

BASALT CREEK INDUSTRIAL CODE PROJECT

OPEN HOUSE: JULY 27, 2022

Public Comments Record

- **What coordination is being done with the county for roads and utilities in the area?**

The Basalt Creek Comprehensive Plan amended the City's existing TSP to identify the future road network to serve the area. The system of Arterial, Collector, and Local roadways has been evaluated against future projected trip generation of the various urban zones. The City is also considering a future update to our TSP. As part of the process, the City will work with Washington County and the Oregon Department of Transportation (ODOT).

The public water and sewer plan maps were also updated as part of the Comprehensive Plan amendment to show planned infrastructure for the Basalt Creek area. At present, public water and sewer lines are generally not available in this area and will need to be extended in order to support future urbanization.

The City adopted an Urban Renewal Area in 2021, which sets goals for developing transportation and utility infrastructure in the Basalt Creek Planning Area to facilitate development of employment lands. The financing mechanism used by the URA depends on increased tax revenues from new development to fund infrastructure projects, over a thirty-year period. Without development activity in the early years of the district, the URA may find itself challenged to fund infrastructure projects.

- **PGE transmission corridor and topography are additional challenges for development**
- **The Basalt Creek Plan shows a grid...future street grid. The metro area is in need of larger industrial sites. Are these future local streets actually going to be required?**

As stated above, the City's existing TSP has been amended to identify the future road network to serve the Basalt Creek Area. This plan guides the work of City staff in planning and building transportation in Tualatin. As new development occurs, City staff use this document to require improvements. That said, the City is considering an update to our TSP, and it is possible that this work may recommend updates to the adopted future street grid.

- **Is flooding/pooling water an issue?**

New development would be required to submit a Stormwater report that evaluates the potential downstream impacts of the proposed development. The City will also require that these impacts are mitigated with an appropriately sized water quality and stormwater detention facility.

- **Can we do a meeting like this where Engineering discusses their plan to address infrastructure? Some of the improvements are capital improvement projects.**
- **What about noise? Walls won't be built. Will these newcomers have to build to reduce noise in their buildings?**

The Tualatin Development Code [Chapter 63](#) puts limits on noise level that results from industrial uses by recognizing noise limitations set by the city [Municipal Code 6-14](#) and the state- [Department of Environmental Quality](#). It's possible that that the City may consider incorporating development standards for sound barrier construction, similar to [TDC 60.310\(3\)](#).

- **Will the Basalt Creek Parkway Extension noise be a problem?**

The Basalt Creek Parkway Extension project is being led by Washington County and was subject to a noise report. For more information, please visit the following website:

<https://www.co.washington.or.us/LUT/TransportationProjects/basalt-creek-parkway-extension.cfm>

- **Please considering reducing landscape percentages. They are high compared to other standards in the region.**
- **Interest in smaller footprint/flexible format**
- **What about craft industrial?**

Craft industry is typically defined as the production of handmade items, and is commonly described as manufacturing with tools but not automation. Some characteristics of craft industry may be found in the [Light Manufacturing](#) use category, and include the production of food and beverage items, the manufacture of furniture or cabinets, and the production of textiles. The City is considering adding Light Manufacturing as a permitted use with limitations. The City is also exploring the opportunity of permitting retail sale areas for goods produced on-site.

- **Is the process being driven by land owners or the City?**

This project is driven by the City based on priorities adopted in the recent Economic Opportunities Analysis (EOA) and the Southwest and Basalt Creek Development Area Plan...

- **Is the goal to combine parcels for large development or facilitate development on the smaller parcels?**
- **From a market perspective, would it be helpful to have an understanding of recent lease activity in Tualatin, and/or examples of built product that could help explain a possible vision of the proposed code changes? The PacTrust development at Koch Corporate Center and recent new construction projects along TS Rd. seems to be a good indication of building sizes and the range of end-users that would likely be interested in this area.**
- **Have you considered a form-based code for this area, such as Wilsonville has in the Coffee Creek Industrial Area, as a means to making the area more human scale and pedestrian/bicyclist friendly?**

We are in the preliminary stages of exploring what amendments might look like and have had discussions on how to encourage pedestrian/bicyclist friendly development. An entirely form-based chapter would contrast with our existing code chapters, but there could be benefits or opportunities there. As an example, we are exploring some form-based principles with our setbacks.

- **What about a combination of zones, with lower intensity manufacturing/warehousing/distribution next to residential areas and more intense use to the south and west near the Basalt Creek Parkway?**
- **Where in the analysis is trip generation considered? Manufacturing Park was the assumed use with 725 trips (7.80 trips per acre; Table 5 of the BC Concept Plan). If a different zone is applied to this area, how will that affect trip generation and will Tualatin still be within their assumed portion of trips?**