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ARCHITECTS



A CENTERCAL DEVELOPMENT

NYBERG RIVERS MASTER PLAN

TUALATIN, OREGON



APRIL 08, 2013

PROJECT TEAM / ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

Project Team / Acknowledgementsi

Introduction2

Existing Conditions4

Development Plan.....7

Transportation Circulation Plan9

Pedestrian and Bicycle Plan.....11

Conceptual Utility Plans16

Landscape Plan18

Building Design21

Development Standards.....29

Master Plan Procedures.....30

INTRODUCTION

The Nyberg Rivers Master Plan was drafted to provide both physical and aesthetic guidance for the proposed redevelopment of a regionally significant commercial center within the City of Tualatin. This working document creates a framework for the currently proposed Nyberg Rivers development, as well as any future development action that may occur within the Nyberg Rivers center. The framework addresses specific elements that include site access, transportation, utilities, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities. A specific description of each element is provided in this document, as well as a visual representation of the Master Plan element. It should be noted that these elements are not entirely prescriptive, but a solid foundation by which all development activity should address and look to meet the intent of the stated objective.

The derivation of this Master Plan is based on the City of Tualatin Central Urban Renewal Plan, which was originally adopted on January 27, 1975. The Central Urban Renewal Plan has undergone several amendments through the years to arrive at a plan that reflects the City of Tualatin's current vision for the overall urban renewal area, as well as specific blocks and districts within the subarea. The Plan also identifies the necessary processes required for proposed development activity in the urban renewal area.

“Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, 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.”

The Nyberg Rivers Master Plan is located within Blocks 1, 2, 3, 4 and 5, thus triggering the master plan requirements outlined in the Central Urban Renewal Plan. The Plan outlines land uses within the renewal area, which are governed by the Planning District Standards outlined in the Tualatin Development Code. The Planning District Designations applicable to this master plan application include the Central Commercial, Office Commercial, and High Density Residential designations.

City Gateway

The Nyberg Rivers Master Plan represents a comprehensive and collaborative effort to create a vibrant center that provides a seamless extension of the Tualatin City Center. The Nyberg Rivers site is ideally suited as a gateway entry into the City Center, as the property is located directly adjacent to Interstate 5 and is the first parcel visible to westbound vehicle traffic upon leaving the I-5 exit ramp. The Tualatin-Sherwood



ABOVE: The Master Plan area encompasses Tualatin Urban Renewal Plan Blocks 1,2,3,4 and 5.
LEFT: The Nyberg Rivers Master plan is located to the east of the Tualatin Commons and along Interstate-5

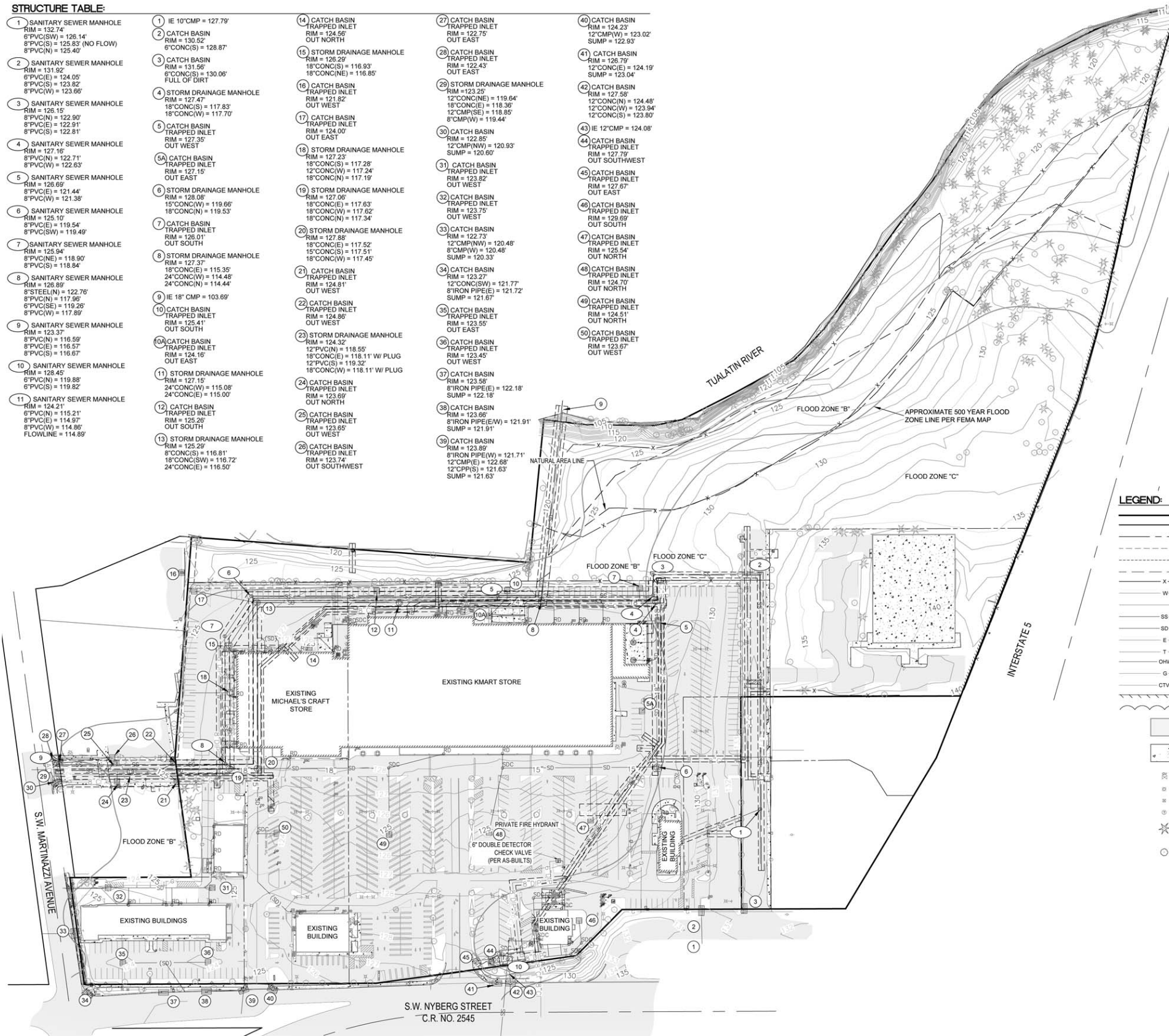
Highway is a heavily traveled corridor drawing traffic from a regional extent. In addition to vehicle traffic, regional and local planning and funding efforts have created a strong network of pedestrian and bicycle paths. These paths provide strong connectivity within the City Center core, as well as regional linkages to the Tualatin River Trail and the Ice Age Tonquin Trail located just west of Tualatin Commons.

The primary commercial tenants will work to attract regional visitors to the City core in an effort to create a more vibrant and alive City Center. The mix of uses will create a sense of place, with a vibrancy present during all hours and days of the week. In addition, this project will provide pedestrian and bicycle amenities and linkages to the regional framework to encourage a more active and healthy option for visitors to the site. This site represents a valuable asset to the Tualatin Community, the Nyberg Rivers Master Plan realizes the critical role that this site plays in establishing the Tualatin City Center as a regional draw for residents, visitors, and businesses.

NYBERG RIVERS MASTER PLAN EXISTING CONDITIONS

STRUCTURE TABLE:

1) SANITARY SEWER MANHOLE RIM = 132.74' 8" PVC(SW) = 126.14' 8" PVC(S) = 123.83' (NO FLOW) 8" PVC(N) = 125.40'	2) SANITARY SEWER MANHOLE RIM = 131.92' 8" PVC(E) = 124.05' 8" PVC(S) = 123.82' 8" PVC(W) = 123.66'	3) SANITARY SEWER MANHOLE RIM = 126.15' 8" PVC(N) = 122.90' 8" PVC(E) = 122.91' 8" PVC(S) = 122.81'	4) SANITARY SEWER MANHOLE RIM = 127.16' 8" PVC(N) = 122.71' 8" PVC(W) = 122.63' 8" PVC(S) = 122.63'	5) SANITARY SEWER MANHOLE RIM = 126.69' 8" PVC(E) = 121.44' 8" PVC(W) = 121.38'	6) SANITARY SEWER MANHOLE RIM = 125.17' 8" PVC(E) = 119.54' 8" PVC(SW) = 119.49'	7) SANITARY SEWER MANHOLE RIM = 125.94' 8" PVC(N) = 118.90' 8" PVC(S) = 118.84'	8) SANITARY SEWER MANHOLE RIM = 126.89' 8" STEEL(N) = 122.76' 8" PVC(N) = 117.96' 8" PVC(SE) = 119.26' 8" PVC(W) = 117.89'	9) SANITARY SEWER MANHOLE RIM = 123.37' 8" PVC(N) = 116.59' 8" PVC(E) = 116.57' 8" PVC(S) = 116.57'	10) SANITARY SEWER MANHOLE RIM = 128.45' 8" PVC(N) = 119.88' 8" PVC(S) = 119.82'	11) SANITARY SEWER MANHOLE RIM = 124.21' 8" PVC(N) = 115.21' 8" PVC(E) = 114.97' 8" PVC(W) = 114.86' FLOWLINE = 114.89'	1) IE 10" CMP = 127.79'	2) CATCH BASIN RIM = 130.52' 6" CONC(S) = 128.87'	3) CATCH BASIN RIM = 131.56' 18" CONC(S) = 130.06' FULL OF DIRT	4) STORM DRAINAGE MANHOLE RIM = 127.47' 18" CONC(S) = 117.83' 18" CONC(W) = 117.70'	5) CATCH BASIN TRAPPED INLET RIM = 127.35' OUT WEST	5A) CATCH BASIN TRAPPED INLET RIM = 127.15' OUT EAST	6) STORM DRAINAGE MANHOLE RIM = 128.08' 15" CONC(W) = 119.66' 18" CONC(N) = 119.53'	7) CATCH BASIN TRAPPED INLET RIM = 126.01' OUT SOUTH	8) STORM DRAINAGE MANHOLE RIM = 127.37' 18" CONC(S) = 115.35' 24" CONC(W) = 114.48' 24" CONC(N) = 114.44'	9) IE 18" CMP = 103.69'	10) CATCH BASIN TRAPPED INLET RIM = 125.41' OUT SOUTH	10A) CATCH BASIN TRAPPED INLET RIM = 124.32' 24" CONC(W) = 115.08' 24" CONC(E) = 115.00'	11) STORM DRAINAGE MANHOLE RIM = 127.15' 24" CONC(W) = 115.08' 24" CONC(E) = 115.00'	12) CATCH BASIN TRAPPED INLET RIM = 125.28' OUT SOUTH	13) STORM DRAINAGE MANHOLE RIM = 125.23' 8" CONC(S) = 116.81' 18" CONC(SW) = 116.72' 24" CONC(E) = 116.50'	14) CATCH BASIN TRAPPED INLET RIM = 124.56' OUT NORTH	15) STORM DRAINAGE MANHOLE RIM = 126.29' 18" CONC(S) = 116.93' 18" CONC(E) = 116.85'	16) CATCH BASIN TRAPPED INLET RIM = 121.82' OUT WEST	17) CATCH BASIN TRAPPED INLET RIM = 124.00' OUT EAST	18) STORM DRAINAGE MANHOLE RIM = 127.23' 18" CONC(S) = 117.28' 12" CONC(W) = 117.24' 18" CONC(N) = 117.19'	19) STORM DRAINAGE MANHOLE RIM = 127.05' 18" CONC(E) = 117.63' 18" CONC(W) = 117.62' 18" CONC(N) = 117.34'	20) STORM DRAINAGE MANHOLE RIM = 127.88' 18" CONC(E) = 117.52' 15" CONC(S) = 117.51' 18" CONC(W) = 117.45'	21) CATCH BASIN TRAPPED INLET RIM = 124.81' OUT WEST	22) CATCH BASIN TRAPPED INLET RIM = 124.86' OUT WEST	23) STORM DRAINAGE MANHOLE RIM = 124.32' 12" PVC(N) = 118.55' 18" CONC(E) = 118.11' W/ PLUG 12" PVC(S) = 119.32' 18" CONC(W) = 118.11' W/ PLUG	24) CATCH BASIN TRAPPED INLET RIM = 123.69' OUT NORTH	25) CATCH BASIN TRAPPED INLET RIM = 123.65' OUT WEST	26) CATCH BASIN TRAPPED INLET RIM = 123.74' OUT SOUTHWEST	27) CATCH BASIN TRAPPED INLET RIM = 122.75' OUT EAST	28) CATCH BASIN TRAPPED INLET RIM = 122.43' OUT EAST	29) STORM DRAINAGE MANHOLE RIM = 123.25' 12" CONC(N) = 119.64' 18" CONC(E) = 118.39' 12" CMP(SE) = 118.85' 8" CMP(W) = 119.44'	30) CATCH BASIN TRAPPED INLET RIM = 122.85' 12" CMP(NW) = 120.93' SUMP = 120.60'	31) CATCH BASIN TRAPPED INLET RIM = 123.52' OUT WEST	32) CATCH BASIN TRAPPED INLET RIM = 123.75' OUT WEST	33) CATCH BASIN TRAPPED INLET RIM = 122.73' 12" CONC(N) = 121.77' 8" ITRON PIPE(E) = 121.72' SUMP = 121.67'	34) CATCH BASIN TRAPPED INLET RIM = 123.27' 12" CONC(SW) = 121.77' 8" ITRON PIPE(E) = 121.72' SUMP = 121.67'	35) CATCH BASIN TRAPPED INLET RIM = 123.55' OUT EAST	36) CATCH BASIN TRAPPED INLET RIM = 123.45' 12" PVC(S) = 119.32' 18" CONC(W) = 118.11' W/ PLUG	37) CATCH BASIN TRAPPED INLET RIM = 123.58' 8" ITRON PIPE(E) = 122.18' SUMP = 122.18'	38) CATCH BASIN TRAPPED INLET RIM = 123.69' 8" ITRON PIPE(W) = 121.91' SUMP = 121.91'	39) CATCH BASIN TRAPPED INLET RIM = 123.69' 8" ITRON PIPE(W) = 121.71' 12" CMP(E) = 122.68' 12" CPP(S) = 121.63' SUMP = 121.63'	40) CATCH BASIN TRAPPED INLET RIM = 124.23' 12" CMP(W) = 123.02' SUMP = 122.93'	41) CATCH BASIN TRAPPED INLET RIM = 126.79' 12" CONC(E) = 124.19' SUMP = 123.04'	42) CATCH BASIN TRAPPED INLET RIM = 127.58' 12" CONC(N) = 124.48' 12" CONC(W) = 123.94' 12" CONC(S) = 123.80'	43) IE 12" CMP = 124.08'	44) CATCH BASIN TRAPPED INLET RIM = 127.79' OUT SOUTHWEST	45) CATCH BASIN TRAPPED INLET RIM = 127.67' OUT EAST	46) CATCH BASIN TRAPPED INLET RIM = 123.54' OUT NORTH	47) CATCH BASIN TRAPPED INLET RIM = 124.70' OUT NORTH	48) CATCH BASIN TRAPPED INLET RIM = 124.51' OUT NORTH	49) CATCH BASIN TRAPPED INLET RIM = 123.57' OUT WEST	50) CATCH BASIN TRAPPED INLET RIM = 123.67' OUT WEST
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DATUM:
WASHINGTON COUNTY BENCHMARK NO. 922
A 3" BRASS DISK SET IN CONCRETE CURB AT THE SOUTHEAST
CORNER OF THE INTERSECTION OF SW BOONES FERRY ROAD
AND SW TUALATIN ROAD.
ELEVATION = 122.154'

BASIS OF BEARINGS:
ESTABLISHED BY HOLDING MONUMENTS [104] AND [100].
N 89°46'15" E ALONG THE NORTHERLY LINE OF (TITLE
REPORT) PARCEL III AND PARCEL V PER SURVEY NO.
21.181.

LEGEND:

—	EXISTING BOUNDARY LINE	—	SANITARY SEWER CLEANOUT
—	EXISTING RIGHT-OF-WAY LINE	—	SANITARY SEWER MANHOLE
—	SECTIONAL LINE	—	CATCH BASIN
—	EASEMENT LINE	—	STORM DRAIN MANHOLE
—	SETBACK LINE	—	ROOF DRAIN
—	BUILDING OVERHANG LINE	—	FIRE HYDRANT
X	FENCE LINE, TYPE AS NOTED	—	FIRE DEPARTMENT CONNECTION
W	UNDERGROUND WATER LINE	—	POST INDICATOR VALVE
—	UNDERGROUND IRRIGATION LINE	—	UNDERGROUND WATER VAULT
SS	SANITARY SEWER LINE	—	WATER VALVE
SD	STORM DRAINAGE LINE	—	WATER METER BOX
E	UNDERGROUND ELECTRICAL LINE	—	SPRINKLER VALVE
T	UNDERGROUND TELEPHONE LINE	—	GROUND LIGHT
OHW	OVERHEAD WIRE	—	STREET LIGHT (COBRA ARM)
G	UNDERGROUND GAS LINE	—	SHOEBOX LIGHT (SINGLE)
CTV	UNDERGROUND CABLE TV LINE	—	ACORN/GLOBE LIGHT
—	BUILDING FACE	—	ELECTRIC METER
—	TREE/VEGETATION LINE	—	TRANSFORMER
—	EXISTING ASPHALT SURFACE	—	PARKING BUMPER
—	EXISTING CONCRETE SURFACE	—	TRAFFIC SIGNAL POLE
—	GAS VALVE	—	SIGNAL JUNCTION BOX
—	GAS METER	—	UNKNOWN CLEANOUT
—	TELEPHONE RISER	—	UNKNOWN MANHOLE
—	TELEPHONE MANHOLE	—	BOLLARD
—	CONIFEROUS TREE	—	GATE POST
—	DECIDUOUS TREE	—	MAILBOX
		—	SIGN

EXISTING CONDITIONS

Site Improvements/Development

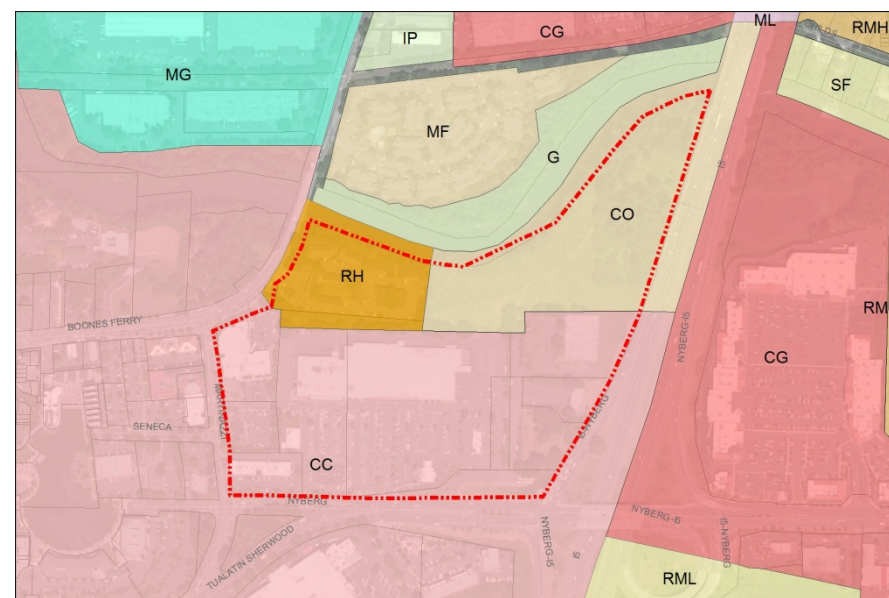
The existing Nyberg Rivers development area is comprised of two multi-tenant retail buildings, a Banner Bank, a US Bank, a Wendy’s restaurant with drive-up, and a central commercial center containing a K-Mart and Michael’s craft store. The overall square footage of buildings located on-site is 161,462 SF, with associated parking fields. Parking stalls and drive aisles are provided throughout the site, with parking lot landscape islands including groundcover, shrubs, and trees. There are no pedestrian or bicycle paths located on-site, aside from the street improvements for the driveway portion in front of the City of Tualatin Library and City Offices. Existing utilities are stubbed to each of the commercial spaces, and stormwater quality is handled in on-site basins before eventually flowing into the Tualatin River.

Urban Renewal Plan

The Central Urban Renewal Plan (identified as “The Plan”) was originally adopted on January 27, 1975 and has undergone several amendments to reflect the City of Tualatin’s current vision for the overall urban renewal area, as well as specific blocks designated within the subarea. An accompanying report to The Plan outlines the goals and objectives, as well as an outline of the project activities undertaken through The Plan. These project activities are public improvements under the following categories:

- > Flood Control—minimizing flood risk within The Plan area
- > Roads and Streets—identifying specific streets and interchanges needing infrastructure improvements and capital funding.
- > Utilities—improvements needed in sanitary sewer, storm sewer, water supply, and electricity systems. Specific project activities are summarized.
- > Parking Facilities—establishment of the Core Area Parking District (CAPD) in 1979, as well as impact fees on new construction to provide for parking lot development within the parking district.
- > Pedestrian Facilities—improvement of pedestrian circulation within the URA through the construction of sidewalks, improvements to the triangular park site, and the development of design guidelines for private pedestrian walkways and street furniture.
- > Civic Facilities—includes pedestrian oriented facilities, major features of Tualatin Commons (water feature and landmark), site acquisition for police facility, library expansion and participating in design discussion for a community building.
- > Transit Facilities—assisting Tri-Met in locating park-and-ride facilities and encouraging private development to integrate transit provisions.

The Plan also outlines land uses within the renewal area, which are governed by the Planning District Standards outlined in the Tualatin Development Code. The Planning District Designations applicable to this master plan application include the Central Commercial, Office Commercial, and High Density Residential designations.



TOP: The Master Plan area encompasses Tualatin Urban Renewal Plan Blocks 1,2,3,4 and 5.
 BOTTOM: The Nyberg Rivers Master plan includes three zoning designations

Land Use /Zoning Designation

Land use within the Central Urban Renewal Area is governed by the Planning District Standards contained in the Tualatin Development Code. As designated in the Urban Renewal Area, the following Planning District designations and their permitted uses are within the Nyberg Rivers Master Plan boundary:

Central Commercial (CC)	Retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district serves to implement the City's Central Urban Renewal Plan. The District provides areas suitable for civic, social and cultural functions serving the general community. Multi-family dwellings are also appropriate uses in certain blocks within the District.
Office Commercial (CO)	Office development ranging from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this district shall be sensitive to the preservation of significant natural resources and shall provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
High Density Residential (RH)	High density garden apartment and condominiums development. Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.

Topography

Site topography within the Nyberg Rivers project area is relatively flat within already-developed areas. However, as the site is directly adjacent to the south banks of the Tualatin River, the site generally slopes down from south to north. The highest point located on-site is in the southeastern corner, adjacent to the I-5/Nyberg Street off-ramp.

Environmental

The undeveloped areas abutting the site to the north and east include three general categories of vegetative cover—forested areas west of I-5 and along the south bank of the Tualatin River; a swath of native vegetation enhancements approximately 125-feet wide that begin south of the Tualatin River; and fallow grassland, which lies between existing development and the forested and enhanced areas to the north and east. The forested and enhancement areas are overwhelmingly dominated by upland plant species, although tree and shrub species that prefer moist conditions, such as Oregon ash and western red cedar, are present within the riparian areas along the river.

According to field work and data collection provided by Pacific Habitat Services, the Tualatin River is the only sensitive area on or immediately adjoining the site.

Transportation

Primary vehicle access into the site is provided via SW Nyberg Street, a Major Arterial with direct access to the I-5 interchange located approximately 100-feet to the east from the Nyberg Rivers easternmost boundary. SW Nyberg Street westbound from the I-5 interchange features 3 lanes and an on-street bicycle lane that terminates at SW 75th Avenue. Curb tight sidewalks are also provided along the entire section of SW Nyberg along the property frontage. The primary access into the site is provided at the signalized intersection that serves the shopping center and the adjacent Fred Meyer’s store. There currently is no designated turn lane for westbound vehicles approaches the shopping center. Secondary access is provided via SW 75th Avenue and a driveway located approximately 150-feet from the SW Nyberg Street/SW Martinazzi Avenue intersection.

Secondary access is provided via SW Martinazzi Avenue. Martinazzi Avenue is a Major Arterial with four travel lanes to the north until SW Seneca Street. After the Seneca Street intersection, there is a single travel lane in each direction and a center median turn lane. There are curb tight sidewalks provided along the entire portion of SW Martinazzi that fronts the property. Access from SW Martinazzi Avenue is provided by a small drive aisle located approximately 100-feet from the Martinazzi/Nyberg

intersection, as well as a larger access aisle to serve the shopping center and the City of Tualatin Library and City Offices.

Access to the multi-family residential development located in the northwest corner of the site is provided by a driveway entrance located off Boones Ferry Road, approximately 250-feet from the Martinazzi/Boones Ferry intersection.

According to a transportation impact analysis (TIA) provided by Kittelson and Associates, dated March 2013, all of the study intersections currently operate acceptably during the weekday p.m. and Saturday midday peak hours with the exception of the SW Martinazzi Avenue/SW Sagert Street and SW 65th Avenue/SW Sagert road intersections. These intersections are located south of the project site. Year 2014 background traffic conditions show the same levels of operation with the same intersections failing.

Utilities

Stormwater - The existing on-site stormwater system is comprised of a public storm sewer mainline and multiple private collection laterals feeding into that public line. The public line is encompassed within a 15 foot public easement running east-west, just north of the existing retail buildings and then heading south to serve the property in the southeast corner. Stormwater falling on the site is currently captured in sumped, trapped catch basins and conveyed through a series of private storm sewer lines the public storm mains currently onsite. The public lines collect in one 24” main that flows north outfalls into the Tualatin River through an 18” outfall.

Sanitary Sewer - The existing on-site sanitary sewer system is comprised of a public line that serves the main portion of the site and private laterals connecting to the existing buildings. This public sanitary sewer line and the 15 foot easement runs nearly parallel with the public stormwater line, behind the existing retail building and then heads straight south once past the existing buildings. An existing grease interceptor serves the K-Mart building, but no other grease interceptors have been located onsite.

Water - The existing on-site water system is almost entirely made up of public water line with a 15’ public easement. The current system is looped around the existing retail buildings to the north and also serves the property in the southeast corner. Fire hydrants are located sporadically around the existing site to serve the existing buildings. The fire flow test conducted on 3/18/13 yielded the following results: Static – 70PSI, Residual 66 PSI, Flow – 949 GPM, Pressure 20 GPM

NYBERG RIVERS MASTER PLAN
DEVELOPMENT PLAN

PROJECT SUMMARY

MASTER PLAN AREA:	38.72 ACRES
FUTURE DEVELOPMENT AREAS: (by others)	6.81 ACRES
PRIMARY DEVELOPMENT AREA:	
GROSS AREA:	31.91 ACRES
NATURAL AREA:	6.00 ACRES
NET AREA:	25.91 ACRES
REQUIRED LANDSCAPE AREA:	15% / 4.78 ACRES
LANDSCAPE AREA PROPOSED:	9.03 ACRES
FLOOR AREA RATIO:	0.214
TOTAL PERMISSIBLE BUILDING AREA:	307,000 SF




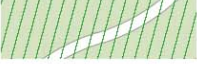


BUILDING	AREA
BLDG 1005	30,000 SF
BLDG 1010	21,750 SF
BLDG 1030	2,900 SF
BLDG 1040	110,000 SF
BLDG A	12,500 SF
BLDG B	5,850 SF
BLDG C	3,950 SF
BLDG D	32,459 SF
BLDG E	3,285 SF
BLDG F	5,500 SF
BLDG G-100	6,200 SF
BLDG H-100	4,679 SF
BLDG J-100	5,734 SF
BLDG M-100	8,000 SF
BLDG N-100	45,000 SF
TOTAL:	297,807 SF

ADDITIONAL POTENTIAL BUILDING AREA: 9,193 SF

TOTAL PROVIDED STALLS:	1,299 stalls
PARKING RATIO:	4.36/1,000 SF
PARKING STALL DIMENSIONS:	STANDARD 9-ft X 19-ft COMPACT 7.7-ft X 16-ft

- Notes:
- "Site Area" includes only the areas of Tualatin Urban Renewal Blocks that are subject of this development proposal. Other phases of the Master Plan may be developed by others.
 - Required Landscaping based on Gross Site Area
 - Building areas listed in table may differ from actual footprint size to allow for interior walls and architectural elements.

LEGEND

-  Future Development Areas
-  Existing Buildings
-  New Buildings
-  Natural Area
-  Master Plan Boundary
-  Primary Development Area



DEVELOPMENT PLAN

The Nyberg Rivers Master Plan is conceptualized as a multi-tenant shopping center redevelopment project. The development plan depicted in this section illustrates the build-out plan for the project. The development plan encompasses blocks 1, 2, 3, 4, and 5 of the City of Tualatin Urban Renewal Plan including the existing shopping center, open space areas, city buildings and an existing multi-family community.

This master plan and the Development Plan herein, is focused on the areas designated as the Primary Development Area, whereas, the residual areas are designated as Future Development Area(s). The Primary Development Area is controlled by CenterCal Properties (the developer) and detailed project planning has occurred on these portions of the master plan. The Future Development Area(s) are anticipated to be pursued and completed by other parties. The Development Plan focuses project statistics and planning on the Primary Development Area.

Proposed Uses

The Primary Development Area will be redeveloped to support traditional shopping center related uses. These land uses include, but are not limited to, retail, restaurant, banks, health clubs, and service uses. General Office and Medical Office land uses may also be included within the shopping center. Drive-through service windows will be retained for Buildings A, B, C, and E. Building F-100 is a relation of an existing restaurant with drive-through use. A new drive-through service window will be constructed as part of H-100.

Buildings

The Primary Development Area will be redeveloped by retaining some existing buildings and constructing other new buildings, parking areas, and site amenities. The Primary Development Area will retain the existing buildings for the western portions of the site. This includes buildings A, B, C, D, and E. The eastern portions of the project will include new construction of buildings F-100, G-100, H-100, J-100, M-100, N-100, 1005, 1010, 1030, and 1040. F-100 is relocating an existing drive through restaurant use. Building D will include façade improvements to architecturally match and complement the new buildings in the center.

The Master Plan allows up to 307,000 sf of building area within the Primary Development Area. The building areas are listed on the Project Summary table of the Development Plan. The Development Plan identifies 9,193 sf of additional potential building area that can be applied as minor additions and/or adjustments to the building footprints at the time of site plan review (Architectural Review).

Parking

The Primary Development Area will be redeveloped to retain much of the existing parking in the western portions of the project. Some of the western parking fields will be enhanced to improve site appearance, pedestrian and vehicular circulation, parking capacity, and overall efficiency. Specifically, the existing parking areas to the west and south of Building D and to the south of Building B will be enhanced.

The residual areas of the Primary Development Area will be developed with new parking fields. New and enhanced parking areas will be constructed to comply with current code standards in terms of dimensional standards, layout, landscaping, circulation, and pedestrian facilities.

Vehicle Use Areas

The Master Plan illustrates the vehicle use areas including access, circulation, and parking. The Primary Development Area will be redeveloped with a combination of existing and new vehicular access points; five primary access points will occur from Nyberg Street, Seneca Street and a new Street "A". Secondary access points will be retained along Martinazzi Avenue. Overall, the project is designed to be integrated with the surrounding transportation network and abutting uses. Additional detail is illustrated in the Transportation Plan and Pedestrian and Bicycle Plan sections of the Master Plan.

Pedestrian Areas

The Master Plan includes an abundance of pedestrian areas that provide safe and convenient linkages to all project buildings, surrounding roadways, and adjacent sites. The sidewalks located along the primary storefronts of Buildings D, 1005, 1010, 1030, and 1040 will create a premium pedestrian experience. This pedestrian area is designed as an extension of the downtown core and will function as a primary shopping street completed with wide sidewalks, outdoor seating, landscape planters, and other pedestrian amenities. This area provides the ability to extend the existing Art Walk to the east.

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. Additional detail is illustrated Pedestrian and Bicycle Plan sections of the Master Plan.

Public Gathering Areas

The Master Plan includes public gathering through-out the Primary Development Area. Gathering areas are designed as outside plazas/patios with seating. The shopping street in front of Buildings D, 1005, 1010, 1030, and 1040 includes ample width to support outside dining, seating, and areas for occasional events and displays (e.g. art, sales, and performances). Building N-100 includes a wide sidewalk along the full façade to allow seating and occasional events and displays. Buildings F-100 and H-100 include plaza/patio space for outside dining. Building 1030 includes a rear plaza/patio to allow for outside dining and seating.

Open Space Areas

The Master Plan includes multiple open space areas that serve different functions including conservation, landscaping and public use. The Primary Development Area includes a six-acre natural area along the Tualatin River. This natural area will be retained as open space while supporting a shared pathway easement to link the site to the City's regional trail system. The natural area will continue to be managed as a vegetative restoration area and will provide passive access to the Tualatin River.

The Primary Development Area includes a linear open space area along its northern boundary and adjacent to Future Development Area 4. This open space area will be landscaped and support a shared pathway easement. Another linear open space areas is located along the western Primary Development Area boundary and adjacent to Future Development Area 5-b (Tualatin Library). This linear open space area includes tree preservation, new landscaping, and a shared pathway easement. The Primary Development Area includes an abundance of landscape areas along the building foundations, site boundaries, and parking fields.

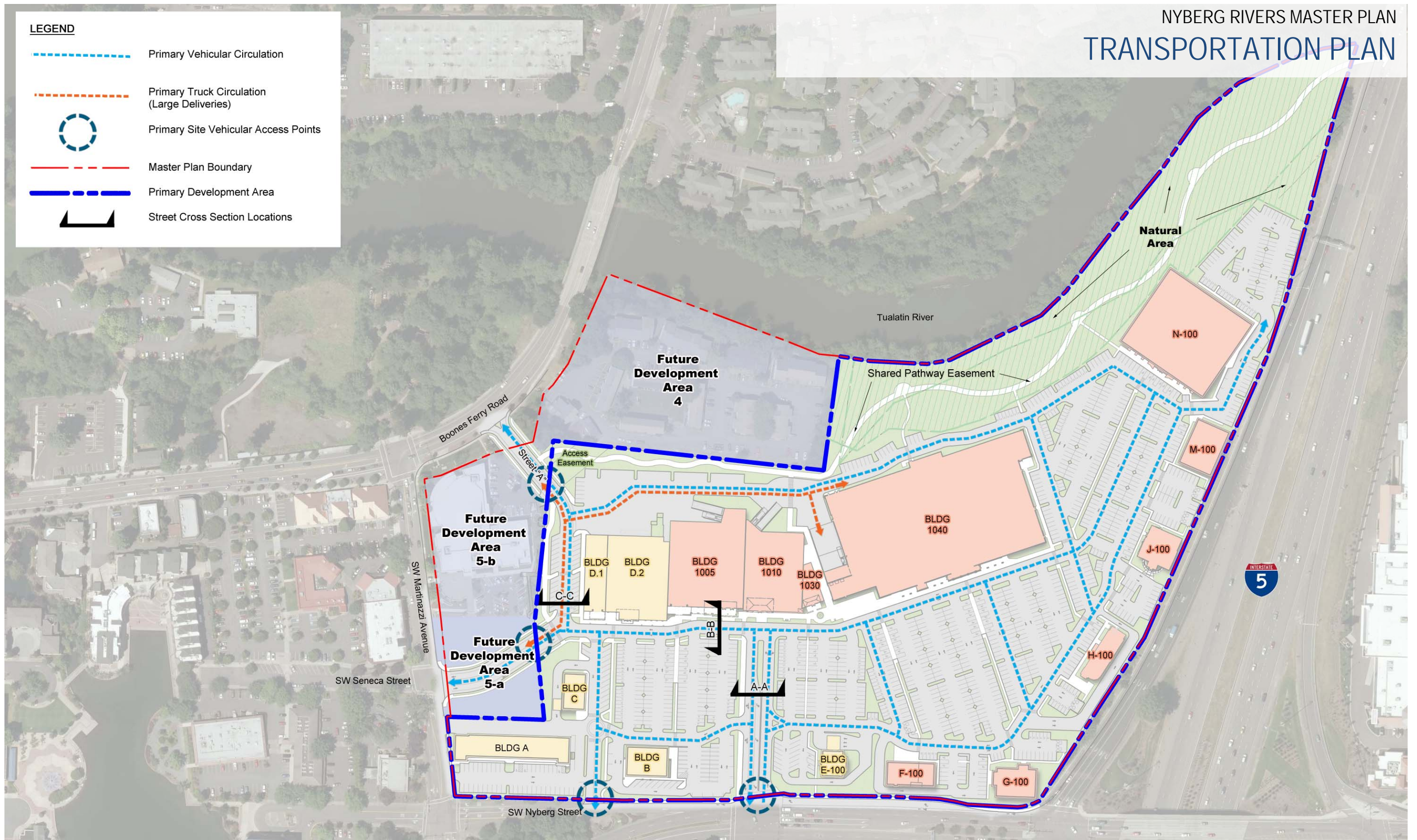


TOP: The Nyberg Rivers retail buildings will strengthen Tualatin's shopping district.

NYBERG RIVERS MASTER PLAN TRANSPORTATION PLAN

LEGEND

- Primary Vehicular Circulation
- Primary Truck Circulation (Large Deliveries)
- Primary Site Vehicular Access Points
- Master Plan Boundary
- Primary Development Area
- Street Cross Section Locations



TRANSPORTATION CIRCULATION PLAN

The Nyberg Rivers Master Plan is designed to be integrated into Tualatin’s transportation network. The Plan is also designed to respond to the City’s long-range transportation plans. The Transportation Circulation Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focuses most detail on the Primary Development Area.

Surrounding Transportation Network

The Nyberg Rivers Master Plan abuts Nyberg Street to the south, Martinazzi Avenue to the West and Boones Ferry Road to the North. Nyberg Street is designated as a Major Arterial for the eastern portions of the site and is designated as a Minor Collector for the western portions at the roadway split to Tualatin-Sherwood Road. Martinazzi Avenue is designation as a Minor Arterial and Boones Ferry Road is a Major Arterial. Seneca Street is designated as a Collector, is currently off-set at its intersection with Martinazzi Avenue and is planned for future alignment by the Transportation System Plan.

Site Access

The Master Plan will be developed with four primary access points; two from Nyberg Street, one from Seneca Street and one from Boone Ferry Road by way of new Street “A”. Secondary access points will be maintained and/or occur from along Martinazzi Avenue and Boones Ferry Road (Future Development Area 4).

Site Circulation

The Master Plan is designed to function efficiently with on-site circulation. The Transportation Plan illustrates the primary vehicular and truck circulation routes for the Primary Development Area of the Master Plan.

The primary vehicular circulation routes are planned within the site to allow for safe, efficient, and attractive movement. First, the Plan anticipates an extension of Seneca Street from the Tualatin Commons and extending into the project site. Second, Street “A” is a new roadway connection from Boones Ferry Road into the site. Street “A” along the western side of Building D. Together, the Seneca Street connection and Street “A” provide a vital internal circulation connection and act as an extension of the downtown roadway pattern.

The most dominate route into the plan area is a north-south divided drive from Nyberg Street that terminates at the main storefronts. The east-west drive along the storefronts is generously-wide and connects to Seneca Street and to Street “A”. The east-west drive terminates at the eastern portions of the project. A second east-west drive provides additional site circulation to the southern buildings. A second north-south drive provides a connection

between less intense portions of Nyberg Street and the east-west storefront drive. Several other north-south routes provide efficient site circulation. Finally, the Primary Development Area allows for full vehicular access around Buildings D, 1005, 1010, 1030 and 1040.

Primary truck circulation for the Primary Development Area is planned to occur from Martinazzi and Boones Ferry Road by way of Seneca Street and new Street “A”. Large truck deliveries are planned to occur at loading docks within the east-west drive north of Buildings D, 1005, 1010, 1030, and 1040. The other buildings are planned to receive smaller truck delivers that can be accessible via any of the adjoining driveways.

Future Access

The Master Plan is designed to allow for future access to other prospective redevelopment areas. The Master Plan includes an access easement from Street “A” to serve Future Development Area 4. If this area is redeveloped, a local roadway connection can occur at this location to allow for internal, cross access to all uses within the Master Plan area. Future Development Areas 5-a and 5-b can occur from a future Seneca Street extension from Martinazzi Avenue into the project.

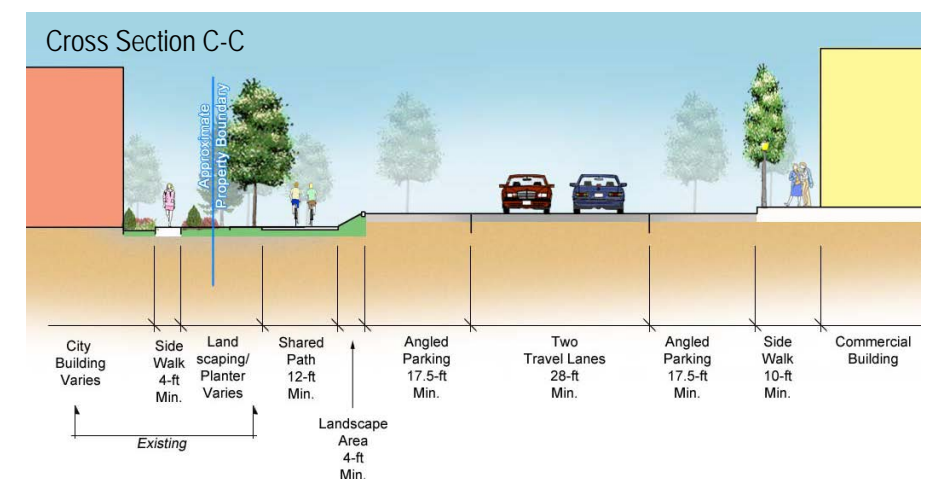
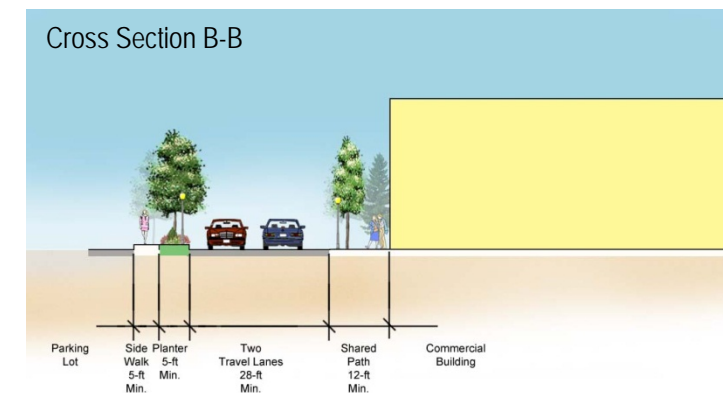
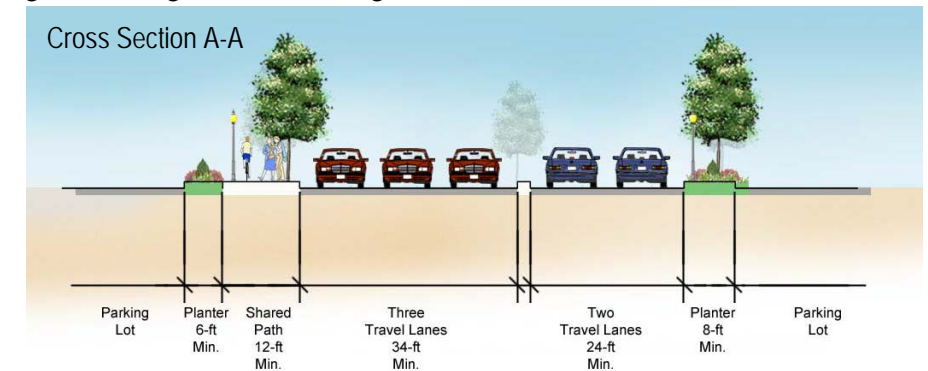
Transportation System Plan Conformance

The Master Plan responds to and conforms to the February 2013 City of Tualatin Transportation System Plan (TSP) in terms of access, roadway extensions, and linkages. Nyberg Street and Boones Ferry Road are Major Arterials, access to the Primary Development Areas is limited to shared access drives that serve the entire Master Plan area. Martinazzi Avenue is a Minor Arterial; access to this roadway is by way of Seneca Street into the site. Boones Ferry Road is a Major Arterial and new access is limited to a new local roadway, Street “A”. This configuration allows internal connections to various areas of the Master Plan without the need for a new driveway cut for each particular use.

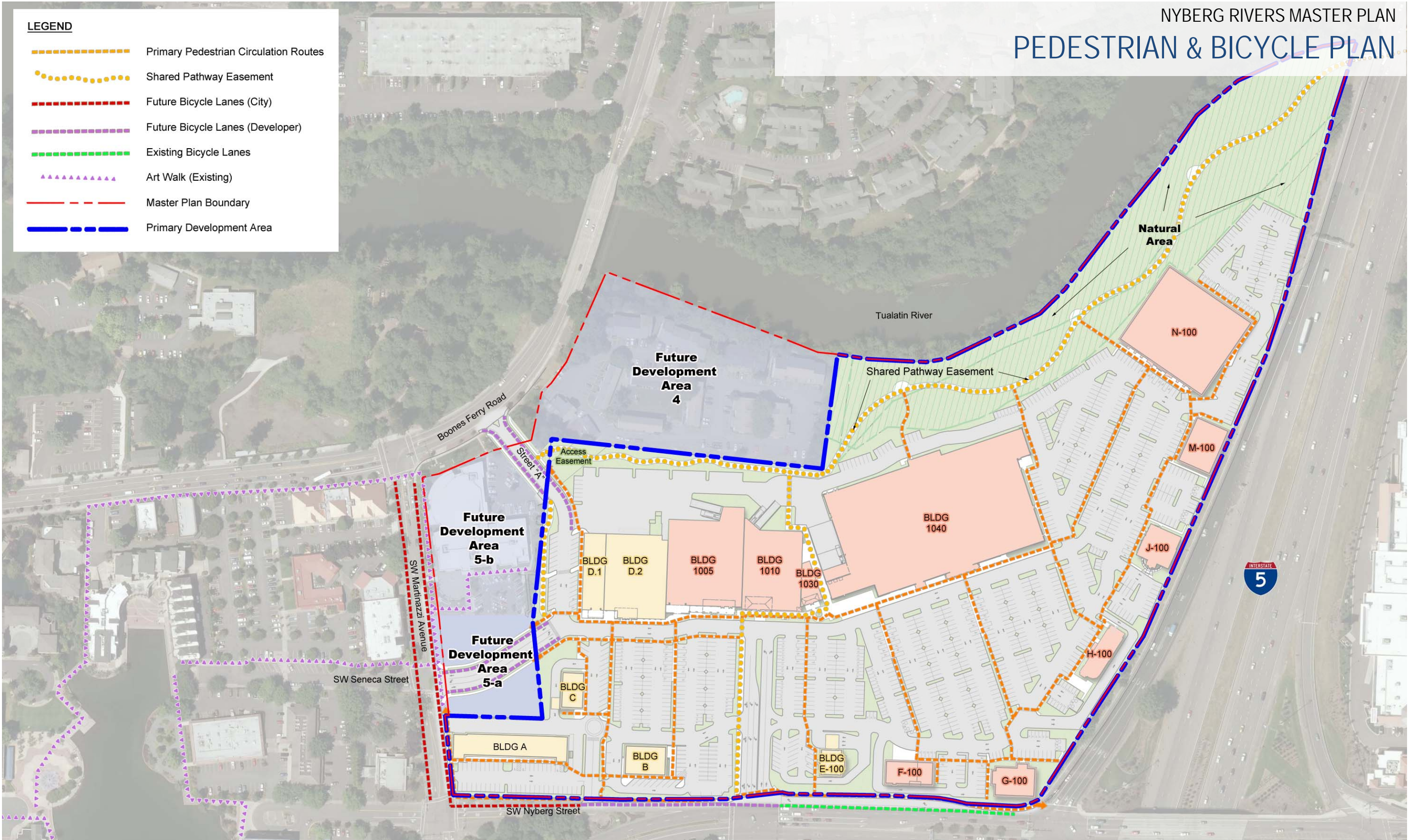
The TSP delineates two future minor collector connections across the Master Plan Area. Seneca Street provides for the east-west connection as identified on the TSP. Street “A” provides for a portion of the north-south TSP connection. The residual future connection is accommodated with the east-west drive along Building B, 1005, 1010, and 1030. The drive is design to resemble a City roadway with street trees and sidewalks. The north-south divided drive extending to Nyberg Street completes the TSP delineated connection. To strengthen this connection, no parking stalls are provided directly on the east-west storefront drive or the north-south divided drive.

Street Cross Sections

Conceptual street cross sections have been planned for key locations within the Primary Development Area of the Master Plan to achieve vital connections and to achieve a high-quality pedestrian experience. Specifically, the main north-south divided drive (Section A-A), the east-west storefront drive (Section B-B), the areas of Street “A” that transitions into a drive (Section C-C) are principal roadways that have underground detailed design consideration. The Transportation Plan illustrates the locations of these cross sections. The following cross sections illustrate the general design for these linkages.



NYBERG RIVERS MASTER PLAN
PEDESTRIAN & BICYCLE PLAN



PEDESTRIAN AND BICYCLE PLAN

The Nyberg Rivers Master Plan is designed to be integrated into the Tualatin pedestrian and trail network. The Plan is also designed to respond to the City’s long-range transportation plans. The Pedestrian and Bicycle Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focus most detail on the Primary Development Area.

Surrounding Pedestrian / Bicycle Network

The Master Plan area is located amongst a well-equipped pedestrian fabric. All adjacent roadways have sidewalks. The larger Tualatin Commons area of the downtown area is characterized as a high-quality, pedestrian district.

Nyberg Street has existing bicycle lanes along most of the southern project boundary. The remaining areas are planned for future bicycle facilities. Boones Ferry Road has bicycle lanes for the portions directly around project site. Martinazzi Avenue is planned for future bicycle lanes.

There is a planned multi-use pathway is delineated along the Tualatin River. Other trails are located nearby to the west. Tualatin Commons includes pathways around the town lake. The City has established the Art Walk, a self-guided tour of Tualatin’s diverse public art, natural and cultural history. The Art Walk extends around the town lake, along Martinazzi and terminates at the library (located in Future Development Area 5-b)

Site Access

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

Site Circulation

The Master Plan is designed with safe, attractive and efficient pedestrian circulation. Along with the sidewalks planned along the roadway facilities, the Primary Development Area includes separate, designated pedestrian pathways that interconnect all buildings and land uses. Sidewalks are planned along all primary building facades. Individual buildings are interconnected with pedestrian pathways that traverse parking fields to protect pedestrians and create a comfortable walking experience. Additionally, sidewalks are planned to connect to buildings and to the Future Development Area(s).

The sidewalks located along the primary storefronts of Buildings D, 1005, 1010, 1030, and 1040 will create an enhanced pedestrian experience. This pedestrian area is designed as an extension of the downtown core and will include wide sidewalks, outdoor seating, landscape planters, and other pedestrian amenities.

Shared Pathway Easement

The Master 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 5-a (existing library). 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. This north-south connection continues between Buildings 1030 and 1040. The Shared Pathway Easements are planned to accommodate a 12-ft wide paved pathway with 2 feet of clearance on both sides.

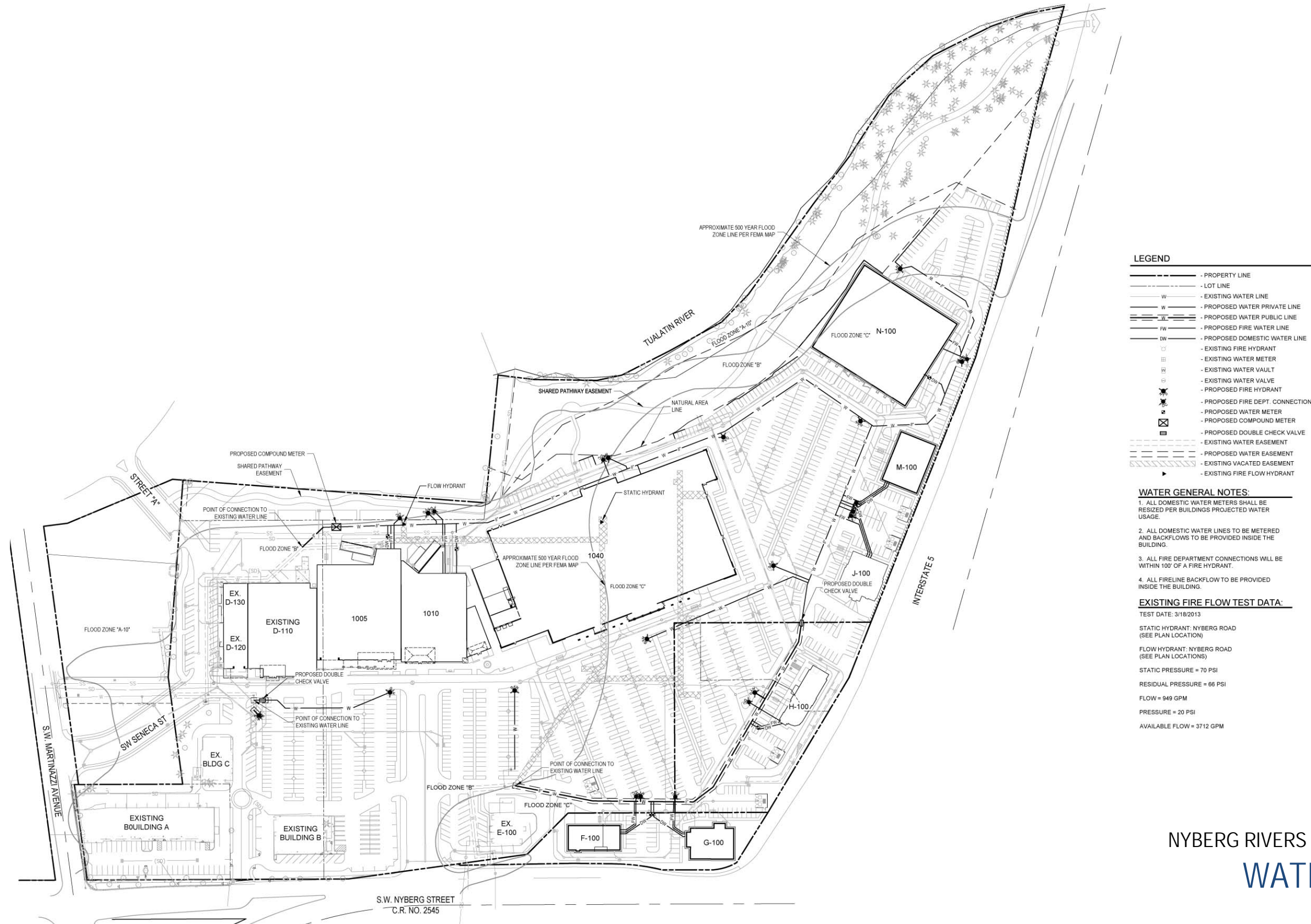
Transportation System Plan Conformance

The Master Plan responds to and conforms to the February 2013 City of Tualatin Transportation System Plan (TSP) with regards to pedestrian and bicycle facilities. The TSP delineates two future minor collector connections across the Master Plan Area. The planned Seneca Street extension provides for the east-west connection as identified on the TSP. Street “A” provides for a portion of the north-south TSP connection. The residual future connection is accommodated with the east-west connection along Building B, 1005, 1010, and 1030 and the north-south divided entry drive. The TSP calls for this connection to contain pedestrian and bicycle facilities, the Primary Development Area of the Master Plan complies with these planning policies through the provisions of shared facilities, shared pathway easements, and storefront sidewalks.

The TSP delineates a multi-use pathway along the Tualatin River. The Primary Development Area of the Master Plan includes a shared pathway easement within the natural area along the river. This connection is continued with a shared pathway connection just south of the Future Development Area 5.



TOP: All Nyberg Rivers retail buildings will be interconnected with sidewalks and pedestrian accessways.



LEGEND

---	- PROPERTY LINE
- - -	- LOT LINE
W	- EXISTING WATER LINE
W	- PROPOSED WATER PRIVATE LINE
W	- PROPOSED WATER PUBLIC LINE
FW	- PROPOSED FIRE WATER LINE
DW	- PROPOSED DOMESTIC WATER LINE
⊙	- EXISTING FIRE HYDRANT
⊙	- EXISTING WATER METER
⊙	- EXISTING WATER VAULT
⊙	- EXISTING WATER VALVE
⊙	- PROPOSED FIRE HYDRANT
⊙	- PROPOSED FIRE DEPT. CONNECTION
⊙	- PROPOSED WATER METER
⊙	- PROPOSED COMPOUND METER
⊙	- PROPOSED DOUBLE CHECK VALVE
---	- EXISTING WATER EASEMENT
---	- PROPOSED WATER EASEMENT
---	- EXISTING VACATED EASEMENT
▶	- EXISTING FIRE FLOW HYDRANT

- WATER GENERAL NOTES:**
1. ALL DOMESTIC WATER METERS SHALL BE RESIZED PER BUILDINGS PROJECTED WATER USAGE.
 2. ALL DOMESTIC WATER LINES TO BE METERED AND BACKFLOWS TO BE PROVIDED INSIDE THE BUILDING.
 3. ALL FIRE DEPARTMENT CONNECTIONS WILL BE WITHIN 100' OF A FIRE HYDRANT.
 4. ALL FIRELINE BACKFLOW TO BE PROVIDED INSIDE THE BUILDING.
- EXISTING FIRE FLOW TEST DATA:**
- TEST DATE: 3/18/2013
- STATIC HYDRANT: NYBERG ROAD (SEE PLAN LOCATION)
- FLOW HYDRANT: NYBERG ROAD (SEE PLAN LOCATIONS)
- STATIC PRESSURE = 70 PSI
- RESIDUAL PRESSURE = 66 PSI
- FLOW = 949 GPM
- PRESSURE = 20 PSI
- AVAILABLE FLOW = 3712 GPM

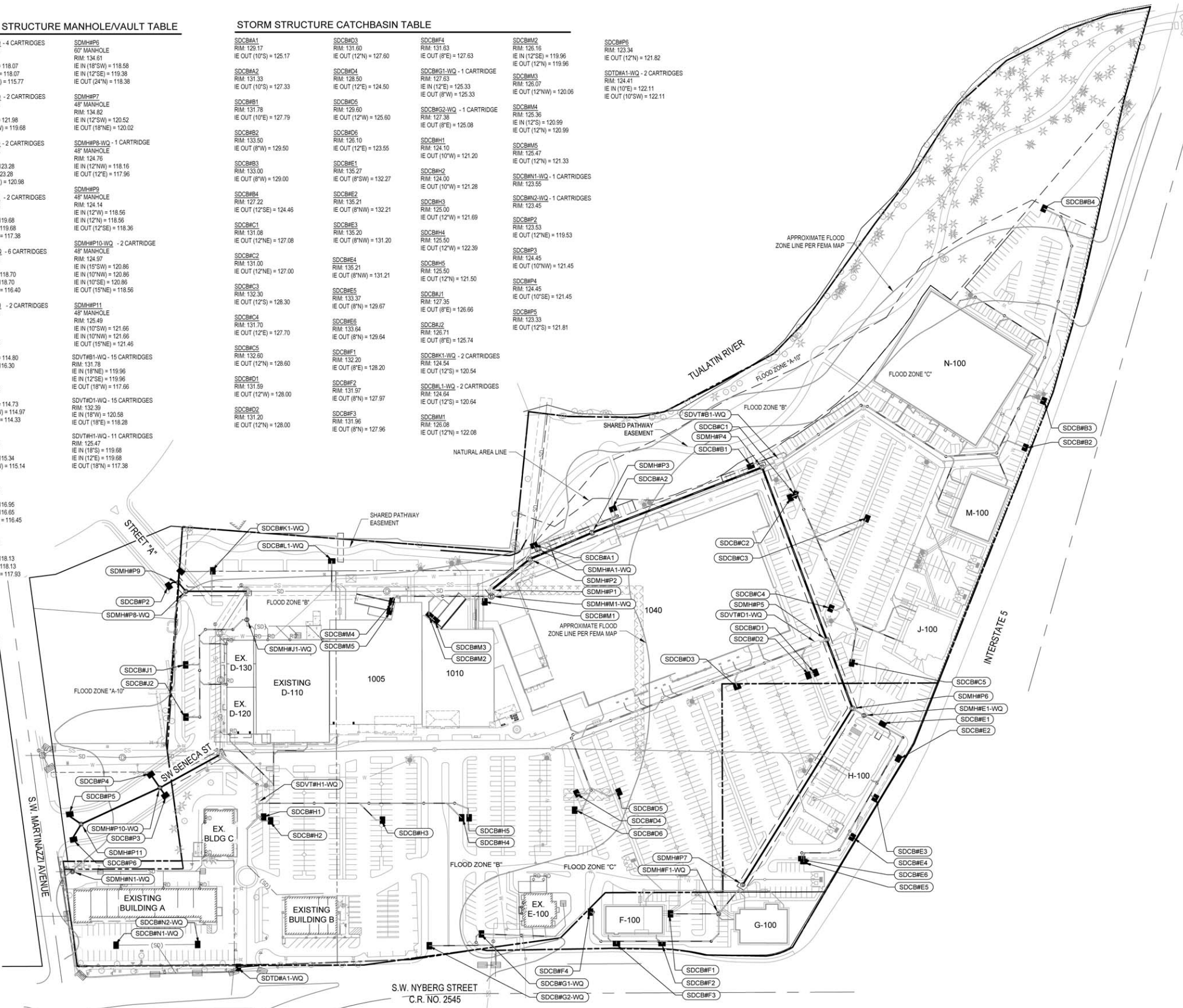
NYBERG RIVERS MASTER PLAN
WATER PLAN

STORM STRUCTURE MANHOLE/VAULT TABLE

SDMHP1-WQ - 4 CARTRIDGES 72" MANHOLE RIM: 129.57 IE IN (15'NE) = 118.07 IE IN (10'NW) = 118.07 IE OUT (24'SE) = 115.77	SDMHP2 60" MANHOLE RIM: 134.61 IE IN (18'SW) = 118.58 IE IN (12'SE) = 118.07 IE OUT (24'N) = 118.38	SDMHP3 60" MANHOLE RIM: 129.57 IE IN (15'NE) = 118.07 IE IN (10'NW) = 118.07 IE OUT (24'SE) = 115.77	SDMHP4 60" MANHOLE RIM: 131.72 IE IN (18'E) = 116.95 IE IN (24'S) = 116.65 IE OUT (24'W) = 116.45	SDMHP5 60" MANHOLE RIM: 132.31 IE IN (24'S) = 118.13 IE IN (18'W) = 118.13 IE OUT (24'N) = 117.93	SDMHP6 60" MANHOLE RIM: 129.57 IE IN (15'NE) = 118.07 IE IN (10'NW) = 118.07 IE OUT (24'SE) = 115.77	SDMHP7 48" MANHOLE RIM: 125.84 IE IN (12'SE) = 121.98 IE OUT (12'NW) = 119.68	SDMHP8-WQ - 2 CARTRIDGES 48" MANHOLE RIM: 125.84 IE IN (12'SE) = 121.98 IE OUT (12'NW) = 119.68	SDMHP9-WQ - 1 CARTRIDGE 48" MANHOLE RIM: 124.76 IE IN (12'W) = 118.16 IE OUT (12'E) = 117.96	SDMHP10-WQ - 2 CARTRIDGES 48" MANHOLE RIM: 130.17 IE IN (12'S) = 119.68 IE IN (10'W) = 119.68 IE OUT (12'N) = 117.38	SDMHP11-WQ - 2 CARTRIDGES 48" MANHOLE RIM: 124.24 IE IN (10'W) = 121.55 IE OUT (15'NE) = 121.46	SDVT#B1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#D1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#H1-WQ - 11 CARTRIDGES RIM: 125.47 IE IN (18'E) = 116.95 IE IN (12'E) = 119.68 IE OUT (18'N) = 117.98	SDVT#I1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#J1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#K1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#L1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#M1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#N1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#O1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#P1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#Q1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#R1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#S1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#T1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#U1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#V1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#W1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#X1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#Y1-WQ - 15 CARTRIDGES RIM: 131.78 IE IN (24'NE) = 114.80 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96	SDVT#Z1-WQ - 15 CARTRIDGES RIM: 132.39 IE IN (24'NE) = 114.73 IE IN (12'SE) = 119.96 IE OUT (18'W) = 117.96
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STORM STRUCTURE CATCHBASIN TABLE

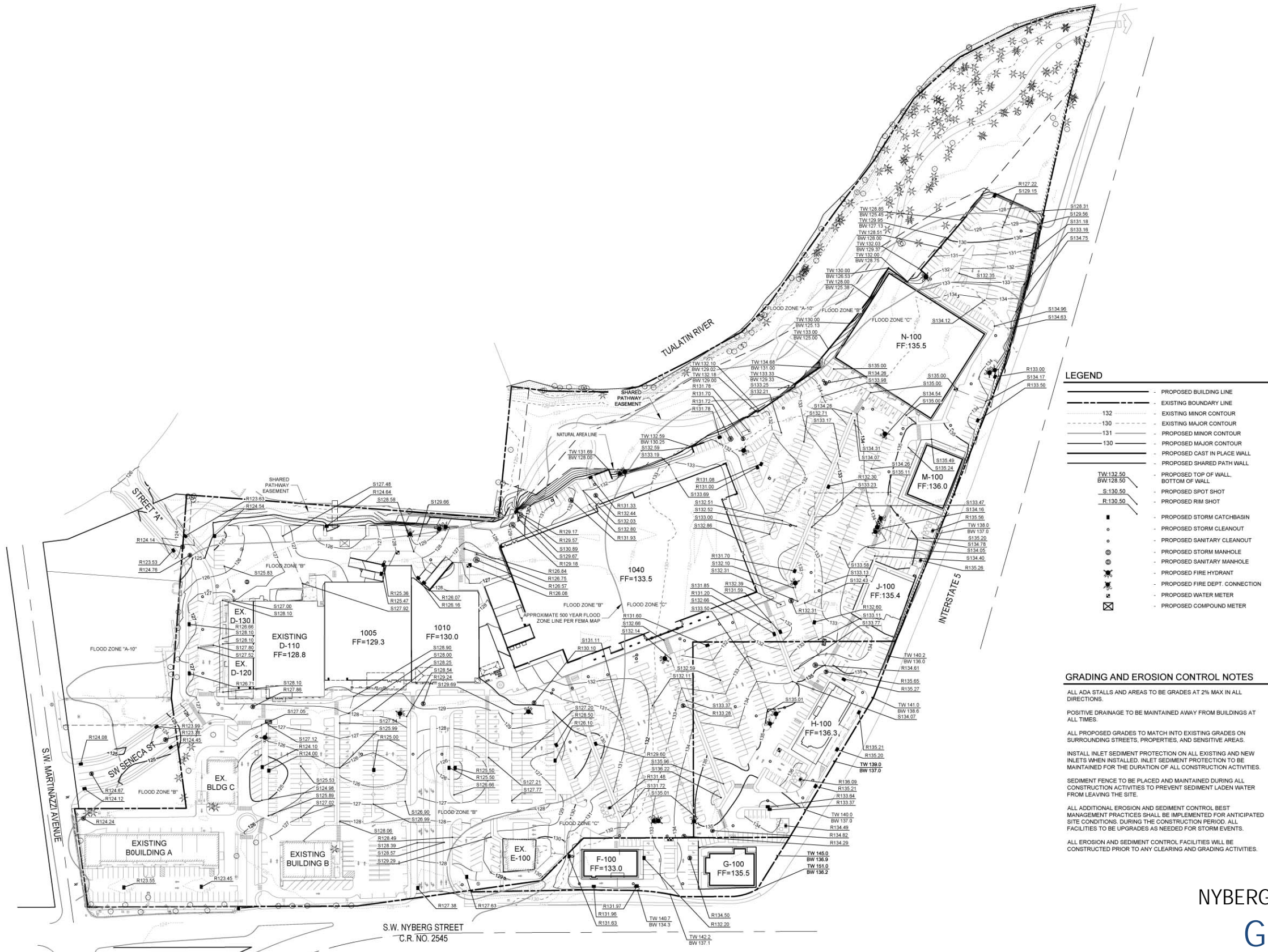
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SDCB#A2 RIM: 131.33 IE OUT (10'S) = 127.33	SDCB#D4 RIM: 128.50 IE OUT (12'E) = 124.50	SDCB#G1-WQ - 1 CARTRIDGE RIM: 127.63 IE IN (12'E) = 125.33 IE OUT (8'W) = 125.33	SDCB#M3 RIM: 125.07 IE OUT (12'NW) = 120.06
SDCB#B1 RIM: 131.78 IE OUT (10'E) = 127.79	SDCB#D5 RIM: 129.60 IE OUT (12'E) = 125.60	SDCB#G2-WQ - 1 CARTRIDGE RIM: 127.36 IE OUT (8'E) = 125.08	SDCB#M4 RIM: 125.39 IE IN (12'S) = 120.99 IE OUT (12'N) = 120.99
SDCB#B2 RIM: 133.50 IE OUT (8'W) = 129.50	SDCB#D6 RIM: 126.10 IE OUT (12'E) = 123.55	SDCB#H1 RIM: 124.10 IE OUT (10'W) = 121.20	SDCB#M5 RIM: 125.47 IE OUT (12'N) = 121.33
SDCB#B3 RIM: 133.00 IE OUT (8'W) = 129.00	SDCB#E1 RIM: 135.27 IE OUT (8'NW) = 132.27	SDCB#H2 RIM: 124.00 IE OUT (10'W) = 121.28	SDCB#N1-WQ - 1 CARTRIDGES RIM: 123.55
SDCB#B4 RIM: 127.22 IE OUT (12'SE) = 124.46	SDCB#E2 RIM: 135.21 IE OUT (8'NW) = 132.21	SDCB#H3 RIM: 125.00 IE OUT (12'W) = 121.69	SDCB#N2-WQ - 1 CARTRIDGES RIM: 123.45
SDCB#C1 RIM: 131.08 IE OUT (12'NE) = 127.08	SDCB#E3 RIM: 135.20 IE OUT (8'NW) = 131.20	SDCB#H4 RIM: 125.50 IE OUT (12'W) = 122.39	SDCB#P2 RIM: 123.53 IE OUT (12'NE) = 119.53
SDCB#C2 RIM: 131.00 IE OUT (12'NE) = 127.00	SDCB#E4 RIM: 135.21 IE OUT (8'NW) = 131.21	SDCB#H5 RIM: 125.50 IE OUT (12'W) = 121.50	SDCB#P3 RIM: 124.45 IE OUT (10'NW) = 121.45
SDCB#C3 RIM: 132.30 IE OUT (12'S) = 128.30	SDCB#E5 RIM: 133.37 IE OUT (8'W) = 129.67	SDCB#I1 RIM: 127.35 IE OUT (8'E) = 126.66	SDCB#P4 RIM: 124.45 IE OUT (10'SE) = 121.45
SDCB#C4 RIM: 131.70 IE OUT (12'E) = 127.70	SDCB#E6 RIM: 133.64 IE OUT (8'W) = 129.64	SDCB#I2 RIM: 126.71 IE OUT (8'E) = 125.74	SDCB#P5 RIM: 123.33 IE OUT (12'S) = 121.81
SDCB#C5 RIM: 132.60 IE OUT (12'N) = 128.60	SDCB#F1 RIM: 132.20 IE OUT (8'E) = 128.20	SDCB#L1-WQ - 2 CARTRIDGES RIM: 124.54 IE OUT (12'S) = 120.64	
SDCB#D1 RIM: 131.59 IE OUT (12'W) = 128.00	SDCB#F2 RIM: 131.97 IE OUT (8'W) = 127.97	SDCB#L2-WQ - 2 CARTRIDGES RIM: 124.64 IE OUT (12'S) = 120.64	
SDCB#D2 RIM: 131.20 IE OUT (12'N) = 128.00	SDCB#F3 RIM: 131.96 IE OUT (8'W) = 127.96	SDCB#M1 RIM: 126.08 IE OUT (12'N) = 122.08	



LEGEND

- - - - - PROPERTY LINE
- - - - - LOT LINE
- - - - - EXISTING STORM LINE
- - - - - PROPOSED STORM PRIVATE LINE
- - - - - PROPOSED STORM PUBLIC LINE
- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING STORM CATCH BASIN
- PROPOSED STORM CATCH BASIN
- PROPOSED STORM CLEAN OUT
- - - - - EXISTING STORM EASEMENT
- - - - - PROPOSED STORM EASEMENT
- XXXXX EXISTING VACATED EASEMENT

NYBERG RIVERS MASTER PLAN
STORMWATER PLAN



LEGEND

- PROPOSED BUILDING LINE
- - - EXISTING BOUNDARY LINE
- 132 - - - EXISTING MINOR CONTOUR
- 130 - - - EXISTING MAJOR CONTOUR
- 131 - - - PROPOSED MINOR CONTOUR
- 130 - - - PROPOSED MAJOR CONTOUR
- - - PROPOSED CAST IN PLACE WALL
- - - PROPOSED SHARED PATH WALL
- TW 132.50
BW 128.50
S 130.50
R 130.50
- PROPOSED TOP OF WALL, BOTTOM OF WALL
- PROPOSED SPOT SHOT
- PROPOSED RIM SHOT
- PROPOSED STORM CATCHBASIN
- PROPOSED STORM CLEANOUT
- PROPOSED SANITARY CLEANOUT
- ⊙ PROPOSED STORM MANHOLE
- ⊙ PROPOSED SANITARY MANHOLE
- ⊙ PROPOSED FIRE HYDRANT
- ⊙ PROPOSED FIRE DEPT. CONNECTION
- ⊙ PROPOSED WATER METER
- ⊙ PROPOSED COMPOUND METER

GRADING AND EROSION CONTROL NOTES

ALL ADA STALLS AND AREAS TO BE GRADES AT 2% MAX IN ALL DIRECTIONS.

POSITIVE DRAINAGE TO BE MAINTAINED AWAY FROM BUILDINGS AT ALL TIMES.

ALL PROPOSED GRADES TO MATCH INTO EXISTING GRADES ON SURROUNDING STREETS, PROPERTIES, AND SENSITIVE AREAS.

INSTALL INLET SEDIMENT PROTECTION ON ALL EXISTING AND NEW INLETS WHEN INSTALLED. INLET SEDIMENT PROTECTION TO BE MAINTAINED FOR THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

SEDIMENT FENCE TO BE PLACED AND MAINTAINED DURING ALL CONSTRUCTION ACTIVITIES TO PREVENT SEDIMENT LADEN WATER FROM LEAVING THE SITE.

ALL ADDITIONAL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED FOR ANTICIPATED SITE CONDITIONS DURING THE CONSTRUCTION PERIOD. ALL FACILITIES TO BE UPGRADES AS NEEDED FOR STORM EVENTS.

ALL EROSION AND SEDIMENT CONTROL FACILITIES WILL BE CONSTRUCTED PRIOR TO ANY CLEARING AND GRADING ACTIVITIES.

NYBERG RIVERS MASTER PLAN
GRADING PLAN

CONCEPTUAL UTILITY PLANS

The Nyberg Rivers Master Plan is conceptually designed for utilities. The Utilities Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focuses detail on the Primary Development Area.

Water Facilities

All proposed and existing buildings will be served by the proposed water system. The proposed water system onsite will extend a portion of the public water line with a 10 foot easement to serve the proposed buildings F-100, G-100, and H-100. At the property line the 8" public water line will change to an 8" private water line (proposed double check valve assembly to differentiate the private and public). This private portion of the water line will extend around the site to provide service to proposed buildings J-100, M-100, N-100, 1040, 1010, and 1005. A combined compound meter/double-check detector assembly is proposed to be installed at one end of the private loop with a double-check detector assembly proposed at the other public connection. Fire hydrants and FDC's have been placed around the proposed buildings for fire protection. All new buildings have been proposed as with fire sprinkler systems. A Water Plan is enclosed with this application for proposed layouts.

Sanitary Sewer Facilities

All sanitary sewers will be conveyed through an on-site sanitary sewer system. The proposed sanitary sewer system will reroute a portion of the public sewer line with a 15 foot easement to ensure sanitary service to the property in the southeast corner of the site and the acquired ODOT land (Proposed Building F-100, G-100, and H-100). A proposed main private sanitary line that serves proposed buildings J-100, M-100, N-100, 1005, 1010, and 1040 will run north of the proposed buildings and connect into the existing public sanitary sewer line. Grease interceptors will be located prior to the public sanitary sewer line connection for any proposed restaurant or building tenant requiring grease interceptors. Sanitary sewer service will also be extended to the covered trash enclosures onsite. A Sanitary Plan is enclosed with this application for proposed layouts.

Stormwater Facilities

The proposed project includes the construction of public and private storm sewer lines. All on-site surface water will be captured, conveyed and treated through an on-site stormwater system before discharged into the public system. Public storm lines have been designed for Street "A" and SW Seneca Street extension with treatment from Contech stormfilter structures. Additionally, a public storm line with a 15-foot easement has been proposed behind the proposed retail buildings (1005, 1010, and 1040). The public line then runs south to serve the property in the southeast corner of the site and the acquired ODOT land (Proposed buildings F-100 and G-100). A private storm line will be extended to the north for connections to proposed buildings J-100, M-100, and N-100. The storm service for existing buildings "A", "B", and "C" will remain in place, but will be retrofit with Contech stormfilter structures to treat the existing impervious area.

The remainder of the site will be captured in sumped catch basins and conveyed to Contech stormfilter structures. Sumped catch basins and Contech stormfilter structures are an approved pretreatment and treatment device per the City of Tualatin and Clean Water Services. A Storm Drainage Plan and Drainage Report are enclosed with this application for proposed layouts and more information.

Grading Plan

The Primary Development Area will be graded to achieve relatively flat redevelopment site (between 1-4% slope in paved areas). This will require a wall along the southeast corner of the site. Cut and fill at this location will occur to result in a development site that is lower than the adjacent Interstate off ramp. The site will slope gradually to the north towards the Tualatin River. A second set of walls will constructed alongside but outside of the natural areas to insure no disturbance in the natural area. This stair-stepped approach to site grade will accomplish two goals; (1) avoid any grading within the natural area, and (2) minimize the height of any single wall.

LEGEND

TUALATIN RIVER PLANTINGS:

- Oregon White Oak
- Western Dogwood
- Douglas Fir
- Western Red Cedar
- Oregon Grape
- Nootka Rose
- Manzanita
- Sedges & Rushes

CENTRAL OREGON PLANTINGS:

- River Birch
- Thornless Honeylocust
- Toba Hawthorne
- Bristlecone Pine
- Alpine Fir
- Serviceberry
- Rabbitbush
- Big Sage
- Mountain Mahogany
- Potentilla
- Pioneer Juniper

COAST RANGE PLANTINGS:

- Shore Juniper
- Shore Pine
- Madrone
- Burr Oak
- Beach Rose
- Pacific Wax Myrtle
- Salal & Bunchberry
- American Dunegrass



Frontage Ecosystem Cross-Section



NYBERG RIVERS MASTER PLAN
LANDSCAPE THEMING PLAN

LANDSCAPE PLAN

The Primary Development Area of the Master Plan will provide complete landscape coverage for its frontages, open space areas, building foundations, and parking areas. The Primary Development Area exceeds the minimum code standards for 15 percent landscape coverage by over three acres.

Perimeter Landscaping

Roadway frontages will follow a native Oregon landscape theme that represents three of the State’s ecosystems; Tualatin Valley, Central Oregon, and Coastal Range. These themes will be strengthened with a defined planting palette and architectural features.

Open Space Areas

Each open space area will be heavily landscaped to create a comfortable and aesthetically-pleasing environment. The conservation area will be retained with its existing plant material and recognized as a valuable buffer to the Tualatin River. The other open spaces areas will include shade trees and shrubs to create a passive outdoor area. The tri-angled open space area south of Building 1040 will be improved as a dry-creek bed with complementing plantings and sculptural elements.

Foundation / Building Landscaping

Building foundations will be planted with landscape material to complement the architectural style and soften building appearance within the overall Master Plan. Areas with predominate storefronts, multiple entryways, covered arcades, and/or outdoor seating areas provide landscaping between the drive aisle and the pedestrian pathways to achieve a well vegetative urban environment. This is provided as an alternative to providing landscaping directly along the foundation.

Parking Lot Landscaping

Parking areas have been planned to exceed the code standard by providing an average of one landscape island with tree for every grouping of eight parking stalls. Parking area landscaping islands include an average of one shade tree, shrubs and ground cover.

Plant / Species List

The Primary Development Area of the Master Plan will be landscaped from the following plant list in order to achieve a complementary, holistic appearance.

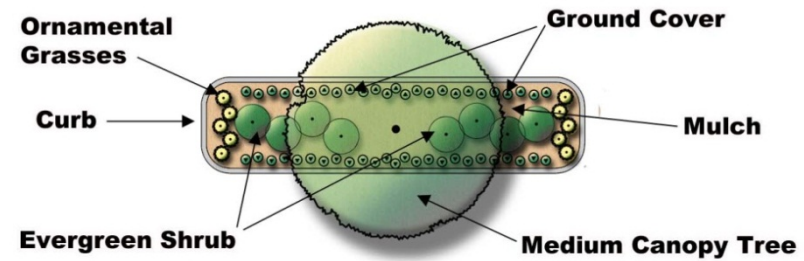
Nyberg Rivers Plant / Species List		
Trees	Alpine Fir Beach Plum Bristlecone Pine Burr Oak Coast Live Oak Douglas Fir Madrone Oregon White Oak River Birch	Serviceberry Shore Juniper Shore Pine Thornless Honeylocust Toba Hawthorne Western Dogwood Western Red Cedar
Shrubs	Beach Rose Big Sage Manzanita Mountain Mahogany Nootka Rose Oregon Grape Pacific Wax Myrtle Potentilla Rabbitbush	
Ground Cover	American Dunegrass Bunchberry Pioneer Juniper Salal Sedges and Rushes	
<p>Note: The aforementioned plant/species list is intended to establish the prominent plant varieties that will be used to landscape the Primary Development Area of the Nyberg Rivers Master Plan. This list does not exclude additional plant varieties from being incorporated into the design scheme.</p>		



Parking areas and access connectors with Nyberg Rivers will be landscaped and include canopy trees.

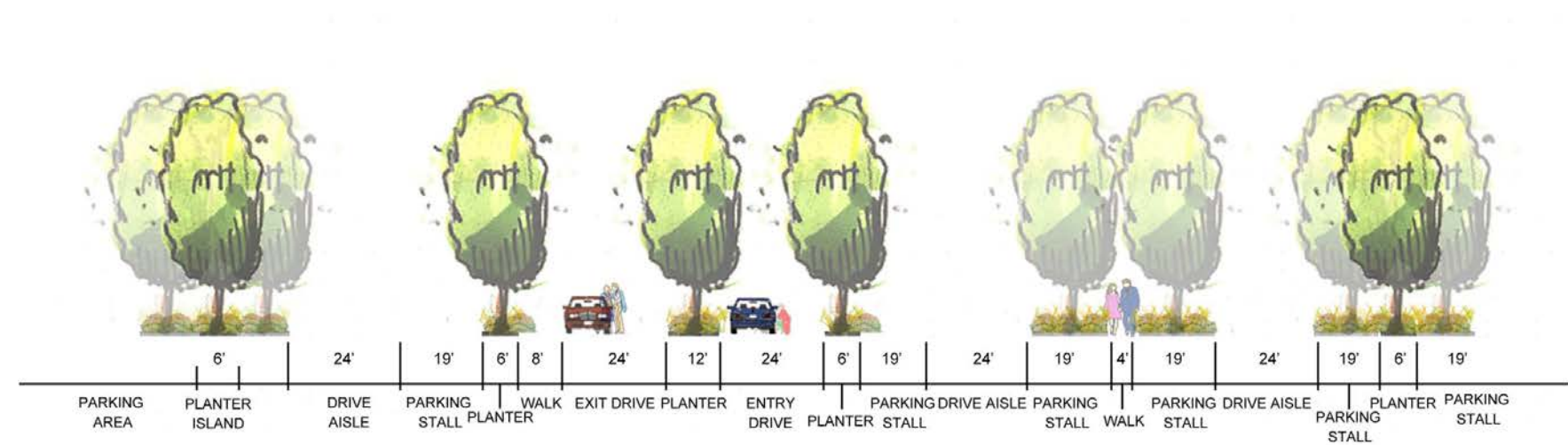
Typical Landscape Designs / Plans

The Primary Development Area of the Master Plan will be landscaped as part of each development phase but will following a consistent theme and project character. The following figures illustrate the typical landscape designs for the project.



Typical planting plan for full size landscape islands in parking fields

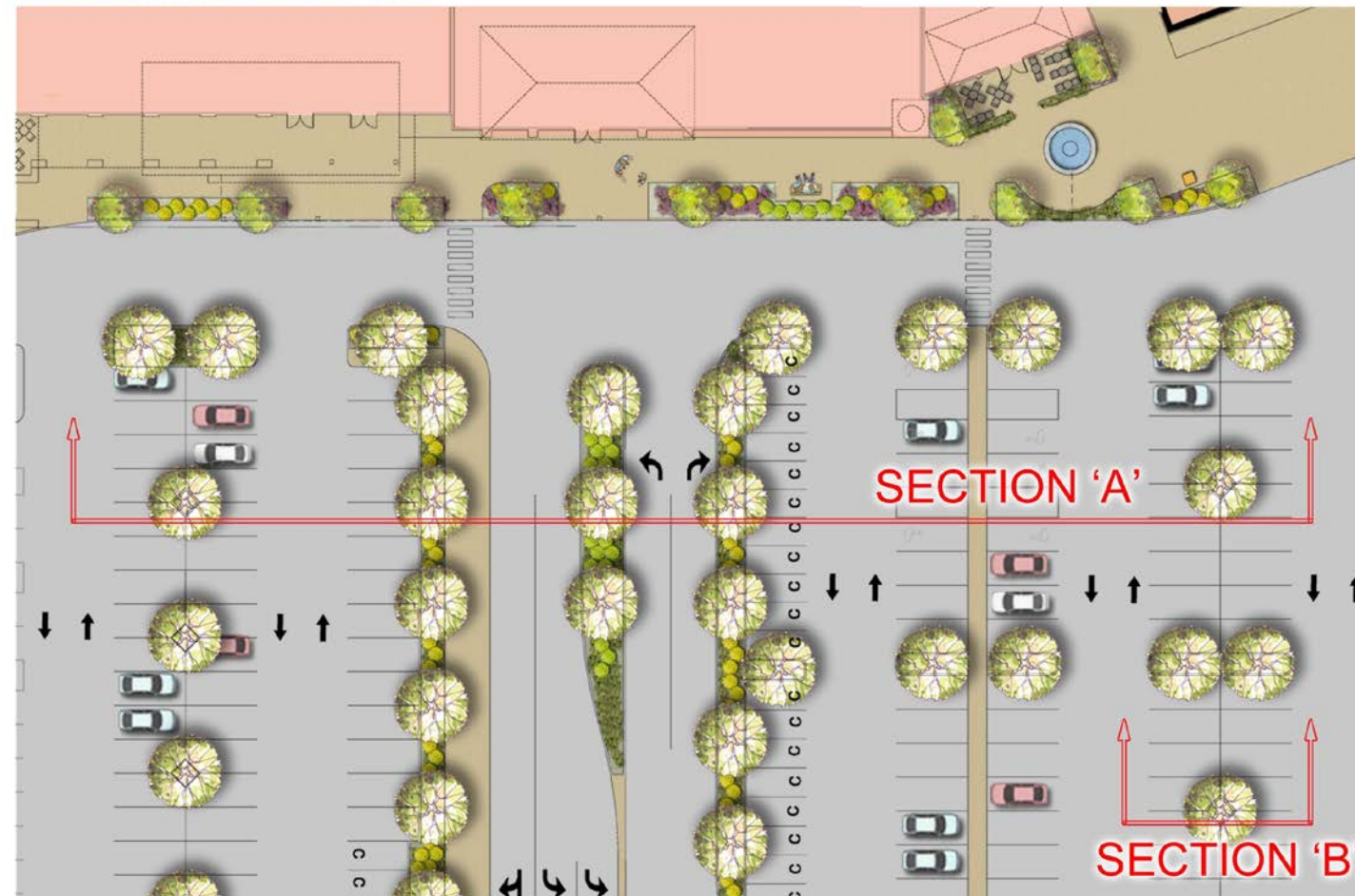
SECTION 'A'



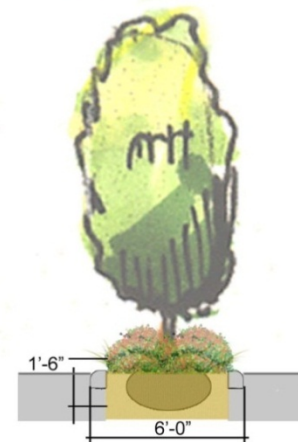
Section A illustrates the typical design for parking fields

ENLARGEMENT 'A'

Enlargement 'A' provided a typical design scheme for the pedestrian areas and parking fields central to the development



SECTION 'B'

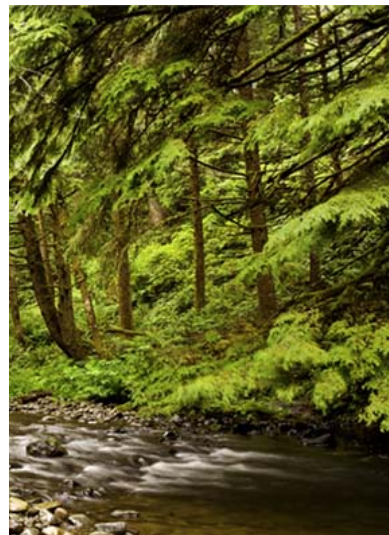


Section B illustrates the typical design for parking landscape diamonds

ENLARGEMENT 'B'



TOP: Open space areas may include sculptural elements to reinforce the overall project theme.
BOTTOM: Landscape themes will represent a native Oregon ecosystem.



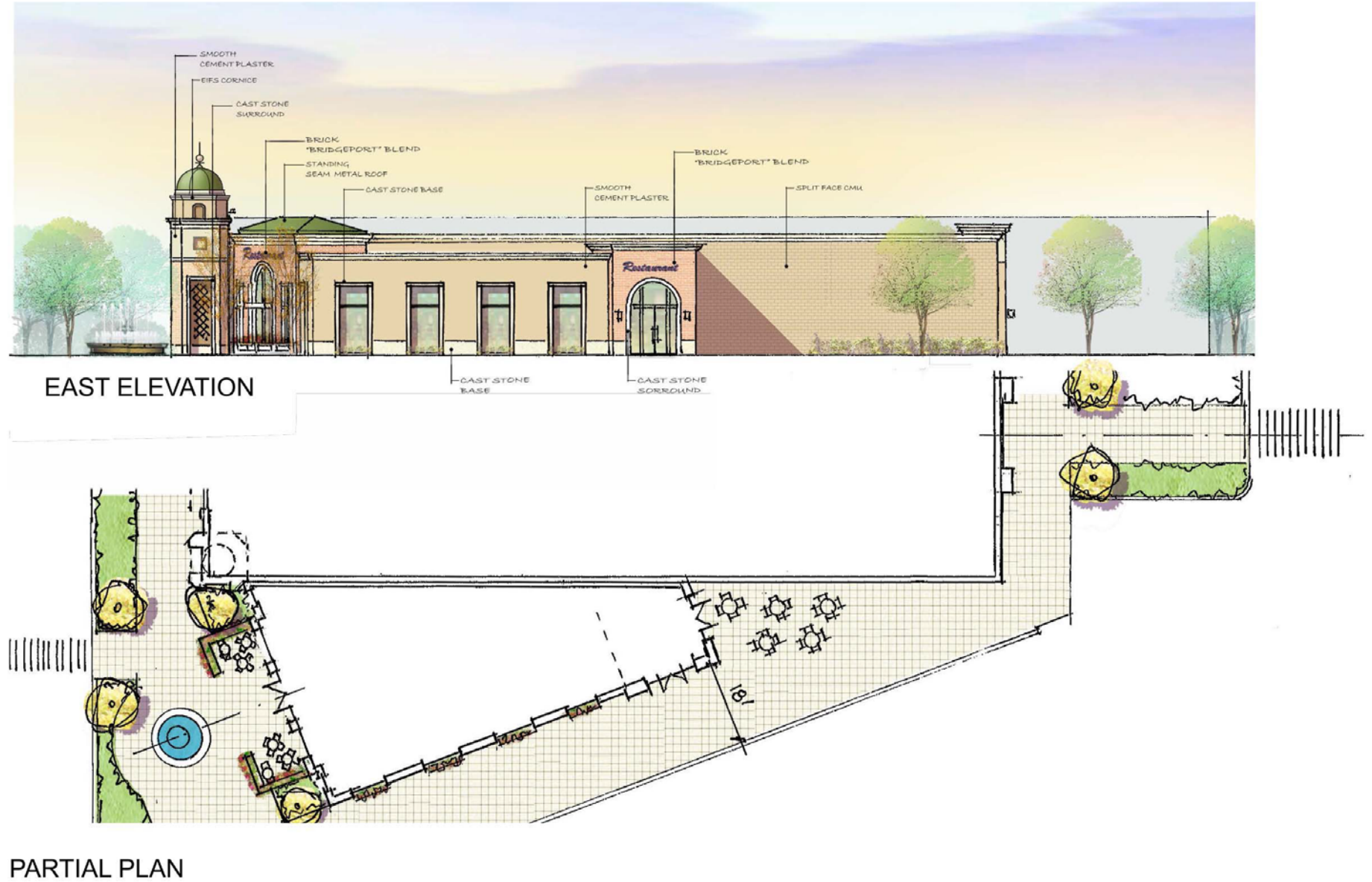
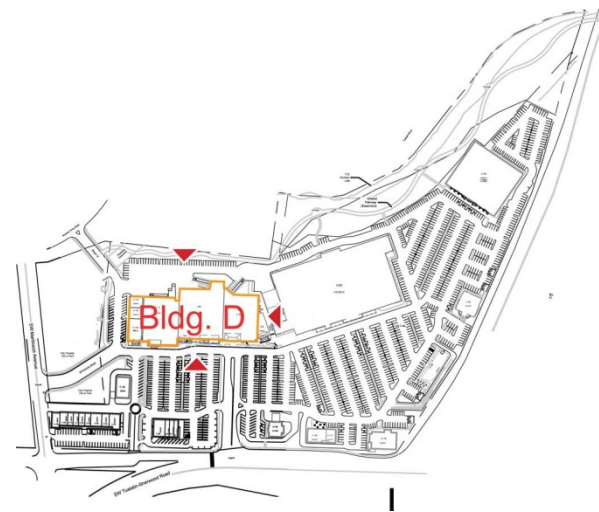
Enlargement 'B' provided conceptual design for a dry creek feature south of Building E-100 and portions along Nyberg Street

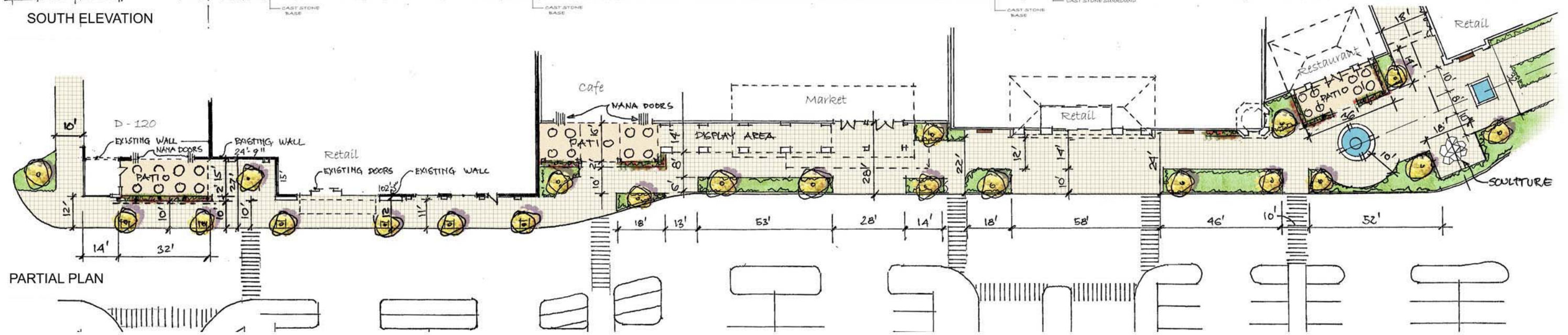
BUILDING DESIGN

The Nyberg Rivers master plan area will include a variety of architectural styles and eclectic mix of building styles with the intention of creating a distinct and fascinating development. The intent of the master plan is to provide preliminary designs for the existing and proposed buildings within the master plan area. The designs showcased here are intended to showcase the design approach for the site.

Multi-tenant building facades are articulated and incorporate various design elements to differentiate individual tenants. Awnings, pedestrian respite areas and landscaping assist with creating an inviting and attractive street frontage.

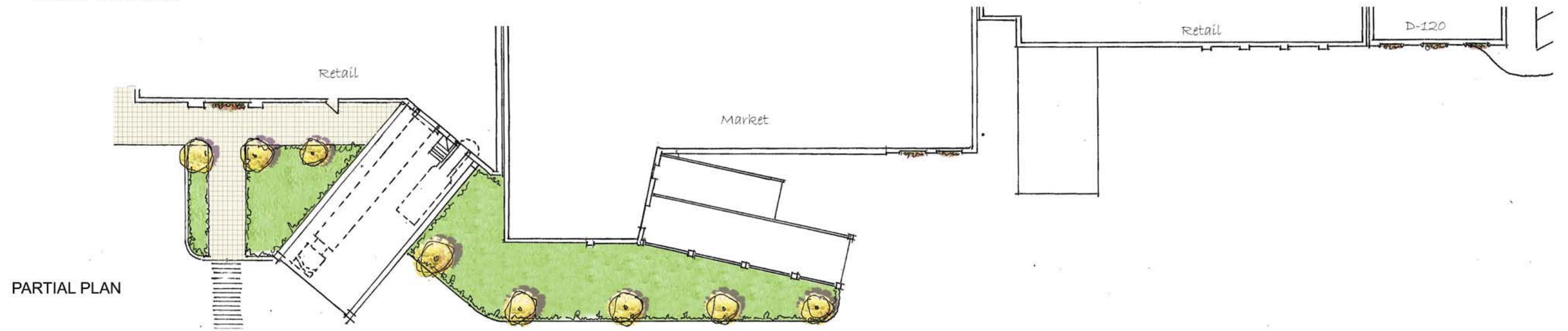
Standalone building pads in the master plan area have been designed with visual interest and architectural relief for each of the building facades. Each building is designed to encourage pedestrian connectivity throughout the master plan area. The mix of design elements, building materials coupled with landscaping provide for attractive buildings that contribute to the aesthetics of the development.







NORTH ELEVATION



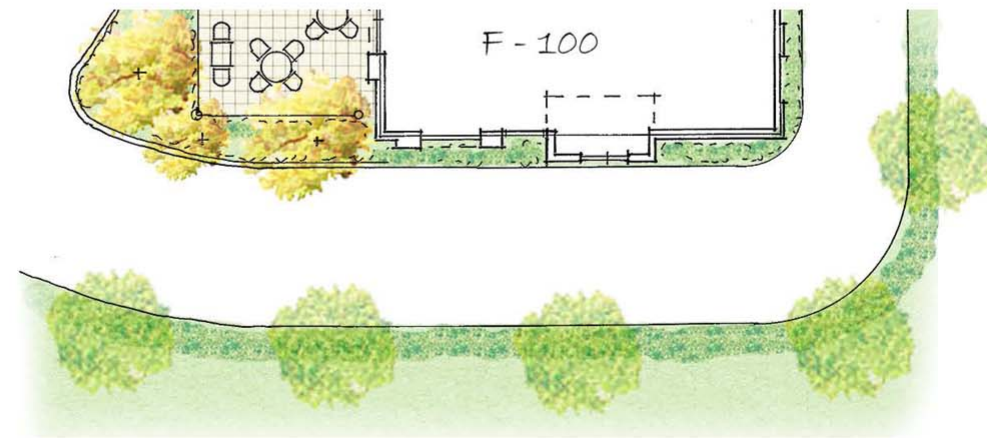
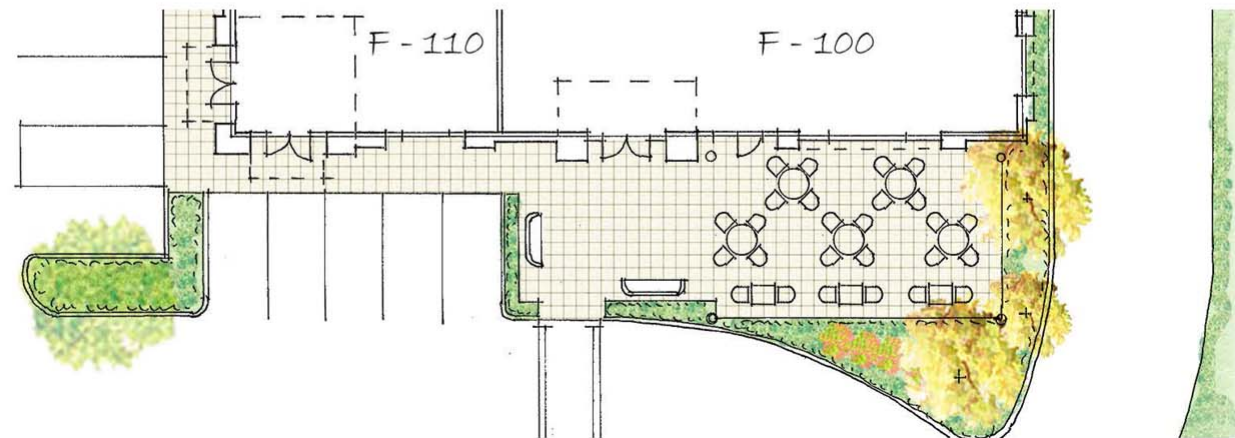
PARTIAL PLAN



1F - NORTH ELEVATION



2F - WEST ELEVATION

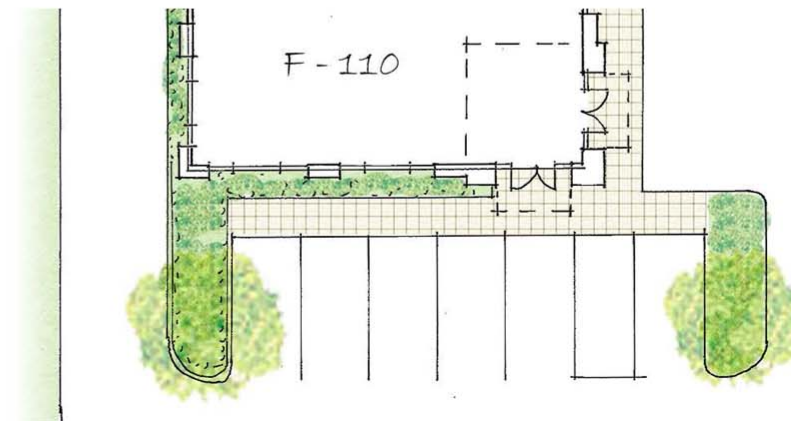
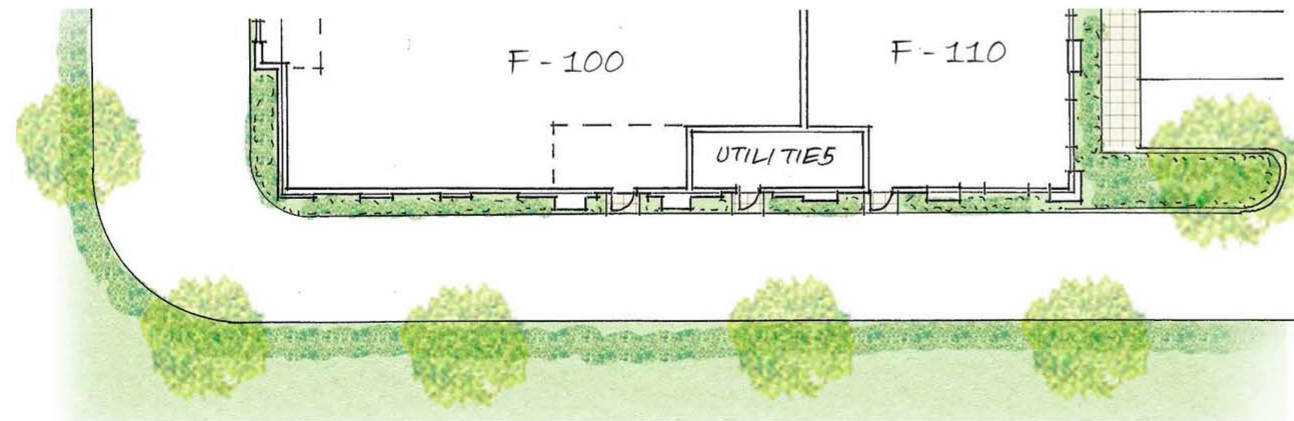


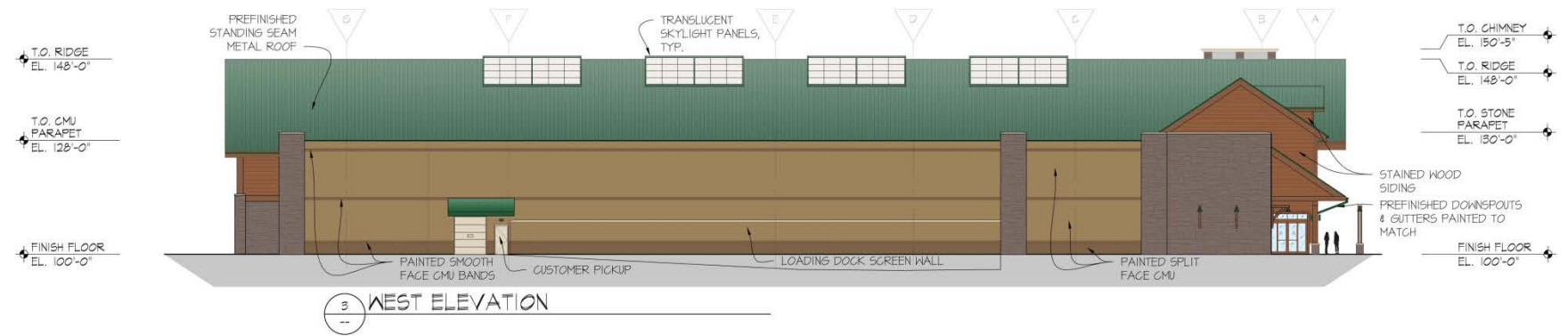


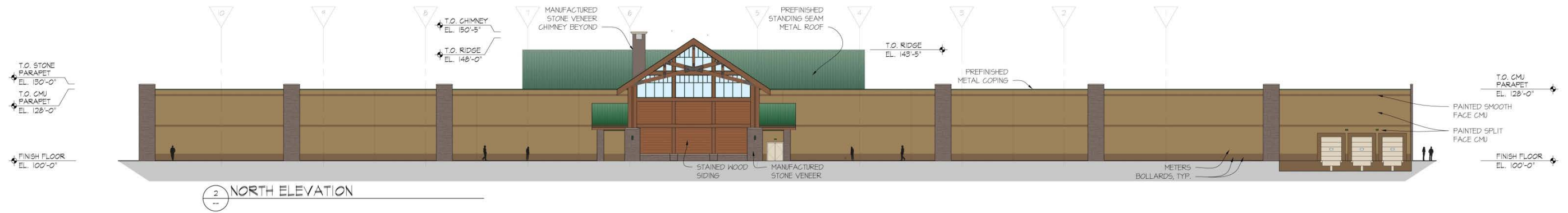
3F - SOUTH ELEVATION



4F - EAST ELEVATION

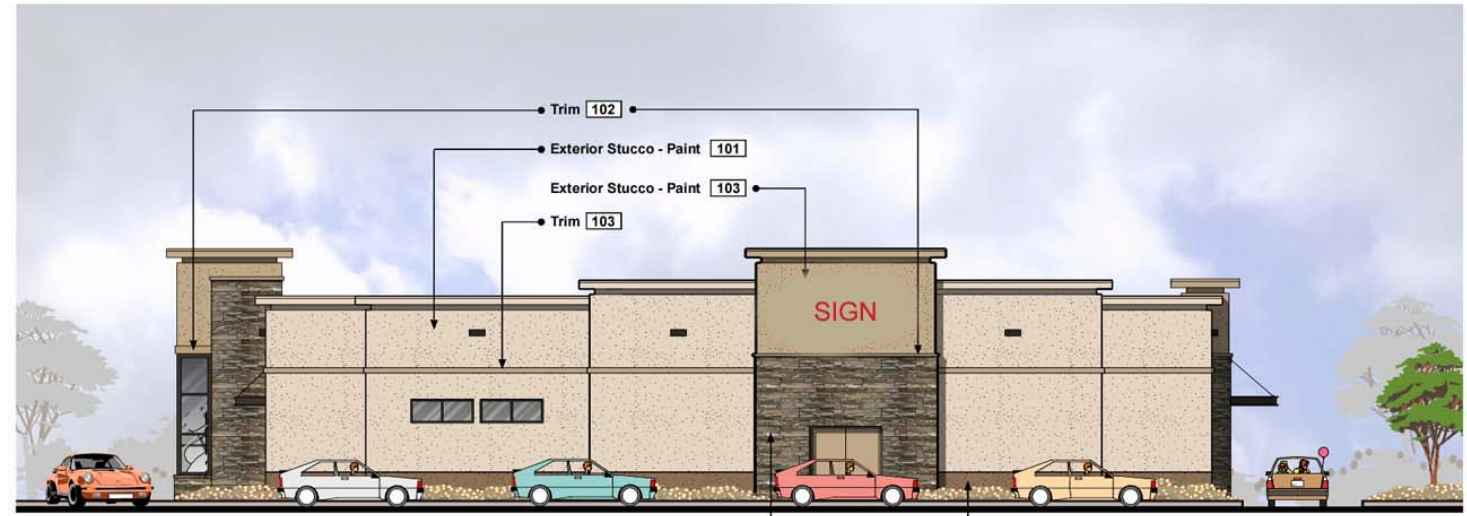








NORTHEAST ELEVATION



SOUTHEAST ELEVATION



SOUTHWEST ELEVATION



NORTHWEST ELEVATION

DEVELOPMENT STANDARDS

The following table lists the development standards that are unique to the Nyberg Rivers Master Plan. These standards are summarized below as started in the Urban Renewal Plan, Zoning Districts, and Community Design Standards.

Development Standards Overview Land Uses

Development Standards	
Lot Dimensions	
Minimum Lot Area	25,000 sf OR 0 sf for Residential Uses in the CG District
Minimum Lot Width	40-ft
Minimum Average Lot Width	None
Setbacks	
Front	0-ft
Side	5-ft
Rear	5-ft
Corner	0-ft
Parking and Vehicular Circulation	5-ft
Height	
Maximum Height	60-ft
Parking	
Standard Stall Dimensions	9-ft X 18.5-ft
Compact Stalls Dimensions	7.7-ft X 15-ft
Drive Aisle Width	12-ft (one-way) 24-ft (two-way)
Landscaping	
Minimum Landscape Area	15 percent total development site
Foundation Planting	5-ft wide beds OR May be provided along nearby curbs
Parking Landscaping	
Parking Island Quantity	25-ft per stall
Minimum Island Width	5-ft
Minimum Tree Ratio	1 per 4 stalls
Density	
Maximum	25-dwelling units per acre (RH District)

MASTER PLAN PROCEDURES

Master Plan

As stated in the City of Tualatin’s Central Urban Renewal Plan, “Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). 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 public hearing shall be called and conducted in the manner provided for in Section 1.031 of the Tualatin Development Code. In approving a master plan, the City Council may attach conditions that it finds necessary to achieve the objectives of the Urban Renewal Plan.”

Master plan approval and any proposed amendments to the plan must be submitted to the City Community Development Department as a master plan application. The project plans and enclosed project narrative must address the following reports and code provisions as they apply to the scope of work:

- > Applicable Central Urban Renewal Plan--- goals and objectives
- > Tualatin Municipal Code
 - o Title 2: Public Works and Financing
 - o Title 3: Utilities and Water Quality
- > Tualatin Development Code
 - o Chapters 1-29: the goals and objectives of the Community Plan, essentially a codified Comprehensive Plan
 - o Chapter 30: Tualatin Urban Renewal Plan
 - o Chapters 40-69: Planning District uses, lot sizes, setback requirements, and structure heights
 - o Chapter 73: Community Design Standards
 - o Chapter 74: Public Improvement Requirements
 - o Chapter 75: Access Management on Arterial Streets

In addition, master plans should address how the proposed development provides site access, transportation, sewer, water, storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities.

Architectural Review Board

Pending Master Plan approval, any site development or proposed changes to a building exterior or site plan elements such as landscaping or parking require Site Plan review, defined as Architectural Review by the City of Tualatin. The Architectural Review process includes a single application that is addressed in two decisions which run concurrently:

- > Architectural Features
 - o Building design
 - o Site design
 - o Landscaping
 - o On-site parking
 - o Circulation
 - o Loading
 - o Outdoor storage
- > Public Utility Facilities
 - o Sewer
 - o Water
 - o Stormwater management
 - o Street systems
 - o Environmental

Architectural Review is subject to staff review and decision unless the following uses and intensities are proposed:

- > Commercial: 50,000 SF building area or greater
- > Industrial: 150,000 SF building area or greater
- > Residential:
 - o 100 or more multi-family units
 - o Any multi-family units adjacent to a Low-Density Residential (RL) Planning District

These thresholds require Architectural Review Board (ARB) approval. The ARB Architectural Features Decision may be approved, approved with conditions, or denied. If a Variance is requested, it must first be decided by the City Council. The ARB Architectural Features Decision and the City Engineer’s Public Facilities Decision are appealable to the City Council.

Plans required for ARB submittal include the following:

- > Site Plan
- > Grading Plan
- > Tree Preservation Plan
- > Building Elevations
- > Public Facilities Plan—existing and proposed streets and utilities
- > Landscape Plan

Building Permits

After ARB decision, public works permit review and Building Permit Plan Check Review must occur before the issuance of a Building Permit. Any required changes to the Architectural Review plans to meet conditions of approval should be turned into the Community Development Department as soon as possible after the ARB decision is final. After the Building Division completes Plan Check Review, they will circulate a sign-off form to all applicable departments. Each department must sign off before a Building Permit is issued. Before the Community Development and Engineering Departments sign the form, all conditions of approval of the Architectural Features and Public Facilities Decisions must be met. Prior to issuing a Certificate of Occupancy, the Building Division circulates a second sign-off sheet. Before the Planning Division signs off, a site inspection is conducted to determine the project complies with approved plans for the building exterior, parking, landscaping, etc.

Master Plan Amendments (Minor/Major Amendments)

A proposed change to the Nyberg Rivers Master Plan will be processed as a Master Plan Amendment. The proposed modification may be processed as either a Minor or Major Amendment. A Minor Amendment is an administrative review subject to staff review and approval, while a Major Amendment A request for a Nyberg Rivers Master Plan amendment shall contain:

- a) The nature of the application and a description of the proposed amendment. Please provide a brief summary identifying the reasons for the Master Plan amendment.
- b) A Site Plan including the location of structures, easements, curb cuts, sidewalks and street right-of-way lines and the area of proposed amendment.
- c) Fees or application

Minor Amendments

Proposed minor amendments shall be submitted to the City of Tualatin Community Development Department for administrative review and approval. The Department shall approve a proposed Minor Amendment to the Nyberg Rivers Master Plan only if it determines that the amendment complies with all of the following criteria:

- 1) The amendment is consistent with the stated purpose of the planning district and the stated purpose of the existing Nyberg Rivers Master Plan.
- 2) The amendment only includes uses permitted by right in the planning district in which the project is located.
- 3) The amendment complies with all dimensional requirements for the district in which the land is located.
- 4) The amendment only approves:
 - a) Changes to the location or design of required parking, loading, or landscape areas that do not reduce the total amount of parking, loading, or landscape area shown in the approved master plan; or
 - b) Temporary facilities or structures that are consistent with the overall intent of the adopted master plan; or
 - c) Physical additions to buildings or changes in building footprints which add no more than fifteen (15) percent additional square feet of gross building area, or changes to the architectural styling's or building façade.

Major Amendments

Proposed major amendments shall be submitted to the City of Tualatin Community Development Department to initiate the quasi-judicial review process. Note that a neighborhood/developers meeting is required before submittal. The Community Development Department will refer the proposed amendment to the City Council together with its recommendation based on the stated purpose of the Master Plan development standards applicable to the proposed amendment. The City Council shall approve a proposed Major Amendment to the Nyberg Rivers Master Plan only if it determines that the amendment complies with all of the following criteria:

- 1) The amendment is consistent with the stated purpose of the planning district and the stated purpose of the existing Nyberg Rivers Master Plan.
- 2) The amendment only includes uses permitted by right in the planning district in which the project is located.
- 3) The amendment complies with all dimensional requirements for the district in which the land is located.
- 4) The amendment only approves:
 - a) Changes to the existing Master Plan boundary, as demarcated by the most recently amended boundary line.
 - b) Additions to buildings or changes in building footprints greater than 15% of the gross building area.