



NYBERG RIVERS

SW NYBERG ROAD
TUALATIN, OREGON

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GENERAL INTRODUCTION TO ARB ADDENDUM # 1 PACKAGE

Introduction

On December 3, 2013, the Architectural Review Board ("ARB") held a hearing on the Nyberg Rivers development. At the conclusion of that hearing the record was held open for 7 days to submit new evidence responding to the ARB's questions and concerns.

The applicant, CenterCal, composed this comprehensive Addendum # 1 packet of materials in response to the ARB inquiries and suggestions. This packet addresses each topic raised in the ARB hearing in separate sections. Each section includes a memorandum from the Project Architects or Landscape Architects describing the issue and the design response, followed by updated renderings illustrating the response. We will also meet with City staff to walk through each of the sections in the event the ARB has any questions beyond what is articulated in each section of this addendum package.

As an introduction, the project team would like to share the horizontal and vertical design evolution of the project:

Design Evolution

Nyberg Rivers is an unusual site from a regulatory perspective in the City of Tualatin. It, unlike other sites, is subject to both master plan and ARB approval. The TDC requires the applicant to seek and obtain a City approval of the master plan before commencing the ARB process. TDC 31.072(1). The master plan process and its scope are defined in the Urban Renewal Plan. It states:

"Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, ..., applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Such master plan shall contain sufficient information, as determined by the City, to ensure that development meets the objectives of the Plan. Master plans may include, but are not limited to, treatment of such issues as access, transportation, sewer, water, storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities. Master plans for Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33, as well as subsequent modifications to those plans, must be approved by the City Council at a public hearing."

The applicant submitted a site plan with building locations, internal circulation and vertical design to the City Council in compliance with this procedure. The City Council approved the site plan and master plan and found that it met the City's goals for the master planning process. Thus, the City has previously determined that the master plan and its site plan

meet the relevant goals and policies. It is this approved site plan that forms the basis for the vertical architecture the ARB is reviewing in this present proceeding. The ARB application and the staff report contain findings and conditions of approval assuring that the AR application complies with each of the master plan conditions of approval.

Site Design Evolution/Progression

Please see Section 11 for a detailed narrative and site progression collage.

Historical Society Review/Memo

Please see page 12.0 for a copy of Historical Society's memo to planning.

Lighting Designer Response to Dark Sky Concerns

To meet the City of Tualatin dark sky code, the lighting scheme complies with Model Lighting Ordinance (MOL) June 15, 2011. As indicated in table E, page 29, the allowable lumens are 24L/SF and the design is well under that at only 11L/SF by using energy efficient LED sources.

Response to Concerns about City Goals from the Master Plan

Please see a detailed response on sheet 11.0.

Architects Statement

Nyberg Rivers represents a timely revitalization to an existing retail center comprised of existing and new structures. As with most cities and retail centers, varying architectural building aesthetics co-exist to create a unique fabric of successful retail "place-making". The proposed design intention for this project is to display a "collection" of design aesthetics that are integrated into a hearty Northwest landscaped environment. We believe CenterCal's selected design for this center represents a thoughtful consideration for the betterment of this property, nearby properties, and the City of Tualatin as a whole.

MAIN DRIVE ENTRANCE NARRATIVE

The primary entrance to the Nyberg Rivers development is from Nyberg Street, the corridor serves to implement the “loop road” envisioned within the City’s TSP and is designed to facilitate access to the site for vehicles, pedestrians as well as cyclists. The corridor also serves as the primary gateway into the development and needs to also be attractive and inviting. The current design builds upon the landscape plan that was approved as part of the Master Plan.

Entrance Corridor

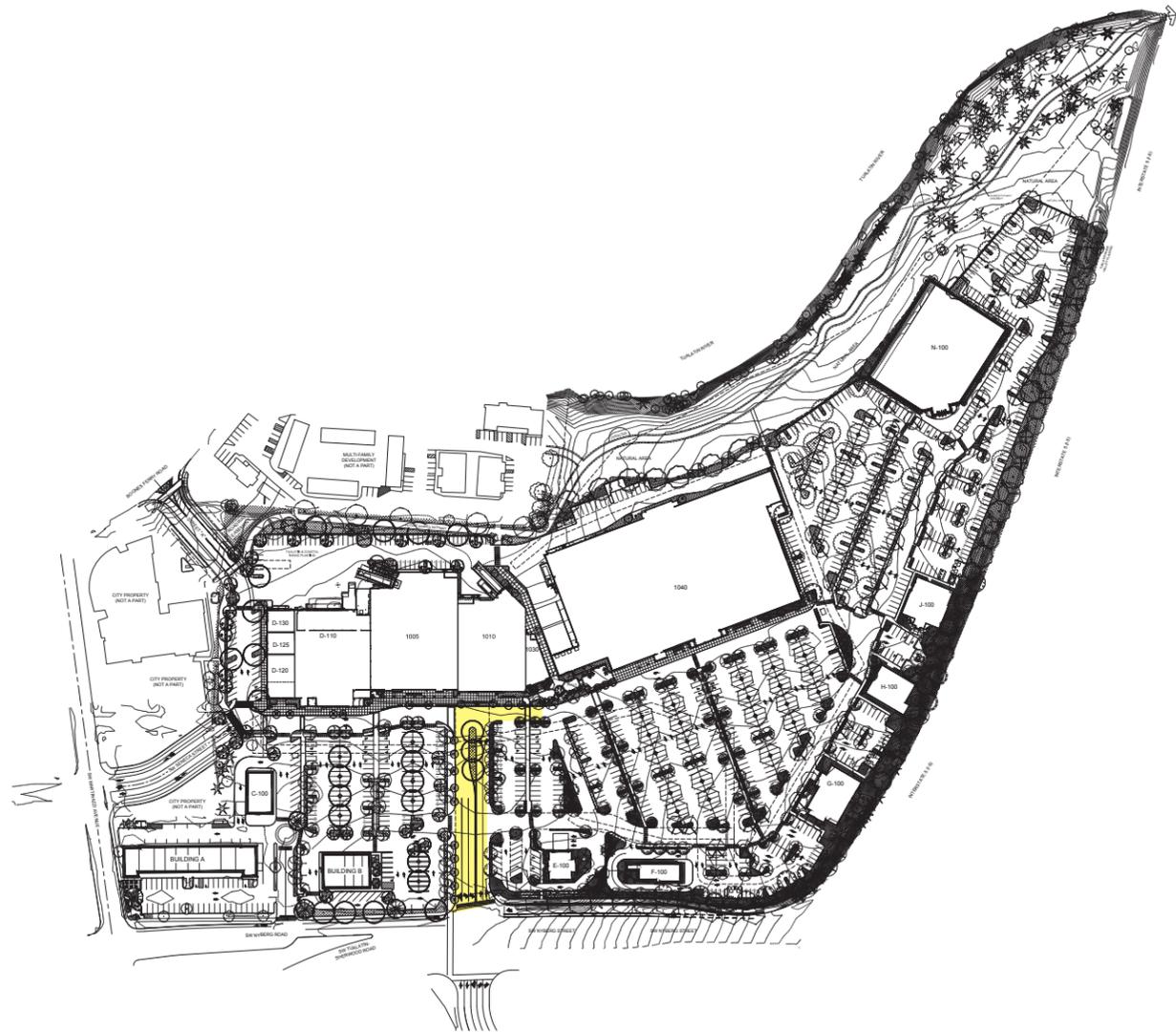
CenterCal has added additional landscaping along the corridor, including an additional row of trees planted in tree wells along the 14-foot wide shared pathway that runs along the west of the entrance. These trees provide additional vertical elements that delineate the corridor and insulate the shared pathway while also providing additional shade canopy over the roadway. The shared pathway terminates at an enhanced pedestrian and bicycle crossing that is textured and distinct from the paved vehicle travel lane providing pedestrian, bicyclists and motorist a distinct visual cue that delineates where the crossing is. The corridor and associated landscape plantings are shown in detail on Landscape Plan sheet L1.2 included within Exhibit O of the submittal.

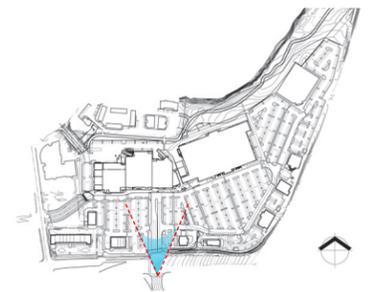
A central island within the roadway is planted with a mixture of shade trees and shrubs designed to provide a mixture of vertical elements that create visual interest. Options for expanding this central island were examined, however it was determined that the current design maximizes the allowable landscape area. Kittelson and Associates has provided the attached memo (see page 10.4) detailing the stacking needs of the center.

As vehicles, pedestrians and cyclist travel up the corridor their attention is drawn towards the landscaping and Home Goods building located at the north end of the corridor. An enhanced pedestrian respite area is designed in front of the Home Goods storefront this area includes a free and clear pedestrian walkway that ranges from 12 feet to over 16 feet in width, this area separated from the adjacent loop road by two 8-foot wide benches that are buffered with landscaping and a monument. The basalt boulders work in tandem with the mixture canopy trees and shrubs designed to buffer the pedestrian area, soften and break up the vertical mass of the Home Goods and provide a terminal focal point for visitors who will travel down the corridor. The detailed design can be viewed on Landscape Plan Sheet 1.7 included within Exhibit O.

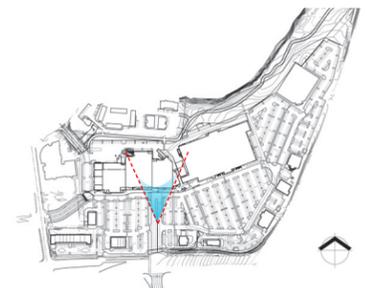
Home Goods South Facade

In response to ARB concerns, the Home Goods south facade has received additional design articulation to eliminate the “flattened” elevation mass. Please see the narrative on page 3.0 for additional information.

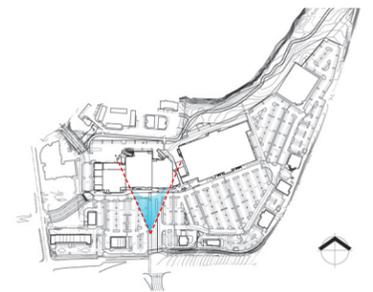




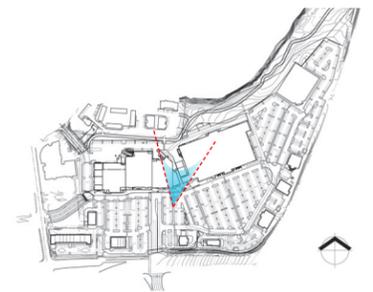
KEYPLAN



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KEYPLAN

BUILDING ELEVATION ARCHITECT NARRATIVE

The following narrative and color elevations have been provided to obtain a greater understanding of the overall building elevations.

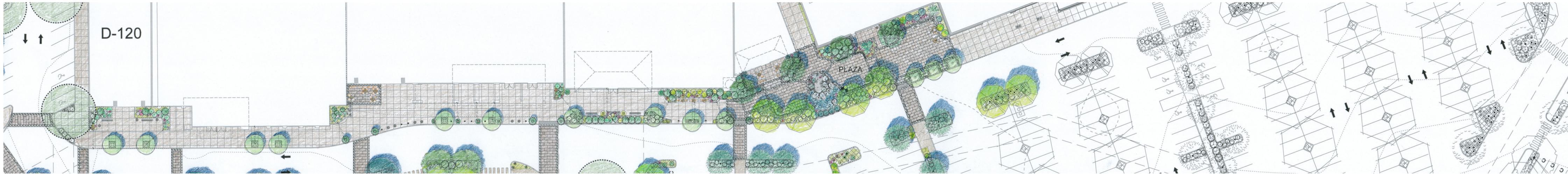
Cabela's building design represents their branded "lodge" aesthetic with expressed timbers and expansive standing seam roofs and covered walkways. New Season's Market design pulls from a more contemporary interpretation with expressed wood and canopy elements defining their façade. To link the balance of the stores' lineup, we have introduced classical articulated treatments for Michaels, Home Goods, and the future Restaurant, all of which express rich brick and cast stone surrounds, entry canopies/awnings at each of the entries. A linear pedestrian walkway connects all five of the main tenants with defined pedestrian walkways linking out parcel buildings.

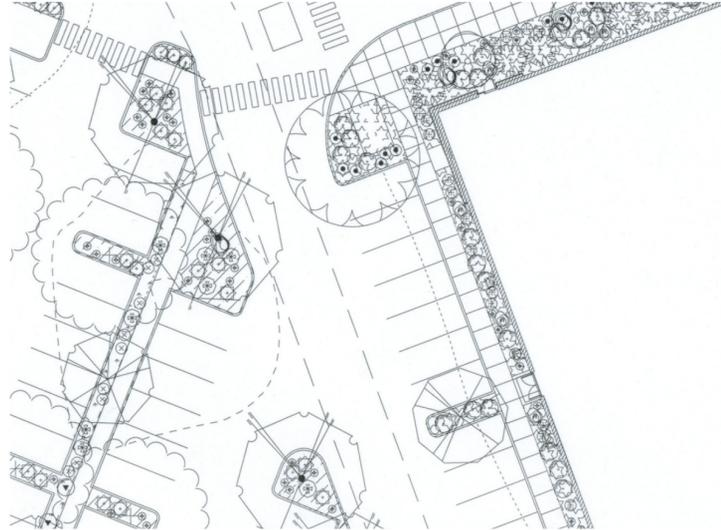
With respect to Home Goods south elevation, and in response to ARB concerns, the south entry portal tower has been articulated with a standing seam metal roof (similar to the future east restaurant) as a way to mitigate the long "flattened" elevation mass. The white band has been replaced with brick veneer, creating further articulation. The entry portal cornice height remains in proportion with Michaels to the west, contributing to the overall facade height variation. We feel this represents the articulation requested by the ARB while still maintaining the Home Goods strong visual brand experience.

Design attention to the rear (north) elevations has been made via truck well screening (wood slat walls) and increased landscaping at the rear of Cabela's, Home Goods, New Season's Market, LA Fitness and Michaels. In response to the city's concern on large building expanses, we have introduced wood "rain screen" elements to the rear (North) faces of New Season' Market and Michaels elevations. These added facades not only assist in reducing the perceived building scale, but also introduce a warmer wood material to the surfaces. Common materials and color palettes are consistent between each of the buildings while providing brand expression. In addition, extensive landscaping along the rear faces and adjacent to the north property line further softens and mitigates the rear facades to eliminate the sense of "back of house".

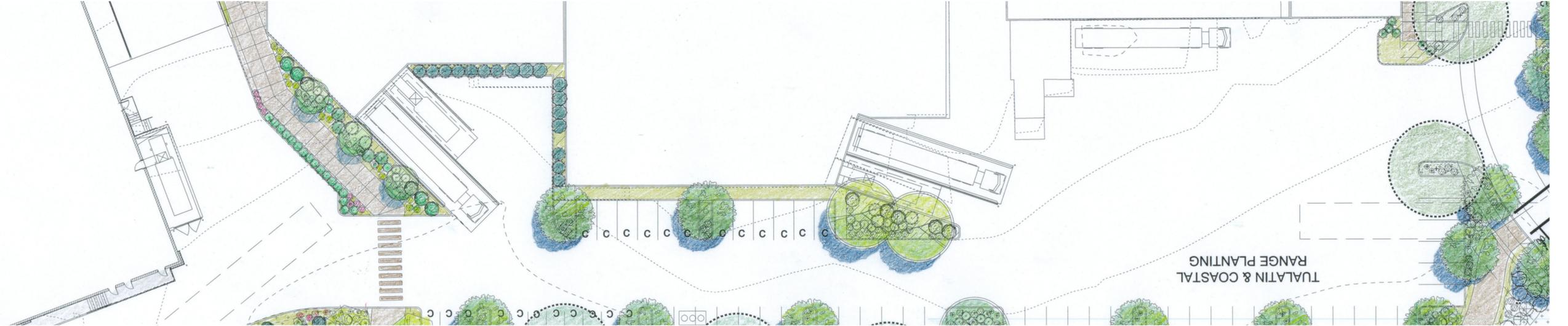
Finally, all the facades are organized about a dome capped navigational tower that announces the enhanced plaza, fountain, patio and pedestrian breezeway.

Please see the following elevations and perspectives in this package to obtain a greater sense of the above mentioned items.

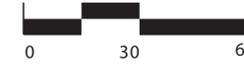




1040

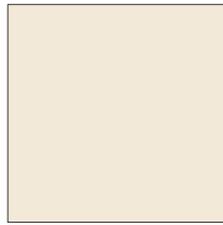


TUALATIN & COASTAL
RANGE PLANTING

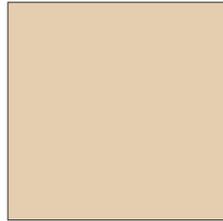




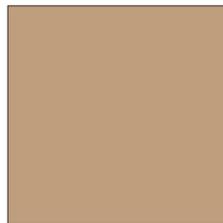
Green Screen Planted



Linen White #A0079



Dakota Land #A0731



Onionskin Tan #A1761



Leaping Lizards #A0906



Standing Seam



Cast Stone

Sunbrella Awnings



Foster Classic



Marine Blue



Jockey Red



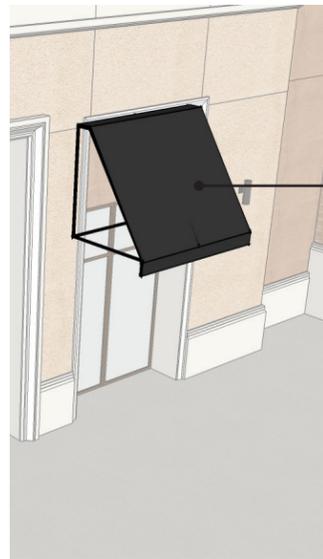
Black



Stacked Pebble Tile - Stacked Seaside Earth / **New Sea-**



Belden Brick - Mojave



Fabric awnings
(see material board for varying colors/patterns)



"Dark Bronze"
Metal canopy to match storefront finish

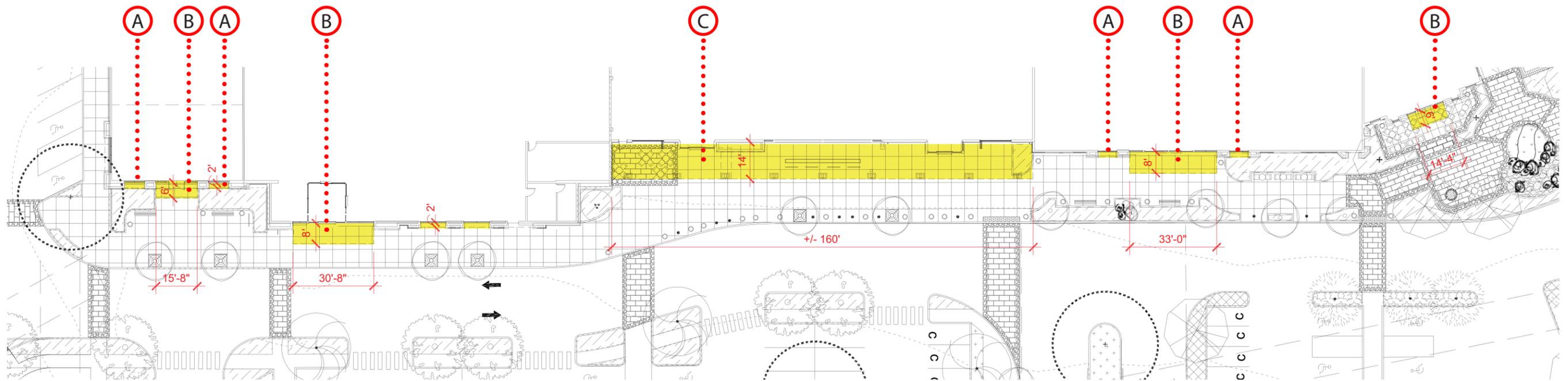


Stained heavy timber framed deep canopy w/ partial green roof

A

B

C



COVERED WALK PLAN VIA CANOPIES AND AWNINGS

 Denotes covered walk via canopy or awning

PLAZA AND BREEZEWAY NARRATIVE

Central to the Nyberg Rivers Center is the plaza and breezeway that links pedestrians / cyclists to and from the adjacent "Greenway" to trails that connect throughout the City of Tualatin, Oregon. This plaza is activated by the adjacent restaurant with outside seating, fountain and Mastodon sculpture that references Tualatin's rich archeological history.

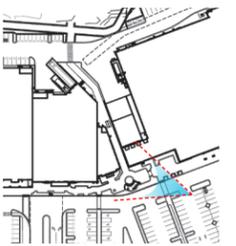
This plaza is a central node to Cabela's, Home Goods, New Season's Market, Michaels, and the breezeway and creates a distinctive and unique active "place making" retail environment. The plaza is further defined vertically by a nearby tall cupola tower that clearly organizes and beacons the pedestrian by establishing a strong visual identifying element for the entire development.

With regards to the breezeway, the ARB has requested a more "urban alley scope" which connects the plaza to the greenway. IN response to this concern, the breezeway has been framed by restaurant storefronts and awnings on one side and planter feed Green Screen walls on Cabela's side. Overhead, the breezeway is adorned with crisscrossing "Festoon" lighting and lanterns which assist in scaling down the breezeway and drawing in pedestrians. Servicing for Cabela's is screened by the common wood slat screen wall and stone pilasters the entire length of the service well to provide security and truck screening.

We feel this clearly defined landscaped connection between the breezeway and the Greenway crossing will provide pedestrians and cyclists alike with a strong link into Nyberg Rivers Retail Center and the Tualatin Greenway.



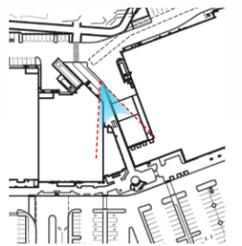
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GREENWAY APPROACH NARRATIVE

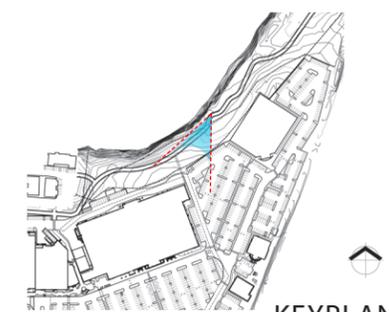
The Greenway link between Nyberg Woods, Nyberg Rivers and the City of Tualatin is intended to provide a safe community link for both pedestrians and cyclists in a natural landscape setting. The pathway will meander along the Tualatin River where the area will be a natural setting. It will be a continuation from the existing pathway at Nyberg Woods where it will link under Interstate 5 to Nyberg Rivers Center and will provide three overlook areas above the Tualatin River. The Greenway will also link to adjacent residential neighborhood and provide residents with direct access to both the pathway and Nyberg Rivers Center.

Multiple access links will be provided from the pathway to the center, such as one to the North East corner of Cabela's store along the east side, one to the breezeway which intersects the west side between Cabela's and Home Goods / Restaurant, and a third near on the far west side of the development near Street A and Seneca Street adjacent to the existing Tualatin City building.

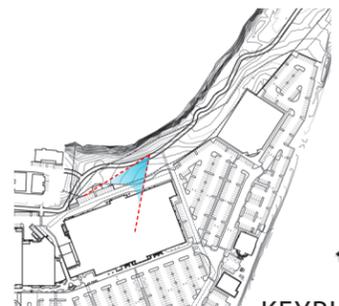
In addition, the developer and Landscape Architect have incorporated thoughtful landscape and retaining wall materials which will compliment the existing native Northwestern site landscape along the Greenway approach. The extensive landscaping consisting of existing and new trees and groundcover along the rear faces and adjacent to the north property line further softens and mitigates the rear facades to eliminate any sense of "back of house". The buildings have also been thoughtfully situated and back of house building facades further refined to add intrigue as pedestrians and cyclists approach the breezeway (see following perspectives for approach images).



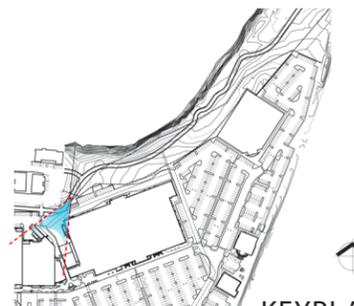
KEYPLAN



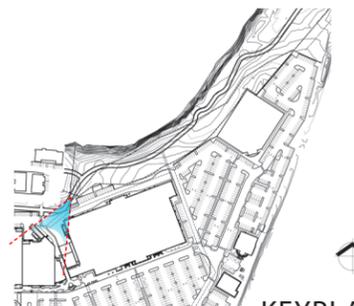
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PEDESTRIAN AND BIKE CIRCULATION NARRATIVE

The Master Plan provides for pedestrian and bicycle circulation throughout the site via series of shared pathways and sidewalks that range from 5 feet in width 14 feet in width.

Greenway Trail

These pathways connect in with existing and planned facilities in and around the development site. The Tualatin River Greenway easement provides a much needed alternative connection necessary to complete a vital pedestrian and bicycle link between those portions of the community located East and West of Interstate 5. The design includes opportunities for pedestrian respite areas and river overlooks as well connections to the center and the adjacent residential development to the north.

East-West Connection

The enhance pedestrian corridor that runs east-west through the site just south of the primary building is comprised of a 12 foot minimum clear pedestrian zone and a mixture of hardscape, seating and landscape improvements that provide opportunity for respite and gathering along the entire length. This corridor provides the community the opportunity to extend the existing Artwalk into the development. This are also provides the community the opportunity to extend the ice age trail onto the site, complete with a proposed mastodon sculpture designed to assist with interpreting the rich history of the community. Landscape Plan L 1.7 included as part of Exhibit O provides more detail on the planting and design.

Pedestrian Circulation

The Applicant understands the proposed condition of approval concerning six foot wide sidewalks and will redesign the parking fields to accommodate this request. A typical detail on how this will be accomplished is shown to the left/right. The site is comprised of existing development that will be enhanced with new buildings and amenities. Portions of the site that currently exist with 5 foot wide sidewalks that are not proposed to be altered include the frontage of building A and adjacent Banner Bank, there is also a conflicting public works condition for the "loop road" that calls for a 6' landscape and 5' walk. These areas are clearly identified within the attached exhibit.

Bike Facilities:

The development accommodates all of the required bike parking, a total of a 147 spaces that have been distributed throughout the site a primary entrance points and at each building. ARB Sheet A7.10 provides for the design and location of each proposed space. The design provides 77 uncovered parking spaces using a standard u-design rack and provides for 74 covered spaces using a hanging bike rack that is collocated with the proposed trash receptacles. Bike parking is provided for along the planned greenway trail to provide bicyclists traveling the corridor the option of locking their bikes up and traveling into the center on foot. The final design of the site will address the recommended condition of approval to provide signage directing bicyclists to the bike racks throughout the site.

PEDESTRIAN CIRCULATION LEGEND:

-  5' WALKWAY
-  6' WALKWAY
-  8' WALKWAY
-  10' WALKWAY
-  12' WALKWAY
-  14' WALKWAY
-  DOWNTOWN & REGIONAL TRAILS
-  EMERGENCY EXIT LOCATIONS FROM FUTURE PATHWAY



Multi-Function Open Plaza

- Extension of Ice Age Trail
 - Extension of Art Walk
 - Enhanced Landscape Planting and Hardscape Treatments
 - Outdoor Seating / Gathering Areas
 - Outdoor Dining Areas
 - Fire Pits
 - Cascading Water Feature
 - Life Size Animal Sculpture
- See Plan Sheets L1.07 & L1.08 for additional information.

Gateway Plaza

- Outdoor Dining Area
 - Basalt Seating / Gathering Area
 - Enhanced Landscape Planting and Hardscape Treatments
- See Plan Sheet L1.09 for additional information.

Fire Pit Plaza

- Large Central Fire Pit
 - Basalt Seating / Gathering Area
 - Enhanced Landscape Planting and Hardscape Treatments
- See Plan Sheet L1.09 for additional information.

BICYCLE ACCESS AND STORAGE LEGEND:

DEDICATED BIKE ROUTE

BIKE PARKING ACCESS ROUTE



BIKE ENCLOSURE - 24 BIKES

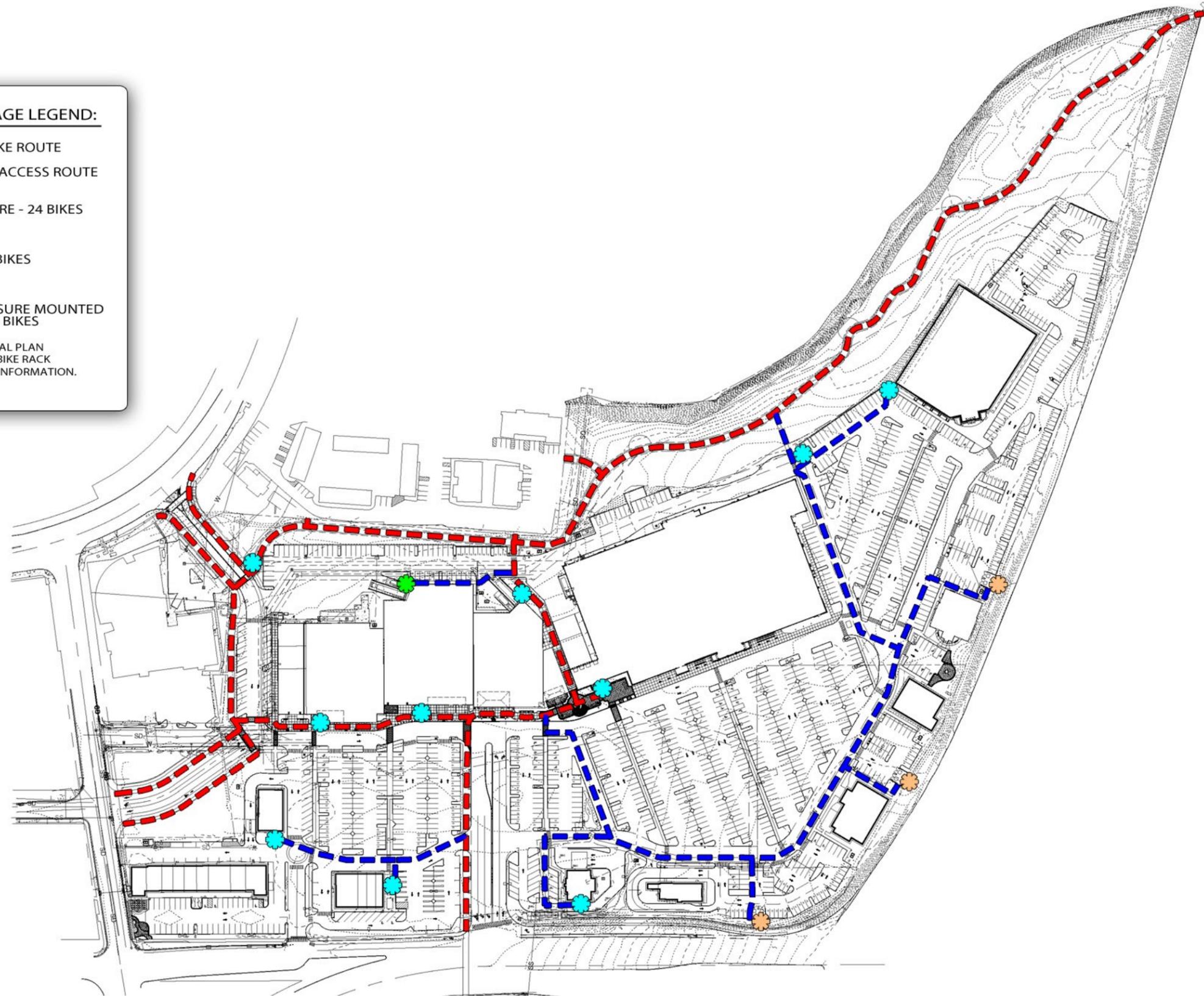


BIKE RACK - 7 BIKES



TRASH ENCLOSURE MOUNTED BIKE RACK - 12 BIKES

SEE ARCHITECTURAL PLAN SHEET A7.10 FOR BIKE RACK AND ENCLOSURE INFORMATION.



PEDESTRIAN CIRCULATION LEGEND:

-  5' WALKWAY
-  6' WALKWAY
-  8' WALKWAY
-  10' WALKWAY
-  12' WALKWAY
-  14' WALKWAY



PEDESTRIAN CIRCULATION LEGEND:

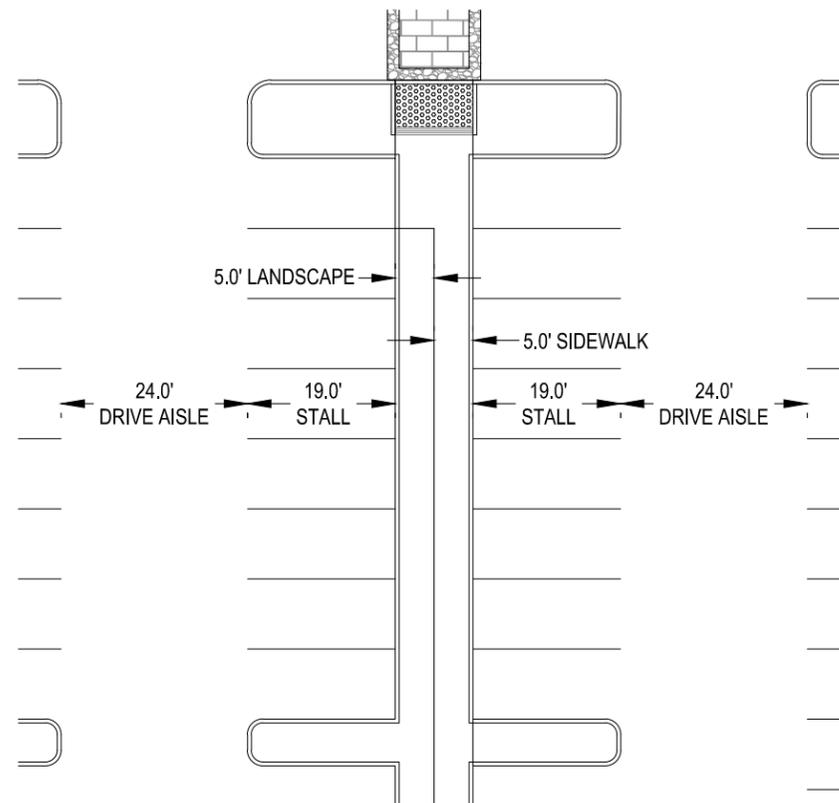
- 5' WALKWAY
- 6' WALKWAY
- 8' WALKWAY
- 10' WALKWAY
- 12' WALKWAY
- 14' WALKWAY



WALKWAY WIDTH NARRATIVE

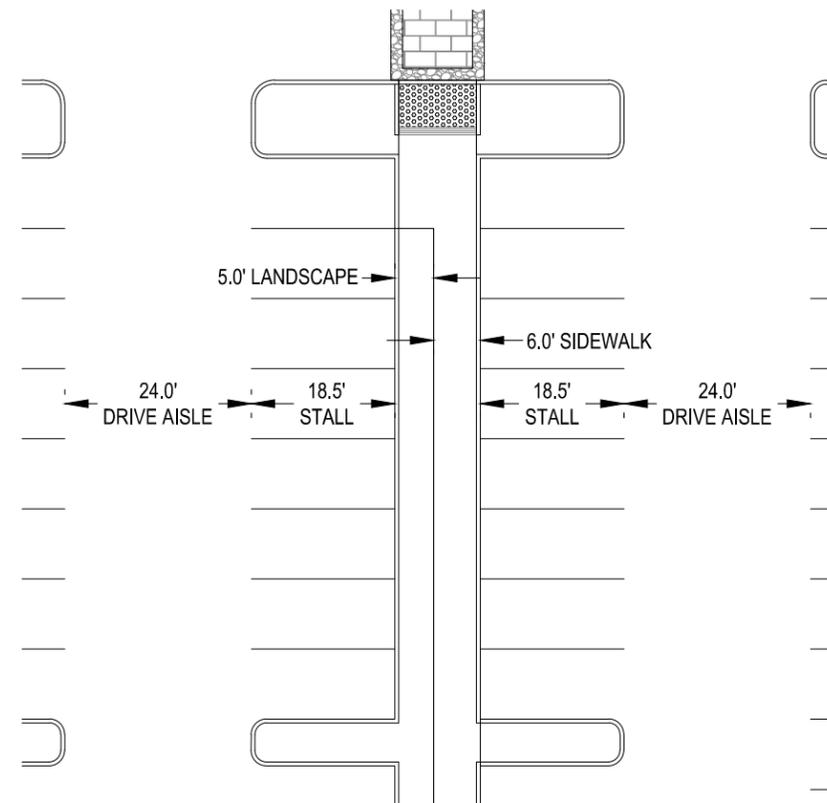
Pedestrian Circulation

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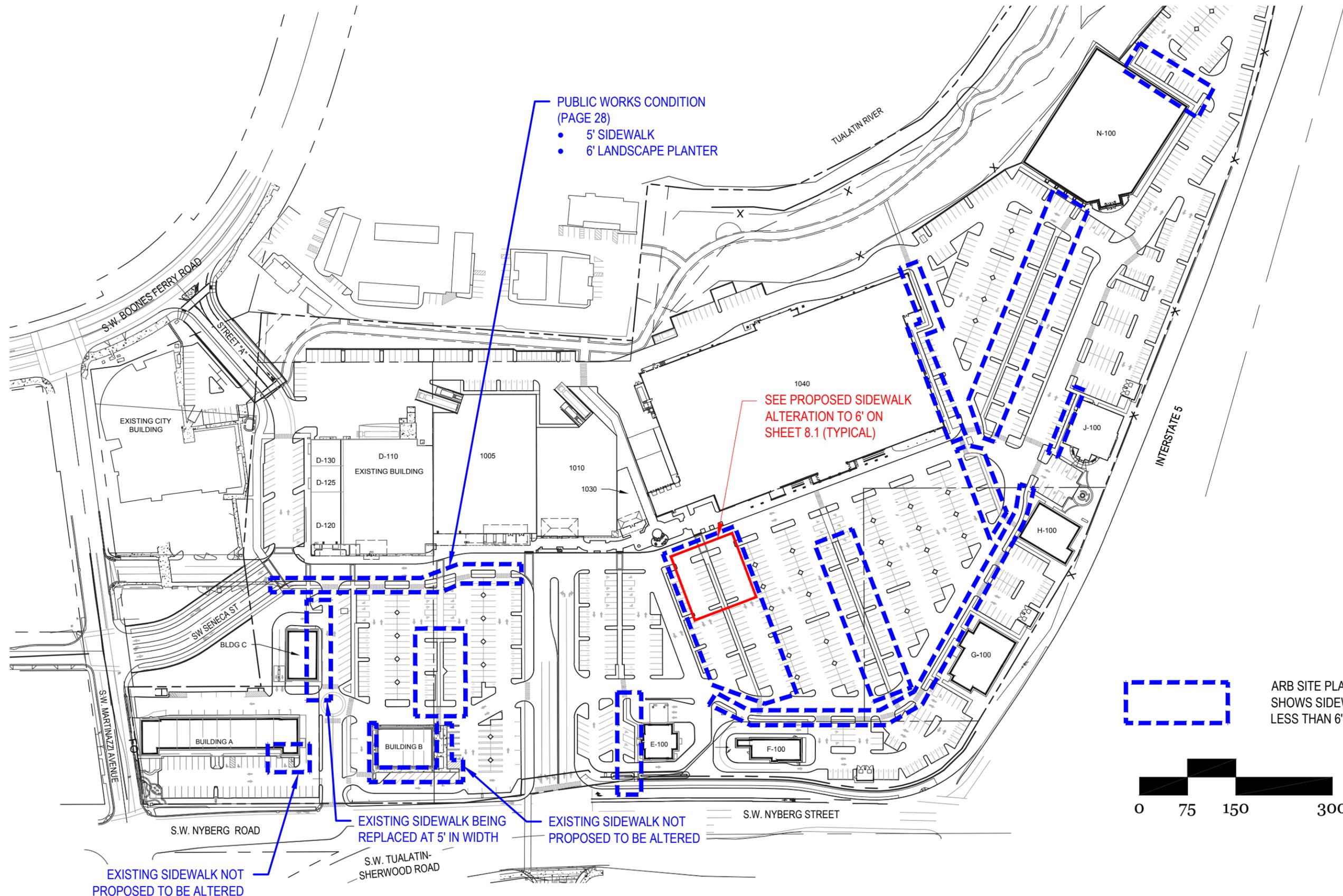
ARB SITE PLAN 5' SIDEWALK (TYPICAL)

SCALE: 1"=20'



ALTERNATION TO 6' SIDEWALK (TYPICAL)

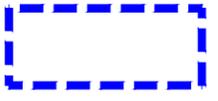
SCALE: 1"=20'



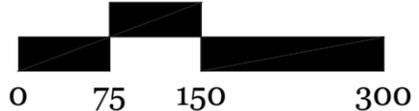
PUBLIC WORKS CONDITION
(PAGE 28)

- 5' SIDEWALK
- 6' LANDSCAPE PLANTER

SEE PROPOSED SIDEWALK
ALTERATION TO 6' ON
SHEET 8.1 (TYPICAL)



ARB SITE PLAN
SHOWS SIDEWALK
LESS THAN 6'

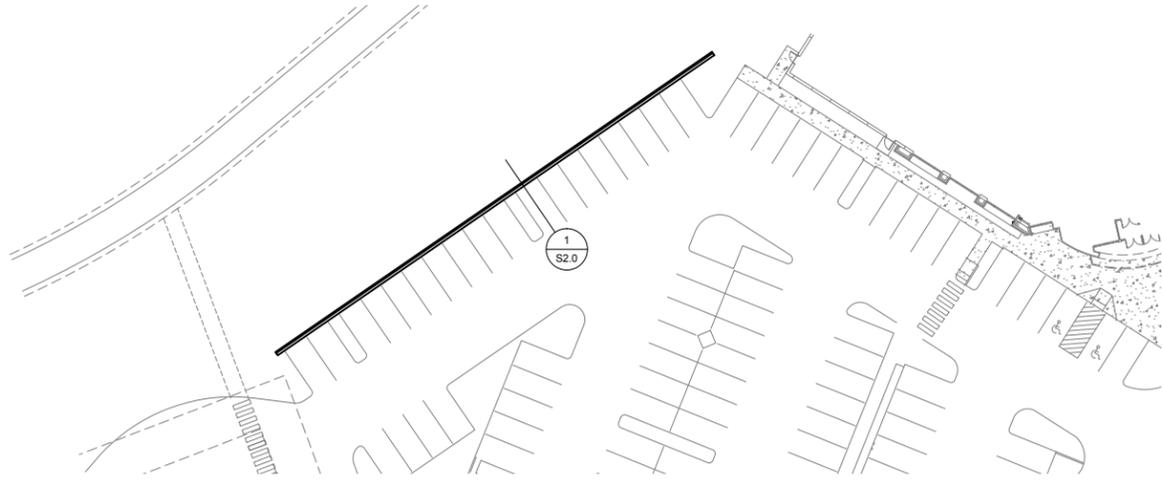


EXISTING SIDEWALK NOT
PROPOSED TO BE ALTERED

EXISTING SIDEWALK BEING
REPLACED AT 5' IN WIDTH

EXISTING SIDEWALK NOT
PROPOSED TO BE ALTERED

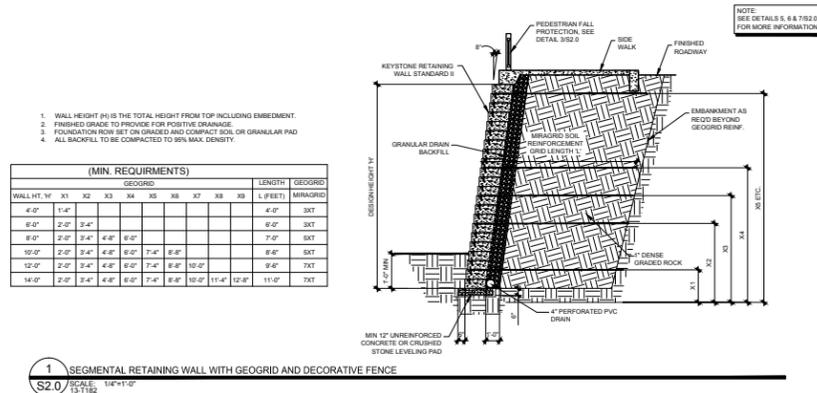
TYPICAL RETAINING WALL (SEE CIVIL PLANS FOR ALL LOCATIONS)



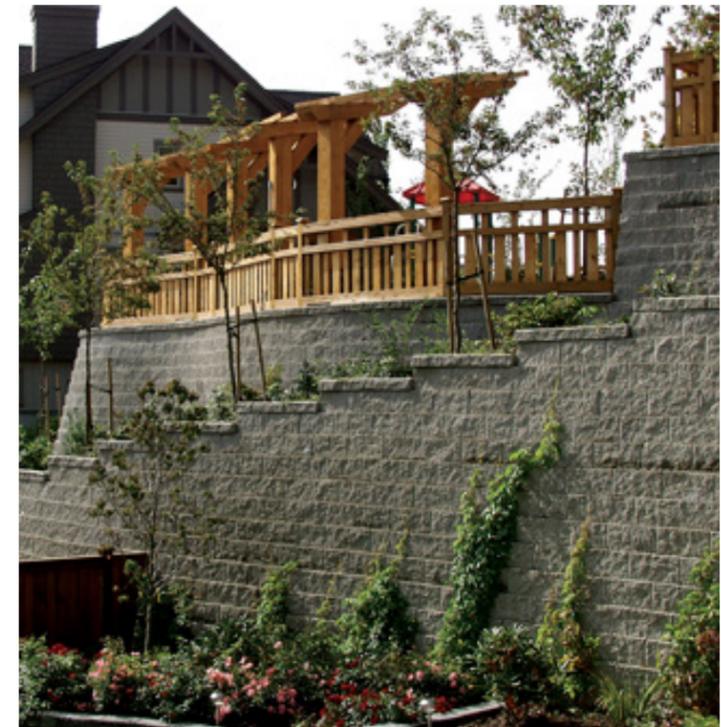
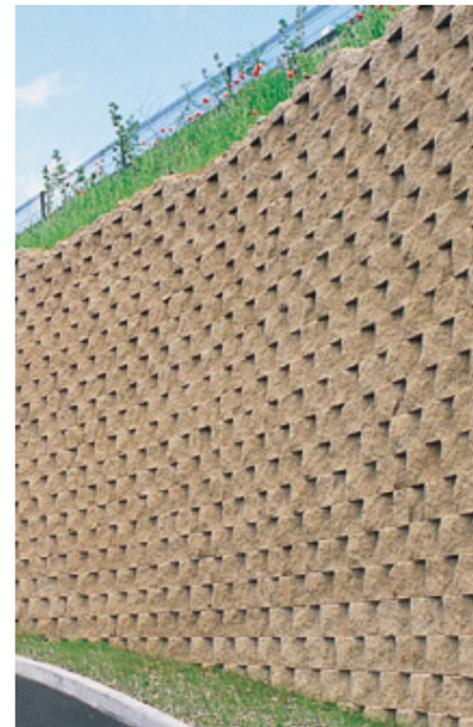
RETAINING WALL NARRATIVE

Because the project is a redevelopment of an existing center that expands into new areas it was difficult to design and grade the site to work with existing grades, address stormwater concerns, accommodate ADA requirements, and balance the cut and fill. As a result some area of the site necessitate retaining walls. Attached is an exhibit that details where the walls are required, how high they are and how they are proposed to be constructed. The walls on the north side of the site are keystone retaining walls with fall protection fencing on top. The proposed wall south of the Nyberg Street improvements is a cast-in-place wall. This will be constructed in the final ODOT ROW and will be permitted through ODOT. The walls are also shown in more detail on Sheets C3.0 through C3.2 of Exhibit O.

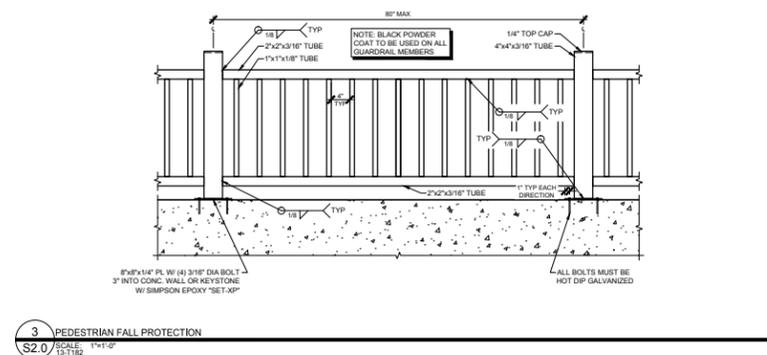
TYPICAL RETAINING WALL W/ FALL PROTECTION



EXAMPLE IMAGES



TYPICAL FALL PROTECTION FENCE



CARDNO LANDSCAPE ARCHITECT MEMO

Page 2
December 9, 2013

MEMORANDUM



To: Tualatin Architectural Review Board
C/O Clare Fuchs, AICP

From: Bruce Powers, ASLA
Landscape Service Group Leader

Date: December 9, 2013

Project: Nyberg Rivers Architectural Review
Re: Landscape Architecture Design

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This memo has been prepared in response to comments concerning landscape architectural issues provided by the City of Tualatin Architectural Review Board (ARB) at the December 3rd Hearing for Nyberg Rivers Development.

The ARB requested clarification of plant selection for the ODOT ROW.

The landscape plant selection for the ODOT ROW in question was developed to provide additional screening per the City of Tualatin's request. Our design intent was to utilize plant material that respected the proposed site design theme and provided continuity in native plant material. The ODOT Guidelines for Visual Resource Management, Landscaping, and Hardscaping (2006) provided direction and reference for planting design consideration in the ROW. The landscape architecture team consulted with Magnus Bernhardt, ODOT Region One Landscape Architect, in regards to the landscape plan selection. At his direction, we will submit the ROW planting to ODOT in a separate submittal for review and comment. These comments will be incorporated in the final documentation.

The ARB requested clarification on how the landscape design meets public safety guidelines.

The Site Plan includes an abundance of pedestrian areas that provide safe and convenient linkages to all project buildings, surrounding roadways, and adjacent sites. Sidewalks are provided along all primary building facades and provide generous widths to facilitate circulation. Designated pedestrian pathways are designed across the parking fields to provide linkages to the adjoining roadway and all buildings within the development. These pathways are lined with landscaping that will provide pedestrian protection and shade while respecting the need for appropriate view corridors.

The Site Plan is designed with designated pedestrian pathways and sidewalks to access the site. Three north-south pedestrian accessways are provided from Nyberg Street. These accessways are designed as protected and landscaped sidewalks across the parking fields and connecting directly to the primary storefronts. The central-most north-south pedestrian connection that bisects the site provides a pedestrian/bicycle connection from Nyberg Street to the Tualatin River

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shared pathway easement. Sidewalks are provided alongside Street "A" from Boones Ferry Road and along the Seneca Street extension from Martinazzi Avenue.

The Site Plan is designed to provide multiple areas for pedestrian and bicycle access. Bicycles can access the site via any of the driveway connections. The Seneca Street extension and Street "A" are planned with bicycle facilities. The east-west connection in front of the storefronts is planned to create a comfortable environment for bicyclists. A north-south shared pathway is planned along the divided access drive.

The Site Plan includes three shared pathways easement locations to accommodate future multi-use pathways. A Shared Pathway Easement is planned within the natural area immediately adjacent to the Tualatin River and continuing to the west. A second shared pathway easement is designated in the open space areas between the Primary Development Area and Future Development Area. This shared pathway easement provides a north-south connection between Seneca Street and Boones Ferry Road. A third shared pathway easement, running north-south, is provided alongside the divided entry drive from Nyberg Street. The shared pathway easements are planned to accommodate a 12-ft wide paved pathway with 2 feet of clearance on both sides. Landscaping along these pathways will allow for safe view corridors and wayfinding through appropriate use of plant material and groundcovers that do not block views or create areas for unwanted refuge. (Refer to Sheet 7.0)

The ARB requested clarification on the selection of plant material for this development.

The proposed plant material shown on the Landscape Planting Plan have been selected to meet the requirements of the specific region of the Pacific Northwest, where the climate consists of mild rainy winters with relatively warm, dry summers. The trees include: oaks, maples and ash, which have been selected due to their ability to cast a moderate to dense shade in the summer, live over 60 years, do well in an urban setting, reduce atmospheric CO2, reduce stormwater runoff, require little maintenance, be resistant to drought conditions, and yield no fruit. Tree and shrub species consist of ornamental and native plants specific to this region.

The plant palate for this site spans two different ecologies representative of the Pacific Northwest. Plants were selected from each ecological zone based on their resilience and tolerance of extremes within their native habitats, their ability to adapt and flourish in the harsh conditions and whether they could survive in the constrained planters of parking lots and urban centers.

The plant materials identified in the Nyberg Rivers Master Plan meet the requirements for commercial development within the City of Tualatin. Parking lot trees fully comply under TDC Section 73.360(7).

CARDNO LANDSCAPE ARCHITECT MEMO (CONT)

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The trees selected for this project will achieve a height of 30 feet or more at maturity. These include Marshall Ash (to 50'), Armstrong Maple (45'), Urbanite Ash (to 60'), and Red Sunset Maple (to 50').

The trees selected for this project are large canopy varieties that will cast moderate to dense shade in the summer. These species include Marshall Ash (to 50') and Red Sunset Maple (35'+).

Urbanite Ash, Marshall Ash, Red Sunset Maple and Armstrong Maple can live for 60 years or more.

Marshall Ash, Urbanite Ash, Red Sunset Maple and Armstrong Maple, are pollution tolerant and can handle direct and reflective heat for extended periods of time. Armstrong Maple, Red Sunset Maple, and Urbanite Ash are approved City of Tualatin street trees.

Marshall Ash, Urbanite Ash, Red Sunset Maple and Armstrong Maple are known for mechanically strong branches and crotches, resistance to insects and disease, and will require little pruning to maintain their shape and a healthy canopy. For these reasons, the City of Tualatin has selected them for use as street trees.

Marshall Ash, Urbanite Ash, Red Sunset Maple and Armstrong Maple are sterile and will not produce fruit, nuts, or cones in the parking lot area.

In order to increase the canopy coverage and maturation period, ornamental and columnar plants will be reserved for plaza spaces and building frontages where signage and canopy conflicts do not afford room for canopy trees. Large canopy trees such as Ash and Maple will be utilized in the parking lot landscape planter islands based on a proven track record in constrained landscapes here in the Northwest, their acceptance by the city of Tualatin as street trees and past professional experience.

The Nyberg Rivers Site Plan illustrates a similar approach to landscape in the parking lot's diamond planters, with some major enhancements compared to the design at Nyberg Woods. The City of Tualatin requires under TDC Section 73.360(1) that a landscape planter island area shall be 'a minimum of 25 square feet'...'shall be protected by curbs'...'dispersed throughout the parking area'...'and planted with a tree that meets the parking lot shade tree requirements' outlined in 73.360(7) above. Twenty-five square feet plus the 6" curb equals a planter well with an outside dimension of 6'x6'. No soil depth is required under the code. The planter diamonds at Nyberg Rivers will meet the required inside dimensions of 5'x5' with a design depth of 18". This area measures 25 sf with a volume of 37.5cf. An additional gravel storage layer below the soil will measure 5'x5'x9", adding 18.75cf. This pipe network will be connected to the parking lot storm system to improve planter drainage. The total volume of soil and drainage system for the root zone of each tree in the improved planter is 56.25cf. The perforated pipe installed at the bottom of each planter pit within the gravel storage layer will improve soil drainage and provide additional room for deeper root growth. Shallow surface rooting and heaving pavement will not be a lingering concern, and the tendency for 'bathtubs' during the winter months will be



Attachment G, Page 34



SW NYBERG RD,
TUALATIN, OR



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eliminated. The improved design ensures that trees do not sit in stagnant soils and have ample room to anchor and establish themselves. (Refer to Sheet 10.0)

All new plants will be serviced by a permanent irrigation system that is tied to an onsite weather sensor. Water will be applied as needed to maintain healthy soil moisture levels and the program runtimes can be seasonally adjusted to guard against high temperatures and lack of summer rains.

Prior to planting, all trees procured for the project will receive a rigorous and thorough review by the Landscape Architect. This includes a coordinated selection process with regional nurseries as well as tree inspection after delivery and prior to installation.

ARB ADDENDUM # 1 PACKAGE: 12/9/13
(IN RESPONSE TO 12/3/13 TUALATIN ARB HEARING)

SECTION 10: LANDSCAPING
LANDSCAPE ARCHITECT MEMO

DATE: 12/09/2013
MG2 No 13-0236-01

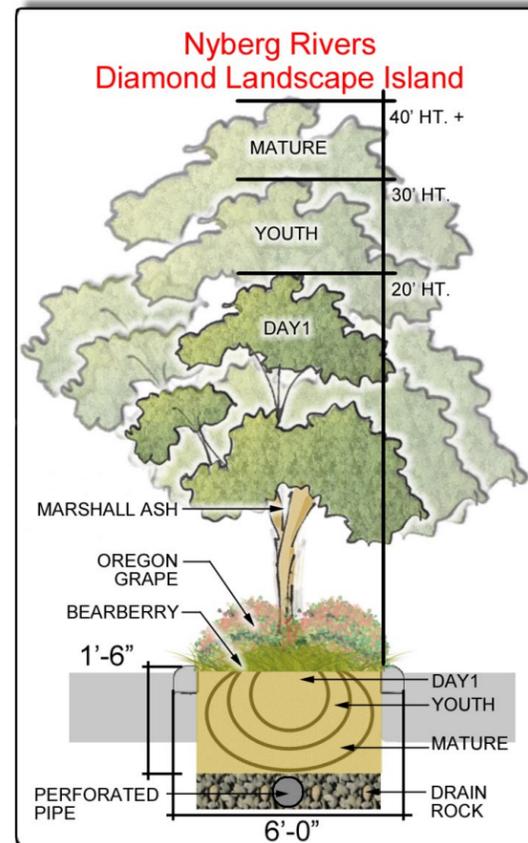
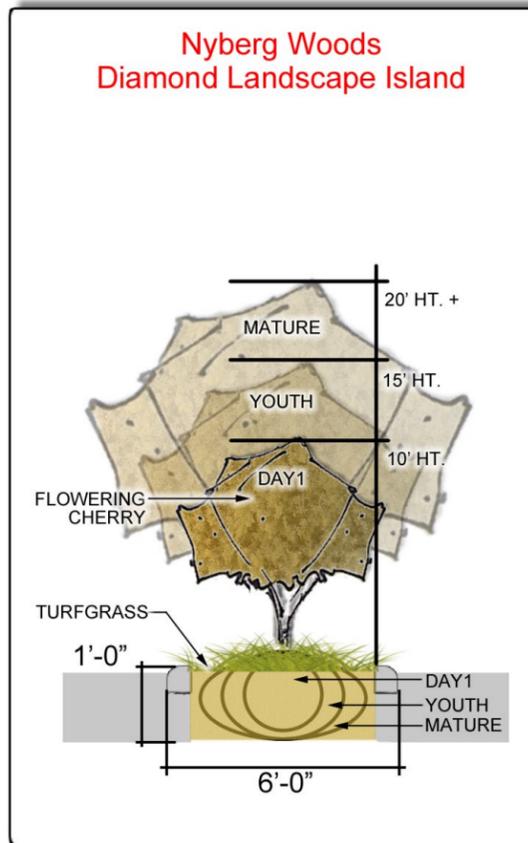
Sheet No

10.1

ROOT ZONE CROSS SECTION

STAFF PROPOSED CONDITIONS OF APPROVAL FOR LANDSCAPE

"The applicant shall coordinate all proposed landscape plantings within the Interstate 5 ROW with the ODOT Region 1 Landscape Architect for final approval. Plantings shall be consistent with ODOT Guidelines for Visual Resource Management, Landscaping, and Hardscaping (2006) and be selected to ensure long-term viability."



TRAFFIC ENGINEER RESPONSE TO ENTRY MEDIAN WIDTH



Nyberg Rivers
December 6, 2013

Project #: 12116
Page 2

MEMORANDUM

Date: December 6, 2013 Project #: 12116

To: Tualatin Architectural Review Board

From: Mark Vandehey, P.E. and Chris Brehmer, P.E.

Project: Nyberg Rivers

Subject: Response to ARB Question on Main Entry Median Design

At the December 3, 2013 Architectural Review Board (ARB) hearing for the Nyberg Rivers project, the following comment was raised regarding the median treatment within the main site access off of Nyberg Road:

Can the north end of the median within the main site entry be enlarged to accommodate additional trees and plantings?

Response:

The median planting area cannot be enlarged to accommodate additional trees and plantings without reducing vehicle queue storage area. The proposed median design shown on the site plan was sized to accommodate projected peak queuing needs within the main entry area. Enlarging the median planting area as suggested by the ARB discussion question would reduce the amount of available area to accommodate southbound left-turn vehicle queues onto Tualatin-Sherwood Road.

As part of the April 2013 Nyberg Rivers Transportation Impact Study, a detailed vehicle queuing analysis was prepared for the main Nyberg Rivers access off of SW Nyberg Road/SW Tualatin-Sherwood Road. Based on the amount of traffic estimated to be generated by the Nyberg Rivers development during peak time periods and the coordinated traffic-signal timing in use along SW Tualatin-Sherwood. More specifically the southbound left-turn storage lanes were designed to accommodate the estimated peak (95th percentile) vehicle queues. This is graphically illustrated in Exhibit 1. While the full use of the queuing area is limited to very short portions of the projected peak demand experience on site, we believe it is in the City's best interest to accommodate the peak demand to provide the functionality intended by the City's "Loop Road" as well as good circulation within the Nyberg Rivers development.

Exhibit 1 - 95th Percentile Queue Estimate for Exiting Site Vehicles



In summary, we recommend that the queue storage areas associated with the currently designed median treatment be maintained.

OWNER NARRATIVE ON SITE DESIGN PROGRESSION

General Summary

The current site plan before the board is the result of over 18 months of work. It was arrived at in close coordination with City staff and the community. The overall design of the site, placement of buildings, landscaping and travel corridors was fine-tuned and approved through the master plan process reviewed by and approved unanimously by the City Council. As noted previously the site is redevelopment of an existing commercial center, thus there are existing buildings and corresponding lease agreements that need to be addressed that impact the overall site design. Additional factors that impact the design of the site include the specific requirements of each of the tenants that have been selected for the center, each of who have their own requirements for parking, landscaping as well as building design and orientation.

The design team of landscape architects, architects, engineers and planners worked closely for nearly a year to identify constraints and develop a site plan that meets the needs of the tenants and also incorporates the aspirations of the community.

Detailed Progression

The following is a detailed summary per the Architectural Review Board request to obtain a better understanding of how the Site Plan has evolved. The project originally started as a KMART replacement project which included: replacing the existing KMART Tenant with a new large box retail tenant, building an office building in the NE corner of the site and adding a smaller mid-box building adjacent to the existing KMART Building.

Another opportunity presented itself - a well-known retailer was interested in locating at this site. This would be the only location they would have in this Region and this facility would serve the Oregon and SW Washington Market. This was a tremendous opportunity for the property, CenterCal and the City of Tualatin. From this point numerous site plans were prepared and evaluated, which led to the knowledge it would be necessary to add the McBale Property. Without the McBale property the site requirements for this tenant could not be met in full: The tenant required facing I5, 500 parking spaces and prominent visibility along with great access and circulation. The new site design began to take shape adding in the McBale property which now allowed for the expansion of additional retailers and pad sites. During this time period we worked closely with the City and began incorporating the envisioned shared pathways and to extend the pedestrian connection within the project as well as to the surrounding neighborhoods, we also were challenged to include a transportation link from Nyberg Road to Boones Ferry. We were then asked to incorporate a central open space feature that would be the focal point of the project. We have taken that request and expanded it by making the central open space an active space which brings the shared pathway's, paseo's and buildings together as one which will now be anchored by a 16' Mastodon giving respect to the

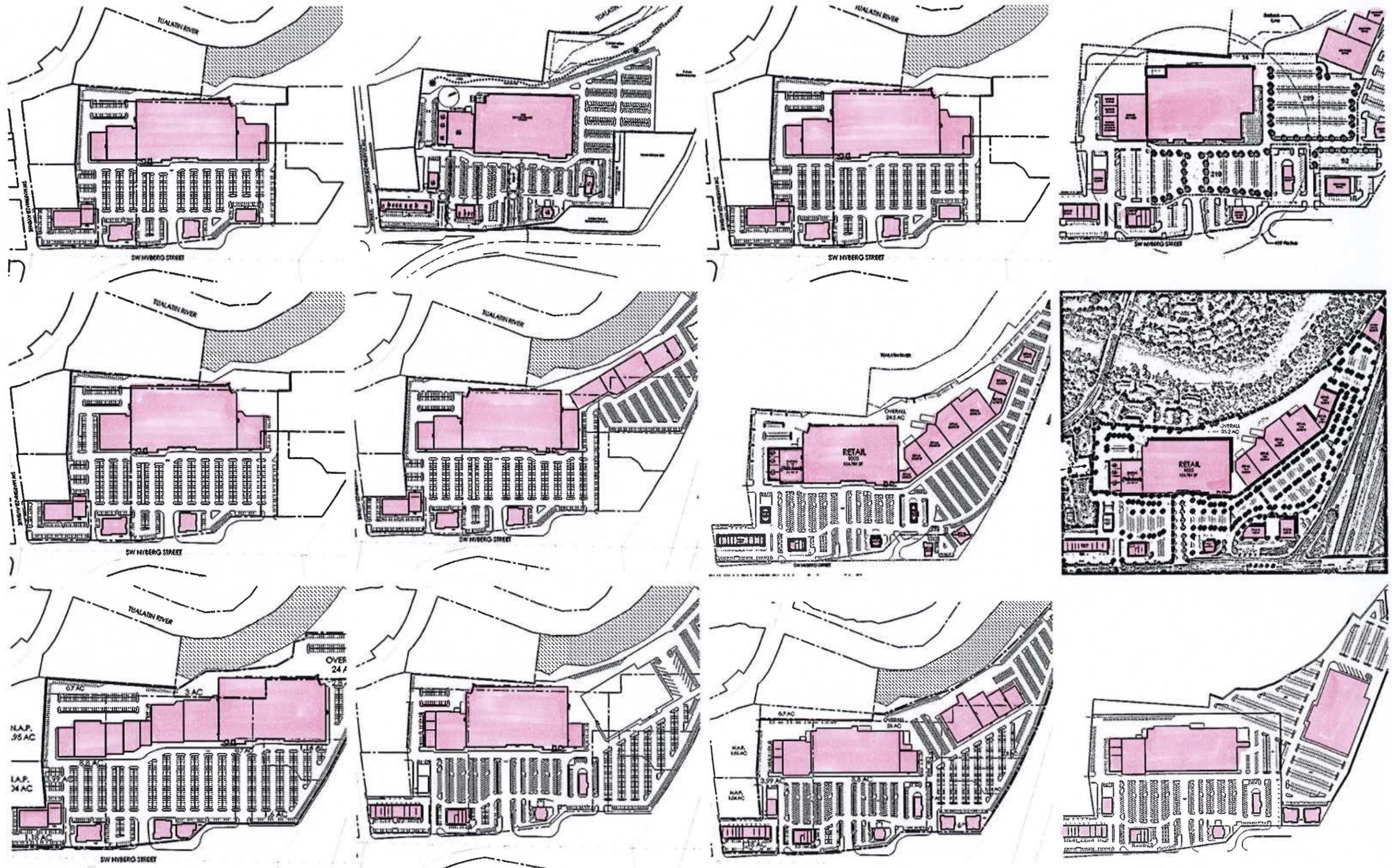
City's Ice Age Trail.

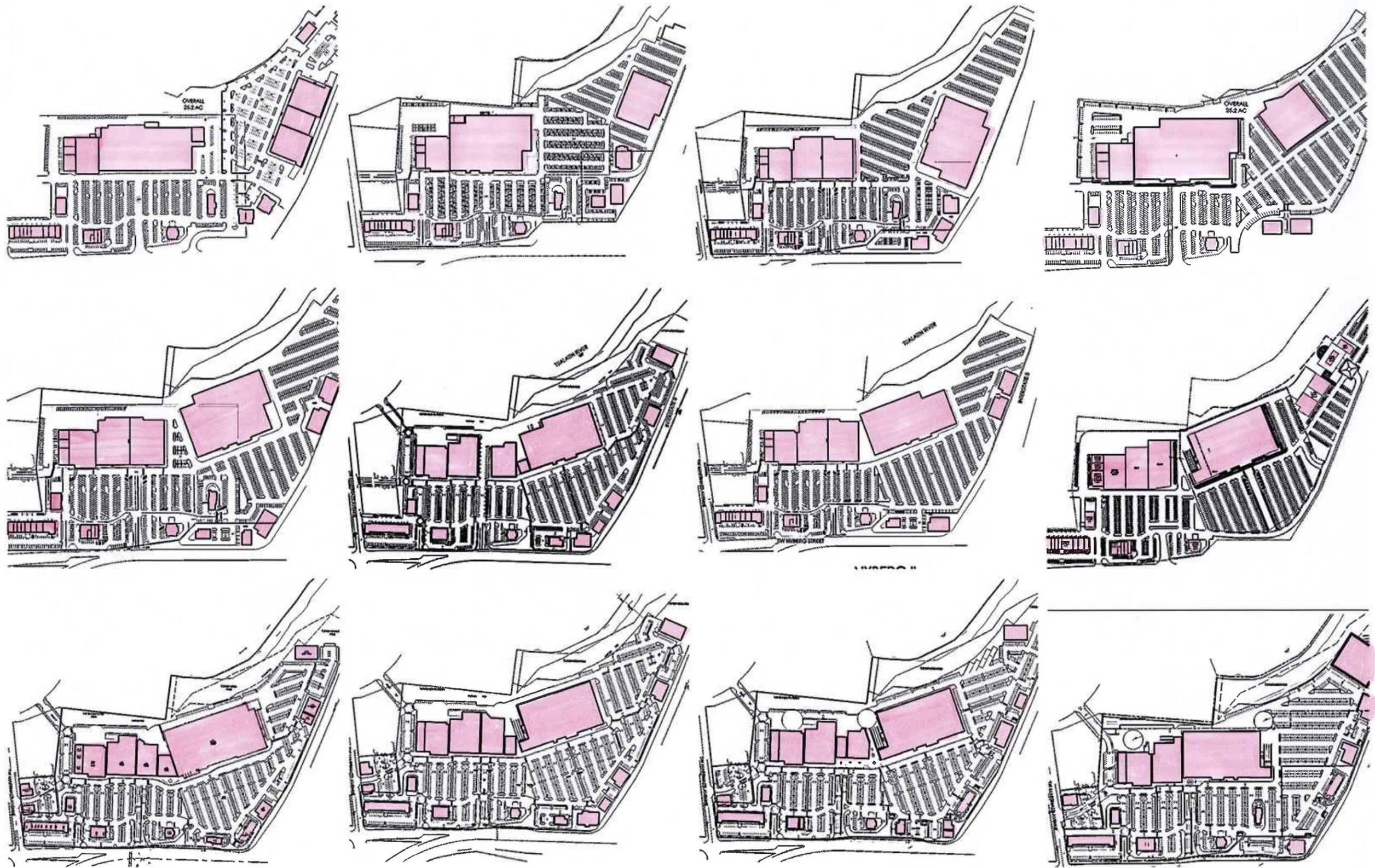
During this design period we took a progressive approach to meet with the Architectural Review Board prior to making application. In response to the input we received, we were able to incorporate many of the design requests into of the center, and some of the requests could not be incorporated because of its overall impact to tenants and other site restrictions. Thorough design analysis and consideration was made in an effort to incorporate these requests, yet we were unable to meet all the requests due to the significant site constraints. However, we did enhance the main entry and placed further design emphasis on to the main axis. We expanded and enhanced the main entry design by widening the pathway and landscaping providing a greater sense of arrival. We were also asked to expand on the pedestrian connections from building to building – which we did. We were asked to increase the landscaping in the parking lot – we increased the number of landscape islands and we increased the width of the landscape diamonds which resulted in the loss of 50 parking spaces and the removal of an 8,000 sf building from the project. We were also asked to add Low impact design for storm water treatment where we could – which we did. We also expanded on the open space feature and have provided more design features within it and adjacent to it.

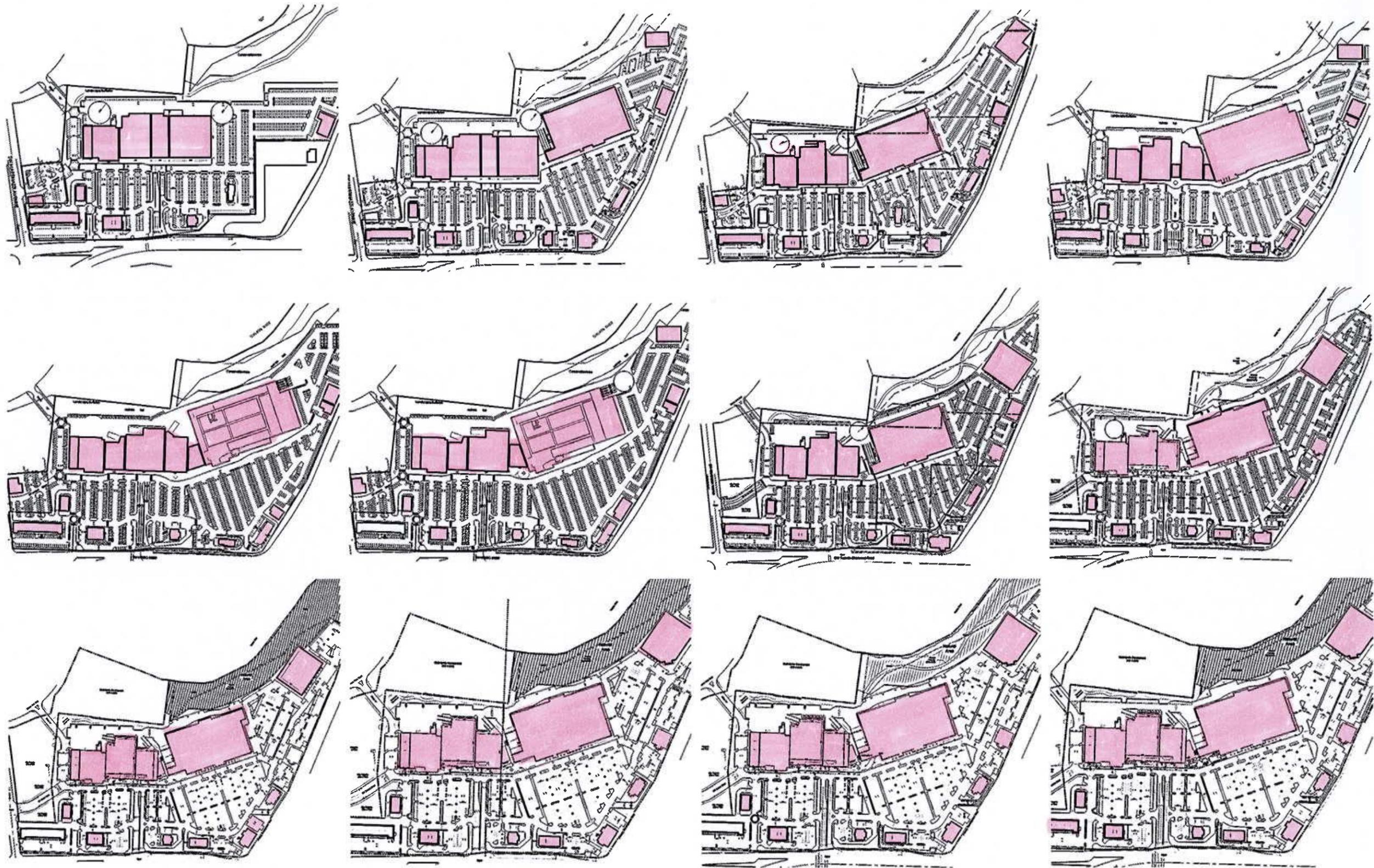
From here we proceeded to seek approval of the Site Design thru the Master Plan Application Process. Again we were challenged to reduce the number of drive thru facilities – we responded again by removing the drive thru restaurant and replacing it with another sit down restaurant. During this process we were also asked to expand and enhance the pedestrian connections in front of the main buildings – which we did by providing a 12' clear pathway. At the end of this process, the City Council subsequently approved the Site Plan design via a Master Plan final decision.

Response to Concerns about City Goals from the Master Plan

The Applicant received approval of a Master Plan for the project which required demonstrating conformance with all applicable City of Tualatin code and comprehensive plan goals and criteria. The Master Plan included significant detail regarding the proposed building location, design as well as site plan improvements including landscaping and pedestrian improvements. During this process, City Council and staff found that the Master Plan as approved with conditions met the City's requirements articulated within the Comprehensive Plan and Code. The current ARB proposal has been refined to address the conditions of approval to assure the proposed development is consistent with the Master Plan, Comprehensive Plan and Development Code. City staff has found and provided a formal recommendation that the proposal as conditioned is consistent with these requirements. Within the original Submittal the Applicant has included Exhibit A which provides detailed responses how the application meets city requirements. This supplemental package provides additional detail demonstrating compliance with City requirements.







HISTORICAL SOCIETY REVIEW/MEMO

Clare Fuchs

From: AQUILLA HURD-RAVICH
Sent: Tuesday, November 12, 2013 9:41 AM
To: Yvonne Addington
Cc: Sherilyn Lombos; Paul Hennon; Linda Moholt; Clare Fuchs
Subject: RE: Cabelas-Traditional Lodge Exterior

Yvonne,
Thank you for your comments. We will include your comment with our staff report to the Architectural Review Board.

Aquilla Hurd-Ravich, AICP
Planning Manager | Community Development Department

From: Yvonne Addington [<mailto:yvonne.addington@gmail.com>]
Sent: Monday, November 11, 2013 4:10 PM
To: AQUILLA HURD-RAVICH
Cc: Sherilyn Lombos; Paul Hennon; Linda Moholt
Subject: Cabelas-Traditional Lodge Exterior

Hello Aquilla: I do hope the persons approving the architectural review of Cabelas project agree to Cabela's traditional log front, lodge type entrance to their store. The lodge front is known throughout the US. Cabelas and Center Cal are working with us, the Chamber and City regarding the ice age history of the Willamette/Tualatin/Yamhill Valley and this type of historical architecture could mark the I-5/ I-205 scene as the gateway to ice age history in all of the valleys. It could become the center piece for efforts to further the economic Tualatin Ice Age Tourism Plan.

Please refer my support to proper staff in charge of architectural review of plans.

Yvonne Addington, Board Member
Chair, Ice Age History
Tualatin Historical Society