



## **CITY OF MADRAS COMPREHENSIVE PLAN**

### ***ECONOMIC OPPORTUNITIES ANALYSIS/GOAL 9 UPDATE***

#### EOA Results

- Madras's Goal 9 Economic Development vision statement and related policies have not been updated since the 1980's and need to be reviewed.
- Madras's rate of employment growth has slowed significantly since 2007. At current rates, the UGB has a sufficient inventory of industrial and commercial land to accommodate projected employment for the next 20-years.
- Madras's Urban Reserve Area (URA) includes enough land to accommodate forecast urban land uses including industrial uses.
- Madras can expect an increase of between 150 and 200 jobs related to the Warm Springs UAV test site and other aviation-related employment. This doubles the percentage share of employment that aviation represents in the city's current economy (an increase from 2% to 4%) but there is ample land at the airport and in other locations to accommodate the expansion. The UAV designation, while important, is not expected not significantly alter the city's employment trajectory.
- UAV testing generates significant amounts of data that need to be captured and transmitted from Madras to other locations. Significant investment in high-capacity fibre-optic data transmission and other communications infrastructure is necessary to take full advantage of the UAV test-site designation. These investments also will benefit other parts of the Madras economy.
- Madras has a significant inventory of under-used land parcels and building space that could be put to higher and better use. The City may need to amend its land development regulations and other city policies to incent redevelopment of under-utilized employment land resources.
- Madras lacks a sufficient inventory of small to medium sized (1 to 10 acres) parcels available for industrial use. Madras has 24 Industrial sites smaller than five acres (about 50 acres of land), all of which are located near the Madras Airport. More than 90% of existing employment in Madras is located on sites smaller than five acres, with nearly all of Madras' employment on



Industrial zoned sites located on sites smaller than five acres. Many parcels in the industrial district near the airport are held by existing companies for expansion or are held in large ownership. The General Industrial zone allows light industrial uses but development standards are geared toward heavier uses. Madras needs a range of industrial sites that are suitable for development by target industries. The City should evaluate opportunities to rezone land within Madras in areas that meet the need for smaller sites.

- Madras should amend its development regulations so that traded-sector uses can locate outside designated heavy industrial districts in order to expand choice of location and site sizes for these industries. The surplus of commercial land in the southern portion of the Madras UGB, along Highways 97 and 26, provide an opportunity for rezoning land from commercial uses to employment uses in a new zone that allows both commercial and light industrial employment, focusing on traded-sector employment.
- A rail spur operated by BN Railroad serves individual properties in the Madras Airport Industrial Park. Union Pacific Railroad owns the rail spur. Rail access is a common question raised by prospective businesses working with the EDCO. Industrial recruitment and development would be enhanced if an inter-modal truck / rail freight facility was available for use by area industries.