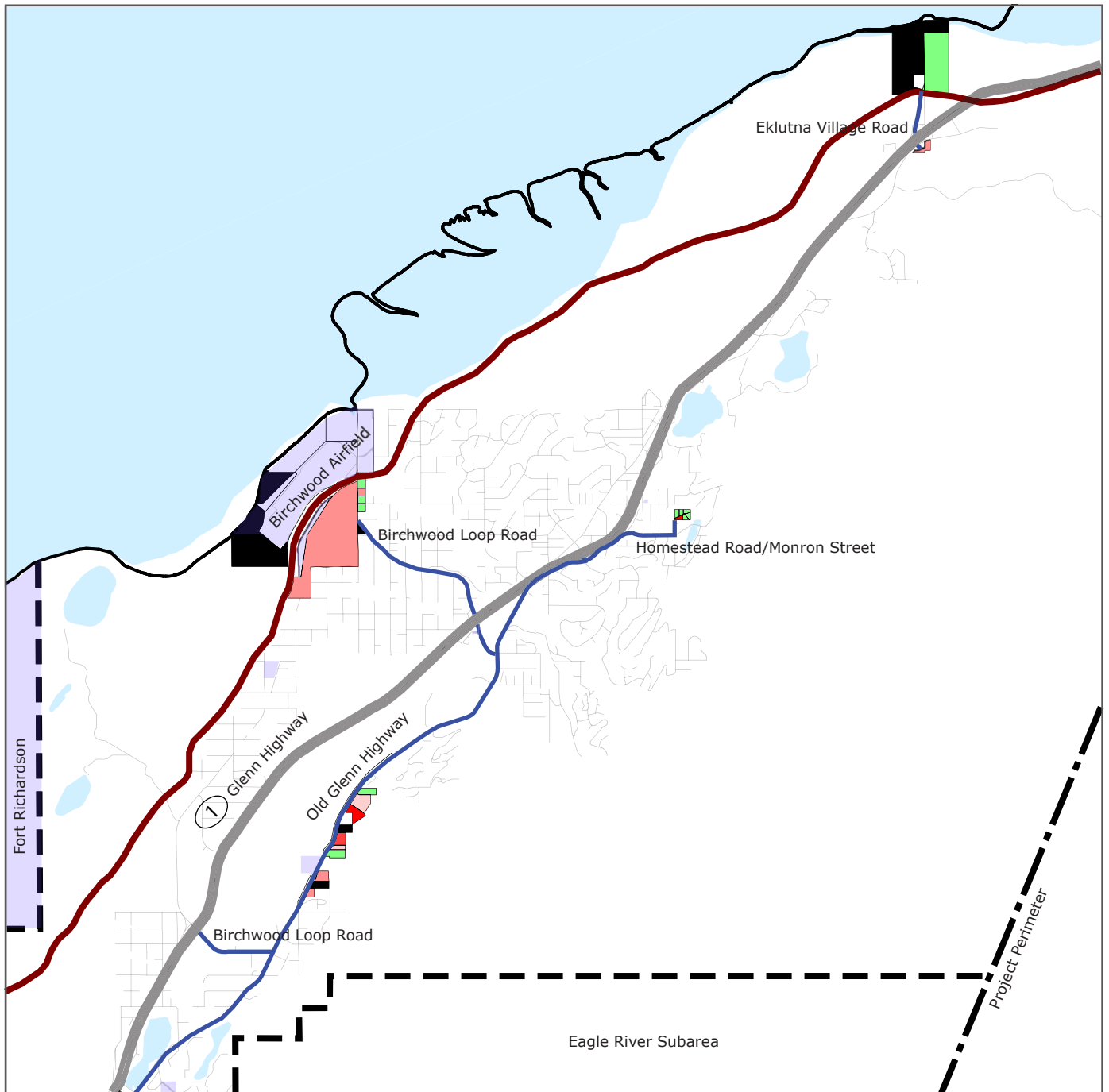
The Chugiak-Eklutna Subarea includes both established industrial development and numerous vacant I-1, I-2, and I-3 parcels. Along Old Glenn Highway, it is difficult to determine the extent of the industrial supply, and several parcels appear to have been developed before current zoning. From Birchwood Loop Road, North to Jewel Street, the Old Glenn Highway contains multiple I-1 and I-2 parcels developed as auto dismantlers, vehicle storage, and a major sand operation. Further north off Monron Street a cluster of I-1 parcels has been developed. At the intersection of Old Glenn Highway and Eklutna Lake Road, are two I-1 parcels. One has a low utilization development and the other incorporates the road and highway overpass and ramps. A large tract of undeveloped I-2 parcels with rail access is located at the North end of Eklutna Village Road. In addition, a single I-1 parcel is developed off Old Glenn Highway below Lower Fire Creek.

The most significant cluster of I-1 and I-2 parcels in the Subarea are located adjacent to Birchwood Airport. The I-2 land is undeveloped with the exception of an approximately 10 acre construction supply company. In the I-1 parcels, only one is developed. The area is being planned for extraction of 3.5 million cubic feet of gravel over the next 3 to 4 years, followed by industrial development.

A large tract of undeveloped I-2 parcels with rail access is located at the North end of Eklutna Village Road, however, these parcels are located on a geologic granite formation that is highly valued by the Eklutna tribe and may not be appropriate for development.

Vacant industrial land and historical industrial development patterns in the Chugiak—Eklutna Subarea are shown in **Figure 26**.

Figure 26: Chugiak-Eklutna Subarea  
Vacant and Developed Industrial Parcels 1942-2008



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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels  
Developed 1942-1970  
Developed 1971-1989  
Developed 1989-1999  
Developed 2000-2008  
Developed-Undated  
Public or Unsuitable



***Airport (Public ownership)***

Industrial development at the Anchorage International Airport is primarily warehouse and cold storage with ancillary maintenance and office uses. Draft Chapter One of the Airport Master Plan Update indicates that in the North Airpark, 148 acres support just under 950,000 square feet of building area. The low .15 site utilization factor is in large part because of the 32 aircraft parking positions, apron area and load docks. In the East Airpark, approximately 47 acres support just over 250,000 square feet of building area with 11 aircraft parking positions as well as apron area and loading docks. The South Airpark is 8.7 acres and includes apron area, loading docks, and 35,000 square feet of building.<sup>20</sup>

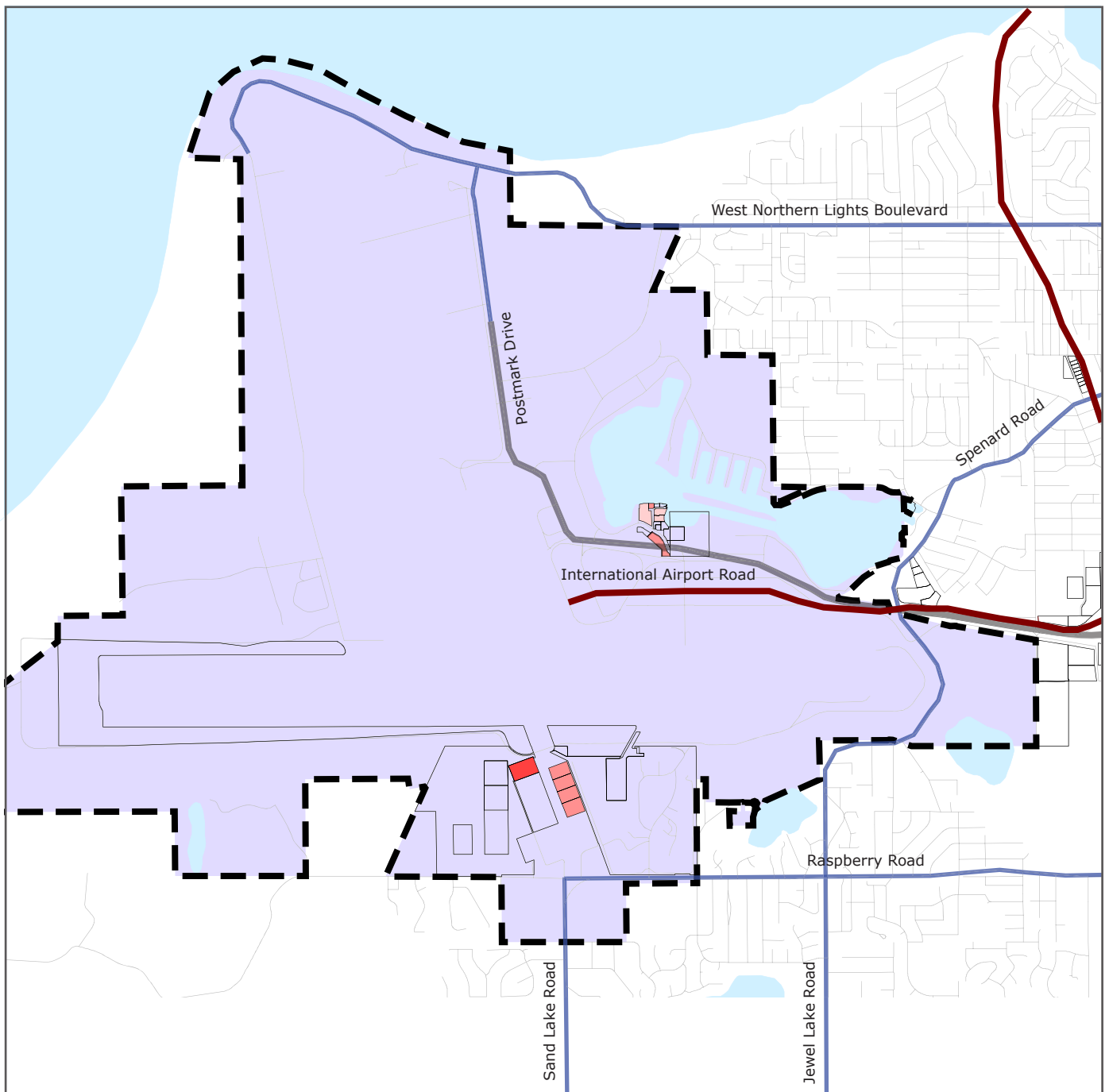
Although no significant undeveloped supply is available at the Airport, the draft Master Plan is considering potential expansion of the North Airpark by 39 acres, the East Airpark by 40 acres, the South Airpark by up to 130 acres including the Kulis Air National Guard Base land, and the creation of a West Airpark of up to 200 acres. Issues associated with feasibility of this expansion are economic, soil quality, environmental, and neighborhood compatibility and the fact that any land use development in areas formally identified as airpark is restricted to aviation-related uses. In addition, future industrial development in the airport lands will be restricted to ground lease opportunities.

Vacant and developed industrial parcels in the Airport Subarea are shown in **Figure 27**.

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<sup>20</sup> The acreage, building supply, and other data for this section are provided by an HNTB analysis for the Anchorage International Airport Master Plan, Chapter One: Inventory of Existing Conditions Draft.

Figure 27: Airport Subarea  
Vacant and Developed Industrial Parcels 1942-2008



Economic & Planning Systems, Inc.

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Subarea Perimeter



Primary Double Load Routes



Railroad



Industrial Serving Arterials



Parcel Legend

Vacant Parcels  
Developed 1942-1970  
Developed 1971-1989  
Developed 1990-1999  
Developed 2000-2008  
Developed-Undated  
Public or Unsuitable



***Port (Public ownership)***

The Port of Anchorage currently holds approximately 129 acres of land for industrial uses adjacent to the pile supported dock, and has leased an additional 150 feet of land depth along its Eastern boundary from Elmendorf Air Force Base to move the terminal road and extend rail as part of the Ports ongoing expansion program. To support the movement of both military and civilian goods, fuel, industrial supplies, and raw materials, the expansion is planned to add approximately 135 acres of filled earth dock to replace the existing pile dock. The addition of 3 new 100-gauge cranes with 7 truck lanes will significantly increase the Ports capacity and ability to support Panamex ship draft. The existing Port intermodal yard will continue as a primary logistics depot for the State, and there appears to be little opportunity for leased industrial expansion on site. Along with enhancing its strategic military facilities, and expanding its capabilities to serve its vital goods movement mission to the entire State, the Port expansion is preparing to accommodate the demands of major infrastructure construction projects, and create important barge capacity.

***Railroad (Public ownership)***

The Alaska Railroad Corporation Terminal Reserve in Anchorage is about 600 acres, approximately half of which is used for rail activities, and half leased or rented to industrial users in I-1 and I-2 zoning. In addition, there are about 108 acres outside the reserve area of I-2 land that span both the Northwest and Northeast Subareas. As Anchorage's oldest industrial district, the Alaska Railroad Corporation industrial land has many structures that are either being rehabilitated or replaced. The largest percentages of users are logistics companies, moving companies, and auto companies. Pipe coating facilities are also located here. Because of the large number of small parcels, many users have operations that stretch across multiple parcels. Larger parcels are located between Viking Drive and East 3<sup>rd</sup> Avenue support additional logistics operators. Although this area offers strategic advantages near both rail and port operations, redevelopment opportunities may be limited because of the fact that the land can only be leased.