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NYBERG RIVERS

Tualatin, Oregon

Response to City of Tualatin Letter

Dated June 3, 2013

Addendum #1 to the Master Plan submitted March 19, 2013

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RE: Review Comments: Nyberg Rivers Master Plan (MP-13-01)

Dear Alice:

Thank you for your letter of June 3, 2013 with comments on the Nyberg Rivers Retail Center Master Plan and Conditional Use application. This letter responds to your comments. We have organized our response by the categories you established in your June 3rd letter for ease of reference. Your comment is shown in italics followed by our response.

Our responses here also reflect amendments we were able to make to the submittal based not only on your comments in the June 3rd letter but also based on the comments made by the Architectural Review Board in our courtesy review with that Board on June 19, 2013.

CATEGORY 1: High Priority Master Plan Issues

GENERAL MASTER PLAN AND CONDITIONAL USE PERMIT ISSUES:

1. *Provide a status update on ODOT's surplus property transaction and summarize the status of other property and lease rights acquisitions.*

CenterCal is currently negotiating with ODOT and all other jurisdictions that need to approve the acquisition of the ODOT surplus land and the right hand turn lane on Nyberg Road. CenterCal expects to have a Memorandum of Understanding prior to the July 22, 2013 City Council Master Plan Hearing or will be able to agree to an appropriate condition of approval ensuring that the Nyberg Road transportation improvements detailed in the master plan and in the Kittelson Traffic Impact Analysis and supplemental memorandums are completed in the first phase of the redevelopment of the center.

CenterCal is also in the final stages of Lease negotiations for the McBale property and corresponding easement over Nyberg property as a result of the closing of the 75th Street access point.

CenterCal

2. *Clearly state what approvals the applicant seeks through the master plan process,*

for example the request for design approval.

CenterCal is seeking master plan and conditional use approval for all uses shown on the updated Site Plan included with this letter. Specifically, CenterCal is requesting the following:

- Secure the required Master Plan approval for Blocks 1, 2, 3, 4, & 5
- Approve the general site layout and land uses as part of the Master Plan.
- Approve and permit retail uses within the Office Commercial (CO) designated portions of the property.
- Allow parking serving commercial and non-residential parking in the High Density Residential (RH) designated portions of the property.
- Allow one new (Bldg H-100) and one relocated (F-100) drive-thru restaurant service window within the Central Commercial (CC) designated portions of the property.
- Allow up to 307,000 sf of building area on the property.
- Accept a shared pathway easement along the Tualatin River to allow for a future public trail.
- Allow Street "A", the east-west storefront drive and the north-south divided drive to satisfy the Transportation System Plan (TSP) future minor collector connections over the property.
- Allow all plant material listed in the Master Plan in addition to all species otherwise approved by the City.
- Approval of the approach and design for landscaping, including minimum landscape dimensions of 5-feet and general locations as shown on the Master Plan.
- Approval of the parking lot landscape diamonds as designed and shown on the "Enlargement C" exhibit within the Landscaping Theming Plan included in the Nyberg Rivers Master Plan.
- Allow the style and materials for building elevations as generally depicted in the Master Plan
- Adopt/approve the development standards (dimensional) as listed in the Master Plan and apply to all future development on the site.
- Approve the review procedure as defined in the Master Plan.
- Approve right-of-way vacation of the Oregon Department of Transportation property along Nyberg Road. This vacation would be done with the recognition that final approval is subject to coordination and review by ODOT.
- Approve the proposed street designs which are provided as separate cross-section exhibits. The following design standards either deviate from the City completeness memo comments issued June 3, 2013 or those standards outlined in the February 2013 TSP:
 - **Cross-section A-A: Nyberg Entrance**
 - A 4 to 7-foot planter strip on the east side with curb, streetlights, and trees. The City requested a 6-foot planter strip.
 - A 4-foot planter with curb, streetlights, and groundcover and shrubs. Allowed by the City with the provision of the 14-foot path with tree wells

- (3) southbound travel lanes. (1) 12-foot southbound travel lane and (2) 11-foot southbound travel lanes for a total of 34-feet. The City requested (3) 12-foot travel lanes for a total of 36-feet.
- **Cross-section B-B: Michaels Frontage**
 - A 11-12-foot pedestrian walkway on the north side with tree wells. City requested a 12-foot path with tree wells.
 - (2) 13-foot travel lanes. The City requested (2) 14-foot travel lanes.
 - (1) 5-foot sidewalk on the south side. The City requested a 6-foot sidewalk.
- **Street “A”: Reflected on cross-section D-D**
 - (2) 12-foot travel lanes with (1) 6-foot bike lane on the east side. The City requested (2) 14-foot travel lanes with the 6-foot bike lane.
- **Nyberg Street between the entrance of the site and Martinazzi Avenue: cross-section F-F**
 - A 4-6-foot planter strip with trees. This planter does not include curbs and streetlights, which are placed on the curb-tight sidewalk. The City requested a 6-foot planter strip with curb, streetlights, and trees.
 - A 5-6-foot curb-tight sidewalk on the north side of Nyberg Road. The City requested a 6-foot sidewalk.
 - No proposed changes to the existing 11-foot (approximately) westbound travel lanes.
- **Nyberg Street between the entrance of the site and I-5: cross-section G-G**
 - The applicant is proposing a 4-foot planter strip with curb, streetlights, and trees. With direction received from ODOT (who has jurisdiction over this section of roadway), the City has requested a 6-foot planter.
 - A 15-foot westbound right-turn lane, which is greater than the requested 12-foot lane.

3. *The Central Urban Renewal Plan requires that Master Plan applications represent the entire block. The applicant met this requirement by showing “Future Development” areas on Blocks 4 and 5 however the entirety of Block 2 is not show in the Master Plan Boundary. Please revise the Development Plan to include the entire Block 2 in the Master Plan Boundary.*

The Development Plan has been revised to include the entirety of Block 2, as requested. The updated Nyberg Rivers Master Plan document has been updated to reflect this request. The Site Plan, attached as Exhibit A, dated 6/17/2013, does show the entirety of Block 2.

4. *In parallel with the Conditional Use Permit Application (CUP-13-04), Please provide information on the proposed commercial retail uses in the Commercial Office (CO) portion of the property.*

The Nyberg Rivers Conditional Use Exhibit attached as Exhibit I and dated 6/13/2013, is a responsive memorandum from Cardno that clearly articulates the area of the Cabela's building that is located in the CO zone. There are no other commercial retail uses in the CO zone that are conditional uses in that zone. All other uses in the CO zone are uses that are permitted outright in that zone. The area of the outdoor storage and sales comprises 6,993 square feet and the area of the building that is located in the CO zone comprises 23,923 square feet.

5. *The application does not clearly state the location, size and merchandise proposed for the outside sales and display areas. A second conditional use permit may be required to locate outside sales and storage in the Central Commercial (CC) Planning District if such sales are not physically connected to a main building. Outside sales and storage is not an allowed use either outright or conditional in the CO Planning District.*

The outdoor storage and sales area is illustrated in the attached Nyberg Rivers Conditional Use Exhibit, Exhibit I, dated 6/13/2013. This area is entirely within the CC District and is not located in whole or in part in the CO District. The outdoor storage and sales area is accessory to the use it is attached to, Cabela's, and is not dedicated to any other use on the site. The size of this area is 6,993 square feet and the merchandise sold in this area is the merchandise that will be sold in the primary use. This merchandise is recreational equipment and sports outfitting.

6. *On Page 7 of the Master Plan, under "Proposed Uses", the applicant states that drive-through service windows will be retained for Buildings, A, B, C and E. Please clarify. Bldg. B does not currently have a drive-through use.*

Building B does not currently have a drive-through. This error on the plans has been corrected and the master plan document has been edited to remove the reference. The attached Site Plan, Exhibit A, dated 6/17/2013 reflects these updates.

CURD GOAL 1: COMMERCIAL DEVELOPMENT

In informal discussions with the community and City Council prior to the submittal for the Master Plan, the applicant represented that the site would offer new quality restaurant options to Tualatin, improving the quality of the development on the site and offering an extension of a downtown setting. The applicant also indicated that the existing drive-through restaurant on the site would likely be relocated (as is now proposed on the Master Plan) but that no new drive-through restaurants would be added to the site. The Master Plan now shows the addition of a drive-through restaurant. The site currently has three drive-through banks and one drive-through restaurant. The addition would result in five drive-through uses. This is inconsistent with an area that is considered an eastern extension of downtown Tualatin. Please reconsider the addition of a new drive-through use.

CURD Goal 1 states:

“To encourage and facilitate commercial development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.”

The proposed project is entirely consistent with, and directly implements, this Commercial Development Goal. The project is a commercial retail center that will restore and enhance an existing retail center and bring new and active uses to the center during weekdays, evenings and weekends. The new tenant mix includes Cabela’s, a sport’s outfitter with stores across the United States and Canada, a New Seasons market and an LA Fitness facility along with a mix of other uses such as Michaels, restaurants and smaller retail. This mix of retail, and critical mass of co-located retailers, will encourage business and community activity on all days of the week and evenings as well. With these new uses also comes the removal of older uses with less desirable active use such as Jiggles.

This emphasis on expansion of quality tenants will put a focus on a visible and viable central business district. Not only will the building design be vastly improved and updated and subject to ARB review and approval, the horizontal infrastructure will connect the site to downtown and integrate a native landscape to the site that will attract and encourage use on weekdays, weekends and evenings. The landscape plan is described within the master plan by the Landscape Theming Plan and the Plant Material Schedule (attached as Exhibit J and dated 6/18/2103) to describe specific landscape elements. These elements take into consideration specific theming elements that create a sense of place and destination defined by different planting ecosystems that will tie into the existing grove and natural area located along the Tualatin River. Furthermore, the site landscape amenities for the property perimeter, open space areas, foundation/building landscaping, parking lot, plant/species list, and the typical landscape sections. These sections follow the Theming Plan to display cross sections for the central Nyberg Entry (Enlargement A), a dry creek feature south of Building E-100 (Enlargement B) and the diamond landscape islands within the parking area (Enlargement C). Enlargement C is attached as Exhibit K, dated 6/12/2013.

Together, the significant investment in an existing retail center to current City design standards, together with a pedestrian and vehicular connection to the downtown and river will encourage and facilitate commercial development in the Urban Renewal Area and establish an active and attractive commercial center that is busy on weekdays, evenings and weekends.

This Goal is also implemented through several objectives, two of which are relevant here:

C. Encourage the development of existing Central Commercial designated land before-designating other land within the Urban Renewal Area as Central Commercial.

D. Support Central Commercial designated land for development by assisting in the marketing and promotion of Central Tualatin as a place to visit shop and conduct business.

All of the uses proposed for the site are uses that are specifically permitted in the Central Commercial District. Two elements of the Cabela's are conditional uses: (1) the portion of the Cabela's building which overlaps the adjacent CO zone; and (2) the outdoor storage and sales area within the CC zone at the front entrance to the Cabela's. Both of these areas are discussed in the conditional use exhibit attached as Exhibit I and included with this letter.

The City's support of these proposed uses that are permitted in the CC zone, "encourages the development of existing Central Commercial designated land," in compliance with Objective C. The City has acknowledged that each of these retail uses is permitted in the zone and that the new retail center does not contain any uses not allowed by the zone. Further the Central Urban Renewal Plan also does not prohibit or minimize any of the projected uses. Drive-through facilities are permitted in the CC District as well as restaurants and grocery stores. The applicant acknowledges that restaurants with a drive-through are regulated differently, and appropriately so, in the Central Design District. They are not similarly limited on the subject site which is outside of the Central Design District.

Despite these allowances, the City has asked the applicant to reconsider the addition of a drive-through restaurant. The applicant will consider the City's request but also recognizes that such a use is permitted on the site under the CC District and is not discouraged through any specific provision of the Urban Renewal Area Plan.

CURD GOAL 4: CIVIC DEVELOPMENT

Include detailed plans that show the scale and features of plazas that identify any potential conflicts with bicycles and pedestrians, and that show public benefit. The function of plazas and public spaces also serves a portion of the overall goal of the Central Urban Renewal Plan to strengthen social and economic development and encourage outdoor uses. The currently proposed public spaces and plazas should be revised to make the spaces larger in order to contribute to community gathering spaces. In the main shopping center area, no portion of any sidewalk extending from the western storefront to the eastern storefront should be less than 12 feet in width. The current plans show smaller dimensions in some places.

Goal 4 states:

"To promote civic facilities including community gathering spaces and other pedestrian amenities, a community center, library expansion and a City Hall in the Urban Renewal Area, which is supportive of other civic and private uses in the area."

The applicant has proposed a plaza on site as well as a network of streets and sidewalks that provide community gathering spaces and pedestrian amenities. These gathering spaces and pedestrian amenities are best displayed within the Nyberg Rivers Master Plan document under the Pedestrian & Bicycle Plan and the Southern Building Elevations. Amenities include cove and bench seating, patios, tree grates, sculptures, water features, a pedestrian promenade, and larger sidewalks to promote pedestrian interaction and safe access through the central shopping corridor, as well as linkage to the north/south pathways into and through the parking areas and remainder of the site. All of these elements combine to create a sense of place to invite users into and through the site during all hours of the day.

A revised Exhibit Q reflects the proposed changes CenterCal has incorporated into the Plaza design as a result of the City's June 3rd letter to CenterCal.

CURD GOAL 5: TRANSPORTATION

In reviewing the application materials, it has been noted that the 2001 Transportation System Plan (TSP) was used. The Master Plan should be updated to address the 2013 TSP and TDC Chapter 11, 74 and 75.

The Master Plan has been updated to refer to the 2013 TSP. The Master Plan previously addressed the 2013 TSP and TDC Chapter 11, 74 and 75. The date reference was in error in the previous submittal and has been corrected in this response.

Additionally, the plan sheets are inconsistent throughout the document. For example, Cross Section B-B shows a 12 foot multiuse path on the north side but in a later drawing it is shown to be only 10 feet wide. As mentioned above, no portion of this sidewalk in this cross-section and subsequent plans should be less than 12 feet in width.

The plan sheets have been corrected and show a path width of 11 to 12 feet, with variation provided for tree wells. The updated Site Plan, attached as Exhibit A and dated 6/17/2013, does show these paths.

Traffic Impact Analysis (TIA) - *The TIA was submitted as part of the Master Plan; however, there are numerous concerns that need to be addressed during the Master Plan process:*

1) *ODOT reviewed the submitted information for their facilities (I-5 and Nyberg Street). Although, the underlying model artificially limits queues and the settings do not meet ODOT standards, ODOT reran the analysis using the correct settings. Based on this analysis the proposed improvements mitigate the impact of the development on ODOT facilities (see attached comments from ODOT). City staff provides comments below on the TIA, which will require the applicant to revise the TIA. ODOT will need to review the updated TIA to confirm whether the proposed improvements still mitigate the impact of the development on ODOT facilities. Final design may indicate the need for additional right-of-way.*

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on pages 1-2.

2) *Washington County also reviewed the information and they have provided a list of conditions and measures to mitigate impacts on Nyberg Street and Tualatin Sherwood Road (please see attached comments from Washington County). City staff provided comments below on the TIA, which will require the applicant to revise the TIA. ODOT will need to review the updated TIA to confirm whether the proposed improvements still mitigate the impact of the development on Washington County facilities. Final design may indicate the need for additional right-of-way.*

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The attached response addresses this comment at page 2.

3) *The City reviewed the TIA to ensure that internal circulation is consistent with the TSP and that the new development improves traffic circulation on Martinazzi, the City's portion of Nyberg, Boones Ferry and other nearby roadways. After the Master Plan was submitted, a list of questions and concerns was sent and a meeting was held with Kittelson & Associates to review the issues. Kittelson submitted information to address some of those concerns on May 20, 2013. Even with both submittals, the City still has the following concerns with the information provided:*

In this comment, the City cites a new standard for measuring traffic impacts that is not consistent with current state law, Washington County standards, ODOT standards or City of Tualatin standards. An applicant is not required to demonstrate that new development "improves traffic circulation." Instead an applicant is required to demonstrate that it meets the level of service or vehicle capacity ratios established by the governing jurisdictions. Both ODOT and Washington County have confirmed in each of their responses to the Master Plan and conditional use submittal that the project as proposed, together with the mitigating transportation improvements, will meet ODOT and County standards. The TIA and this supplemental response both demonstrate that the project also meets the level of service standards established by the City of Tualatin. While the applicant's proposal will indeed improve certain traffic circulation in the area it will also mitigate for and meet all applicable level of service standards for those transportation facilities.

a. On Page 44 of the TIA submitted with the Master Plan, the applicant provides queuing analysis for Nyberg Road and the freeway. This same level of analysis is needed for Martinazzi, Boones Ferry Road the proposed Seneca Street, Street A and the existing driveway easement from the driveway to Martinazzi. The submitted analysis should include:

- Existing queue storage length*
- Proposed queue storage length that is required for new development; and*
- An analysis of whether additional queue space is needed.*

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on pages 3-5.

b. The report assumes that very little traffic will use Martinazzi Avenue and Street A to access the development. Based on existing conditions, the City believes that is inaccurate. Most people coming from/going to the west and south will not access the site from Nyberg Street but will use Martinazzi Avenue or Boones Ferry Road. Additionally, the report does not assume truck traffic on those roadways which is inconsistent with the submitted Master Plan that shows those roadways being the main truck route. Please revise the TIA with assumptions that better match expected travel patterns.

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on pages 5-6.

c. The report utilizes conflicting assumptions of the driveway access on Martinazzi Avenue. Part of the evaluations assumes all three driveways remain open, yet another section assumes

only one access connects to Martinazzi Avenue. The TIA needs to be consistent throughout the study. Any revisions may impact the queue length analysis listed above. Please make this change before completing the new queue length analysis.

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on pages 6-7.

d. More information is needed on the timing of the traffic studies. It is unclear if the studies were completed when Kmart was open or closed (or both) and which data set was used.

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on page 7.

e. The applicant's traffic consultant does not draw any conclusions on the adequacy of the existing City driveway/easement taking into account the traffic generation from the proposed development, other driveway closures, and queuing issues on Martinazzi Avenue. The applicant needs to analyze this and make a conclusion about the adequacy of the existing driveway to serve this development.

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on page 8.

f. On Page 7 of the Master Plan, the applicant has indicated that the Primary Development Area will be redeveloped to support traditional shopping center related uses. The applicant has used a trip generation rate for Shopping Centers throughout the TIA. This is applied to all of the uses on the site. City staff questions if this results in a lower than expected trip generation. In informal discussions with the applicant, staff is aware that a specialty grocery tenant is proposed for Bldg. 1005, a stand-alone 45,000 fitness club is proposed for Building N-100 and a new drive-through restaurant use is proposed in Building H-100 - in addition to the applicant's proposal to retain drive-through uses on Buildings A, B, C, and a relocated F-100 (we believe that retaining drive-through uses on Bldg B is in error, as stated above). Staff believes it is inappropriate to apply a Shopping Center trip generation rate when so many of these proposed uses are auto-intensive and don't have traditional shopping center characteristics. In the revised submittal, please clarify the proposed uses for each building so that an accurate trip generation can be analyzed on the site. Based on our understanding of the proposed uses from informal conversations, staff believes that the following uses should analyzed separately from the Shopping Center trip generation rate:

- i. The two drive-through restaurants (Buildings F-100 and H-100);*
- ii. The grocery store (Bldg 1005); and*
- iii. The 45,000 square foot stand-alone health club (N-100)*

Kittelson has prepared a response memo to the TIA comments. That memo is attached under Exhibit O. The response addresses this comment on pages 8-11.

Based on this response to the City's transportation-related questions, the TIA does not need to be re-submitted to the City. The previously submitted TIA demonstrates that the project

continues to meet all applicable provisions of the City's transportation standards. The TIA is consistent with the City's previous scoping agreement with the Applicant and the Applicant has responded to each additional City inquiry with substantial evidence demonstrating compliance with all applicable transportation standards. The record of this Master Plan and Conditional Use review will contain the submitted TIA and all of the supplemental memorandums in response to the City's comments.

***Public Streets** - The Master Plan Application should indicate the closure of the driveway access point along Martinazzi Avenue between the right-out only access and the proposed Seneca Street. In addition it should provide cross-sections for Boones Ferry Road at the intersection with Street "A," Nyberg Street between the entrance of the site and I-5, and Nyberg Street between the entrance of the site and Martinazzi Avenue. The details needed and/or revisions required for each cross-section were listed in the June 3rd letter and are not repeated here for brevity. The cross-sections are provided as specific Exhibits B through H.*

Cardno has responded to this request by providing the requested cross sections in the attached exhibit and a summary of those cross sections provided as follows:

- **Exhibit F: Boones Ferry Road at the intersection with Street "A":**
 - Shown on cross section E-E
 - Features (5) travel lanes, with (4) 12-foot travel lanes and (1) 14-foot center turn lane/median
 - 6-foot bike lanes
 - 6-foot planter strips with curb, streetlights and trees
 - 6-foot detached sidewalks on both the north and south side
 - The center median will be lengthened to restrict westbound traffic. This is reflected on the Site Plan

- **Exhibit H: Nyberg Street between the entrance of the site and I-5:**
 - Shown on cross section G-G
 - 6-foot sidewalk on the north side of Nyberg Road
 - The applicant is proposing a 4-foot planter strip with curb, streetlights, and trees, which differs from the City request for a 6-foot planter.
 - A 15-foot westbound right-turn lane, which is greater than the requested 12-foot lane.
 - A 6-foot bike lane
 - No proposed changes to the existing west and east-bound turn lanes

- **Exhibit G: Nyberg Street between the entrance of the site and Martinazzi Avenue:**
 - Shown on cross section F-F

- A 4-6-foot planter strip with trees. This planter does not include curbs and streetlights, which are placed on the curb-tight sidewalk. The City requested a 6-foot planter strip with curb, streetlights, and trees.
 - A 5-6-foot curb-tight sidewalk on the north side of Nyberg Road. The City requested a 6-foot sidewalk.
 - A 6-foot bike lane
 - No proposed changes to the existing 11-foot (approximately) westbound travel lanes.
 - The north-south crosswalk across Nyberg Street will have a dedicated pedestrian/bicyclist-activated sequence. This will be noted within the master plan narrative.
- **Exhibit E: Street “A”:**
 - Shown on cross section **D-D**
 - A 12-foot multi-use path on the west side
 - A 4-foot planter strip with curb, streetlights, and trees.
 - (2) 12-foot travel lanes with (1) 6-foot bike lane on the east side. The City requested (2) 14-foot travel lanes with the 6-foot bike lane.
 - (1) 5-foot sidewalk on the east side
 - The pork chop at the intersection of Boones Ferry Road will be mountable for emergency vehicles.
 - Street “A” is proposed as a secondary access for truck movement through the site.
- **City Parking Lot/Heron’s Landing/Access to Street “A” and intersection with the greenway:**
 - Reflected on Site Plan (Exhibit A)
 - The accessway is located as far away from Boones Ferry Road as possible, without conflicting with the multiuse path
 - The accessway shown is 40-feet wide
 - The multiuse path crossing is located south of the accessway.
 - The crossing will include striping and bump-outs
- **Exhibit D: Cross-section C-C:**
 - Cross-section as submitted is acceptable
- **Exhibit C: Cross-section B-B:**
 - A 11-12-foot pedestrian walkway on the north side with tree wells. City requested a 12-foot path with tree wells.
 - (2) 13-foot travel lanes. The City requested (2) 14-foot travel lanes.
 - (1) 6-foot planter on the south side

- (1) 5-foot sidewalk on the south side. The City requested a 6-foot sidewalk.
- **Exhibit B: Cross-section A-A:**
 - A 4 to 7-foot planter strip on the east side with curb, streetlights, and trees. The City requested a 6-foot planter strip.
 - A 4-foot planter with curb, streetlights, and groundcover and shrubs. Allowed by the City with the provision of the 14-foot path with tree wells
 - A 14-foot shared path with tree wells
 - (3) southbound travel lanes. (1) 12-foot southbound travel lane and (2) 11-foot southbound travel lanes for a total of 34-feet. The City requested (3) 12-foot travel lanes for a total of 36-feet.
 - (2) northbound 12-foot travel lanes
 - A center median consisting of an 18-inch concrete median, with striping on both sides for a total of 2.5-feet. The cross-section does show a width for the median.

Private “TSP Loop Road Amenities” *The applicant is proposing a private street system to demonstrate conformance with the Loop Road as envisioned in the 2013 TSP and the previous 2001 TSP. The Master Plan Application should outline the closure of 75th Avenue and the delineation of access easements to all remaining lots (as required by ODOT to accommodate the closure of this access point).*

The applicant is no longer providing for a connection to 75th Avenue. Please reference Exhibit A which does not include a connection for 75th Avenue for more detail.

In addition, the Master Plan should offer more detail in the cross- sections of the onsite street network. The details needed and/or revisions required for each cross-section are listed below:

Street “A”, City Parking Lot/Heron’s Landing/Access to Street “A” and intersection with Tualatin River Greenway, Cross-section B-B and Cross-section A-A.

The detail contained in your June 3rd letter is not repeated here for brevity. However, the Cardno Response provides revised cross sections incorporating or responding to each of your design requests.

Street “A”: Cross-section D-D attached as Exhibit E and dated 6/11/2013 contains each of the City’s comments and the applicant’s response.

City Parking Lot/Heron’s Landing/Access to Street “A” and intersection with Tualatin River Greenway: This portion of the site is displayed on the Site Plan

Cross-section B-B and Cross-section A-A: updates provided. Note cross-sections A-A (Exhibit B) and B-B (Exhibit C), with revisions dated 6/11/2103.

Truck Circulation - As proposed, truck access will have substantial traffic, noise and safety impacts for adjoining residential and City Campus developments. Please provide a plan for truck access that does not rely on SW Martinazzi Avenue and SW Boones Ferry Road access features. A lot of pedestrians use this area to access the library and City services. It is inappropriate as a freight route. Please resubmit with a new proposed freight route on Master Plan Summary Page 8 and any other sheets that need the corrected reference.

The Cardno Response provides a new truck circulation route as requested by the City. That route is shown on the Transportation Plan, Exhibit M, provided with this letter. The truck access area provides 26-foot drive aisles and has been re-designed to minimize privacy, safety and noise concerns consistent with this request.

CURD GOAL 8: UTILITIES

Fire Access Aisles Width - Fire Department accesses need to be clearly located and identified. Onsite drive aisles that are a part of the Fire Department Access must be a minimum of 26 feet in width and provide proper radius for maneuvering emergency vehicles. Currently, the plan indicates a 24 feet width in most locations. Please adjust the Master Plan site plan(s) accordingly and identify the fire access routes (see attached comments from TVFR).

Fire Department access is clearly shown on the updated Transportation Plan under Exhibit M and is provided at a minimum width of 26-feet. We understand from later discussions with the City that there may be some flexibility to reduce the width to 24 feet in order to add 2 feet to the plaza. We could accommodate this request but need to be assured that such a width is also acceptable to the Fire Bureau.

Fire Access Points - The Fire Access points do not meet the requirement that they must be located no more than one-half the diagonal of the entire site. Based on our assessment of the site plan, this means that fire access is required at two locations, one of them being the Nyberg Street traffic signal. The second access needs to be provided in some configuration that would likely include access from Martinazzi Avenue at an extended Seneca Street or other alternative.

The current easement access between the Council Building and Library does not work well due to the extremely limited turning radius. In the unlikely event that the current easement is used to provide access from Martinazzi to the proposed development, this situation must be addressed.

The Cardno Response shows 3 fire access points at 3 locations. With one access at the Nyberg Street traffic signal, secondary access is provided at the Street "A"/Boones Ferry Road entrance and the SW Seneca Street/SW Martinazzi Avenue signal. The Site Plan has been

designed to accommodate fire access through the site, with 26-foot drive aisles and truck circulation to provide safe access through the site. This circulation is shown on the attached Transportation Plan, provided under Exhibit M. The applicant will continue to engage with the fire department to ensure the fire access point requirements are met including providing sprinkled protection systems and utilizing appropriate building materials.

The Kittelson Response addresses the utility of the existing access easement between the Council building and library at page 8.

CURD GOAL 9: PARKS

Construction of Pathway, Trail Heads, River Overlooks, and Sculptural Elements

In earlier informal discussions with the community and with individual City Council members, the Applicant stated that a Shared Tualatin River Greenway Pathway would be constructed from Boones Ferry Road to connect to the Access Ramp on the east boundary of the Nyberg Woods retail development (east of I-5), as well as trail heads, river overlooks and art features. In a revised submittal, please explain why construction is now not proposed. We anticipate the City Council, Architectural Review Board and Tualatin Park and Recreation Advisory Committee (TPARK) having questions about this.

The Applicant has agreed to dedicate the shared pathway easement. The Applicant also continues to reiterate its willingness to construct the pathway improvements. However, before agreeing to also fund the pathway improvements the Applicant requires further discussion and agreement with the City on the cost of all of the public improvements on and off the site and a determination of SDC credits that will be available for these improvements. Without this allocation, the Applicant cannot reach a final determination on path construction.

The Applicant is confident that this discussion can be resolved quickly with the City and before the master plan is heard by the City Council.

Dedication of Shared Pathway Easement - On Page 115 of the applicant's written statement, the applicant proposes to dedicate a Shared Pathway Easement (without mention of a term limit) for acceptance by the City prior to issuance of building permits. In earlier discussions, the Applicant stated they would provide a 75-year land lease following the format of the existing Nyberg Woods lease. An easement in perpetuity is preferred. Please clarify what the applicant is proposing.

The Shared Pathway Easement will run concurrent with the CenterCal land lease, which is a 75-year land lease.

CURD GOAL 11: DESIGN CONSIDERATIONS

Preliminary building elevations were submitted as part of the Master Plan. We have noted a number of concerns with the design that will need to be addressed during the Master Plan process. We anticipate the Applicant will receive more comments from the Architectural Review Board during the courtesy review on June 19. Please submit revised information which addresses these issues:

1. *Revise building elevations to show architectural features on all four sides of the building. Elevations should increase the quantity of windows and increase the complexity of features.*
2. *The Shopping Center elevations and sporting goods store elevations on the far east side of the shopping center give the appearance of “turning their back to the river.” In informal discussions with the community and City Council prior to the submittal of the Master Plan, the applicant:*
 - a. *Represented that the design and site plan would address and improve the appearance and access to the Tualatin River. The design would also present an attractive design to neighboring residential properties that would promote and provide an attractive environment for outdoor activity areas such as seating, strolling, nature appreciation and cultural attractions to activate the natural space. Please address this issue and revise the Master Plan accordingly.*
 - b. *Represented that the sporting goods store would provide a building entrance on the north -- river side -- or at the NE corner of the store. Please respond to this issue and revise the building elevations to address this issue and concern.*

The attached Exhibits Q1 and Q2 demonstrate the Nyberg Rivers central plaza elements and pedestrian amenities to be provided. There are no additional changes proposed at this time.

3. *The existing Sign Regulations for this location are found in TDC Chapter 38 and Section 38.220. Please provide information on intentions for signage on the site. Will the applicant be seeking variances to the sign code on behalf of the development and its tenants?*

A conceptual sign package is included with this letter, attached under Exhibit R.

4. *Do not use the Parking Diamonds shown on Master Plan, page 19, as they do not serve the purposes of landscaped islands and provide inadequate soil volume for the long term growth of the required shade trees. Show and explain parking area design concept including number of stalls in a row (8 Maximum), the width and size of parking area planters, parking lot planter configuration (linear planters vs. “diamonds”) and layout of parking lot trees (1 deciduous shade tree/each 4 stalls minimum).*

As shown on the updated Site Plan and in the “Enlargement C” graphic provided under the Landscape Theming Plan portion of the Master Plan document, parking lot landscape diamonds are designed to provide adequate space and soil volume or the long-term longevity of the required trees. These landscape diamonds are provided for every 8 consecutive stalls. The landscape diamonds are dimensioned 6-feet by 6-feet, with an interior plant and soil area of 5-feet by 5-feet. As shown in the typical diamond cross-section under “Enlargement C”, the mature rootball of a tree can fit within the 6 x 6-foot area. The typical diamond will provide

enough soil to plant a canopy tree, but may not be sufficient to provide the adequate drainage for tree roots. If trees are placed in these diamonds, the likelihood is high that water from irrigation or seasonal rain will pool at the bottom and create a ‘bath tub.’ This additional moisture will slowly cause trees to decline and eventually die. Adding a layer of drain rock will create a water storage layer in the bottom of the planter below the elevation of tree roots. The added perforated pipe network will provide a necessary outlet for the excess water. The trees will now drain properly under summer irrigation and winter rain, reducing the potential for mortality. A specific summary of parking lot trees will be addressed pending finalized updates to the Site Plan (i.e. once CenterCal signs off on a final site plan).

CATEGORY 2: Medium Priority Master Plan Issues

CURD GOAL 1: COMMERCIAL DEVELOPMENT

In respect to Central Urban Renewal Plan objectives for housing and office uses in the downtown area, please provide information on the prospects of “mixed use” residential or office with the big box, retail, restaurant and fitness club uses. The ARB members may ask about this at the June meeting. We also expect Council and community members to request the applicant to speak to why the proposed tenant mix was selected for this site, as opposed to a development with a stronger mix of uses - including housing and office development.

CURD Goal 1 states:

“To encourage and facilitate commercial development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.”

The Goal is then implemented through several objectives that are relevant here:

C. Encourage the development of existing Central Commercial designated land before re-designating other land within the Urban Renewal Area as Central Commercial.

D. Support Central Commercial designated land for development by assisting in the marketing and promotion of Central Tualatin as a place to visit shop and conduct business.”

On pages 3-4 above we explained how the proposed uses for the site are expressly encouraged and allowed by the Commercial Development Goal and the Central Commercial District.

The City also now asks the applicant to address the prospects of mixed use on the site under CURD Goal 1. CURD Goal 1 addresses commercial development and is addressed above. There is no reference in CURD Goal 1 that would provide a rational basis for concluding that CURD Goal 1 requires or encourages mixed use on the subject site.

CURD Goal 2 addresses housing and states:

“To encourage multi-family housing in the Urban Renewal Area as supportive of commercial development.”

Objective A then states:

“Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on those areas most suitable.”

Both the Goal and the objective are directed at the City to encourage multi-family development and revise regulations where necessary to focus on suitable locations for housing.

The City seems to have acted consistently with this Goal by amending sections of the CC and CO District to permit multi-family housing on Blocks 2 and 3 on the project site. That same code also permits commercial development as a permitted use on Blocks 2 and 3 and does not require the applicant to build either permitted use, commercial or residential. Neither is there any code requirement or Urban Renewal Plan requirement to build mixed use commercial and residential projects. Rather, the site is zoned to allow either or both.

The Urban Renewal Plan and CC District also recognize multiple Blocks within the URA that may be appropriate for housing including Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23. Housing could be built on a majority of these Blocks some of which do not currently contain an existing retail center. The Urban Renewal Plan again reiterates at page 33 that “multi-family dwellings are appropriate uses in certain blocks within the District.” The Plan does not require an applicant to build one permitted use over another, does not require a certain percentage of dwelling units per square footage of commercial uses and does not mandate the mix of uses.

To the extent the City is asking why we are proposing one permitted use over another, the answer is this location is currently developed as a retail center, it is well suited to continue as a retail center and the improved design and critical mass of retailers on this site will be completely consistent with the City’s stated commercial goals for the CC District and the Urban Renewal Area. This site will serve the commercial needs of nearby residential uses and may encourage more multi-family housing within the core. The site is also directly adjacent to an existing multi-family development that will be well served by the site. In fact, the City has requested, and the applicant has agreed, to provide a new easement for access from the residentially developed land to the new Street A with direct ingress and egress to the redeveloped retail center.

Lastly, the pedestrian amenities on the site will encourage use by nearby residential uses. The Pedestrian and Bicycle Plan within the submitted Master Plan is a map highlighting the pedestrian amenities on site. These include: patios, sculptures, fountains, and larger sidewalks to promote pedestrian interaction and safe access through the central shopping corridor and to the surrounding residential uses and downtown area. As shown on Exhibit L, the Pedestrian & Bicycle Plan, a user would be able to cross into the site from SW Seneca Street or Boones Ferry Road along designated pedestrian pathways featuring landscape planters and street trees. Upon crossing the Street “A” entrance and drive aisle, the user would encounter expansive sidewalks with tree wells and landscape strips to buffer the user from vehicle traffic. These

expansive walkways would pass by the shops, patios, and display areas before connecting with north-south pedestrian paths for access through the remainder of the site. These walkways would provide an enhanced pedestrian experience not currently available with the existing development.

The Plans show commercial use parking improvements within the High Density Residential (RH) Planning District on Tax Lot 1601, CURD Block 4. Parking and commercial uses are not permitted uses in the RH District. Please identify compliance with the TDC or propose a process to obtain approval of commercial parking in RH.

CURD Goal 1 does not address or regulate commercial parking in the RH zone. Thus, the applicant's response will relate to the applicable provisions of the Urban Renewal Area Plan while addressing the City's question. In early meetings with the City, the applicant provided a zoning code analysis of how the commercial parking in the RH zone complied with the provisions of the CC and RH District. The City did not readily agree with that analysis but offered an alternative path to approval of that parking. The City correctly cited the applicant to Section 1(F), Land Use, of the Urban Renewal Plan which states in relevant part:

“Land Use within the Urban Renewal Area is governed by the Planning District Standards contained in the Tualatin Development Code...In some cases, the Plan calls for additional considerations to be applied to those land uses within the Urban Renewal Area.”

Table 3, Summary of Planning District Standards in the Urban Renewal Area, then states under the RH zone:

“High Density Residential (RH):Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.”

The CC District permits “parking lot, parking structure or underground parking.” TDC 53.020 (33). Therefore the parking proposed to serve the CC District is an expressly permitted use in the RH zone under the Central Urban Renewal Area Plan.

The City also asked what process we propose for the review and approval of the proposed parking. The Urban Renewal Plan and the TDC require that the parking be made part of the master plan and ARB approval process. The applicant has conformed to this process requirement by filing this application for master plan review which will be followed by an application for ARB approval consistent with the TDC.

CURD GOAL 2: HOUSING

Please respond to the CURD objectives that value mixing residential development with commercial development and emphasizes a pedestrian orientation. As noted above, we anticipate that some members of the ARB, City Council and community will ask why you selected the proposed tenant mix without providing housing on the site.

This comment was previously addressed above on pages 19-20.

CURD GOAL 4: CIVIC DEVELOPMENT

The CURD Plan identifies the Nyberg Rivers site as part of the Tualatin Downtown. The proposed Master Plan does not clearly show or explain the project's elements and connections to downtown. Please refine the Master Plan to address how the proposal addresses this issue.

Goal 4 states:

“To promote civic facilities including community gathering spaces and other pedestrian amenities, a community center, library expansion and a City Hall in the Urban Renewal Area, which is supportive of other civic and private uses in the area.”

The applicant has proposed a plaza on site as well as a network of streets and sidewalks that provide community gathering spaces and pedestrian amenities. As shown on Exhibit Q 1 and Q2 attached with this letter, there are several amenities provided to create an enhanced pedestrian experience throughout Nyberg Rivers. Amenities include cove and bench seating, patios, tree grates, sculptures, water features, a pedestrian promenade, and larger sidewalks to promote pedestrian interaction and safe access through the central shopping corridor, as well as linkage to the north/south pathways into and through the parking areas and remainder of the site.

CURD GOAL 6: PEDESTRIAN AND BIKEWAYS

Please revise the appropriate plans mentioned below and resubmit.

- 1) Buildings D.1, D.2, and 1005: The Pedestrian & Bicycle Plan conflicts with the Site Plan (C1.0). The map denotes a walkway along the south side of the east-west drive aisle spanning the width of Buildings D.1, D.2 and 1005. The site plans show no such walk way. Please correct the discrepancy by the showing the walkway on a revised site plan.*

As shown on the updated Site Plan, a walkway is provided along the south side of the east-west drive aisle spanning the width of Buildings D.1, D.2, and 1005. This walkway now correlates to the walkways shown on the Pedestrian & Bicycle Plan. The South Elevation and Partial Plan within the master plan document have been updated to correct the discrepancy.

- 2) Building E-100 and F-100: No walkway connections are shown between Building E-100 and F-100 on the Development Plan, Site Plan or Pedestrian & Bicycle Plan.*

Building E-100 is an existing restaurant with drive-thru with queuing lanes located to the south and east of the building. The drive-thru is between Building E-100 and F-100, created a conflict for pedestrian and bikeway linkage. The applicant does provide pedestrian and bike access to the north of Building F-100, with bike and pedestrian access from E-100 only onto the Nyberg Road bicycle lane and sidewalk. The Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan has been updated to reflect these connections.

- 3) Building A and B: There is a discrepancy between the Site Plan (C1.0) and the*

Development Plan regarding a landscaped island to the east of Building A. The landscaped island does not appear in the Site Plan. Although the Pedestrian & Bicycle Plan show a connection between Building A and B there is no connection shown on the Development Plan or the Site Plan (C1.0).

Buildings A and B are both existing buildings separated by a secondary driveway entrance and drive aisles. Building B does provide access to the north portion of the site from both the east and west sides of the building, while there are no additional pedestrian and bicycle paths provided from Building A. The Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan has been updated to reflect these connections.

Arterial Paths connecting to Development- Show how pedestrian and bicyclist safety will be addressed in these areas where the paths lead to and cross the parking lot and primary vehicular circulation, such as with wide, raised crosswalks.

As shown on the street cross-sections provided with this letter, pedestrian paths will primarily feature detached sidewalks protected from vehicle lanes with landscape planters, with striping provided at vehicle crossing areas.

Tualatin River Greenway Shared Pathway width - Show Shared Pathway as 12' wide with 2' shoulders as indicated on Master Plan, page 11.

The updated Site Plan and master plan graphics show a 16-foot wide easement to accommodate a 12-foot wide pathway with 2-foot shoulders.

North/ South Shared Pathway: Safe Crossing of Primary Vehicular and Primary Truck Circulation - Show a safe bicycle and pedestrian crossing at the point where the pathway connects with the Tualatin River Greenway (where it crosses both the Primary Vehicular Circulation and Primary Truck Circulation), such as textured paving or with wide, raised crosswalks.

As shown on the Site Plan and cross-section A-A, the 14-foot north/south shared pathway does provide a striped crosswalk as the path crosses the east/west drive aisle in front of Buildings 1005 and 1010. An additional striped crosswalk is shown as the pathway continues north through the shopping center, and across the primary truck circulation area to connect to the Tualatin River trail.

Cross Section on Master Plan, Page 19 -Correct Section A as shown on Master Plan, page 19, to show Shared Pathway as 12' wide to be consistent with site plan and text on page 11.

Cross-section A-A has been updated to show a 14-foot shared pathway with tree wells. The Site Plan and accompanying text have also been updated to reflect the new cross-section A-A and 14-foot shared pathway.

Tualatin River Crossing - Acknowledge that a Shared Use Pathway is planned to cross the Tualatin River and indicate a willingness to provide an agreement to dedicate an easement (or acceptable land lease) in the future to accommodate a ramp and connecting pathway

for the future bridge over the Tualatin River.

The Applicant can agree to this additional easement and is willing to provide that easement or accept a conditional of approval to provide that easement in the future to accommodate a ramp and connecting pathway for the future bridge to the Tualatin River.

CURD GOAL 9: PARKS

Provision for Shared Pathway in Service Provider Letter, Enhancement, and Mitigation

1. *Confirm that the Applicant will amend the Service Provider Letter (or obtain a new one, if that is what CWS's requires) to provide for the Shared Pathway through the natural area and under I-5.*
2. *When the Service Provider Letter is amended, reconcile it to agree with Master Plan, page 11 which cites 12' width with 2' shoulders for clearance.*
3. *The rest areas shown on the Master Plan are not shown on the Service Provider letter, nor are any river access points, and they should be incorporated into the Service Provider Letter when amended.*
4. *Indicate that Shared Pathway location will be preserved if vegetated corridor enhancement is undertaken before pathway construction.*
5. *Identify when and where offsite mitigation will occur.*

CenterCal has provided and illustrated an easement for the Shared Pathway. This easement is shown on the updated Site Plan and accompanying master plan exhibits. The applicant is willing to build this Shared Pathway as part of this development project, subject to an important condition precedent. The proposed project has been evaluated for its impact on the transportation facilities in the area including pedestrian, bicycle and pedestrian facilities. Based on that evaluation, the applicant has proposed to provide adequate facilities to mitigate for any reasonably related impacts in direct proportion to the magnitude of those impacts. In addition to its proportionate share of mitigation measures, the applicant has also agreed to secure the Shared Pathway easement. It is the applicant's position that requiring the applicant to also construct this shared pathway exceeds the constitutional limitations on exactions and should not also be requested by the City under this application. As shown on Exhibit A, the Site Plan, and Exhibit L, the Pedestrian & Bicycle Plan, the applicant does provide connectivity and pedestrian linkage both into and through the site in both east/west and north/south direction. These connections draw the user into the site and provide safe and efficient access from the parking area to the central commercial area.

Despite these findings, the Applicant can agree to build the pathway improvements subject to a discussion and agreement with the City on the costs of the on and off site public improvements already proposed for the project and the allocation of the SDC credits available to the site and the project. The Applicant is confident that this issue can be resolved with the City prior to the master plan hearing before the City Council.

Tualatin River Greenway -

Describe the Tualatin River Greenway in the Application and show it on the Master Plan Documents. Identify the agency (City or Clean Water Services) to which the natural area tract or lot will be granted to ensure compliance with Service Provider Letter and/or Tualatin River Greenway resource protection requirements.

From our understanding, and based on research into the Tualatin River Greenway, there is no specific physical delineation of the Tualatin River Greenway is proposed to align, aside from general maps showing a trail on the south side of the Tualatin River. The applicant does show the trail within the proposed 16-foot easement for that portion of the applicant's property, but does not show where that trail may extend to the east or the west into the adjacent properties. Thus, the Greenway has been illustrated on the Site Plan and Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan within the applicant's property. The natural area tract will be granted in fee simple to the City of Tualatin or Clean Water Services to ensure compliance with the Greenway resource protection requirements.

Shared Pathway Location-

- 1. The Shared Pathway needs to connect with Boones Ferry Road via a connection with the Library with a safe crossing of Street A and avoiding a crossing of the access driveway for Future Development Area 4.*
- 2. Clarify if the Memorial Rose Garden will be impacted by the Shared Pathway.*
- 3. Consider consolidating the existing sidewalk on city property on the west side of the City Office Building with the Shared Pathway by relocating and/or replacing the existing shade trees in order to create more landscaping separation between the parking stalls and the Shared Pathway and within the cross section of that segment of Street A.*
- 4. Show possible connections with the apartments in Future Development Area 4.*

The Cardno Response shows the Shared Pathway connection to Boones Ferry Road with a safe crossing of Street "A" on both the updated Site Plan and cross-section D-D. The connection provides a striped crosswalk across Street "A" and the driveway shown on the south side of Street "A", before connecting to the 12-foot wide shared pathway connection to Boones Ferry Road. The Memorial Rose Garden will not be effected or impacted by the Shared Pathway as shown on the updated Site Plan and Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan. The existing sidewalk on the City property on the west side of the City Office Building has been consolidated with the Shared Pathway as shown on the updated Site Plan (Exhibit A) and Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan (Exhibit L). The connections with the multi-family development in Future Development Area 4 are shown on both the Site Plan and Pedestrian & Bicycle Plan. These connections are made through a new easement linking the multi-family

development and Area 4 to Street A and the retail center as well as the 12-foot Shared Pathway with connection to Boones Ferry Road and the sidewalks along both side of Martinazzi Ave.

Trail Heads and River Overlooks - Clarify why the trail heads and river overlooks that were shown on earlier plans and in discussions do not appear on the proposed Master Plan Documents.

These improvements are part of the development of the shared pathway. Our comments on this issue have been provided above. If the Applicant develops the shared pathway, these pathway elements will be included in that project.

Art walk - The Art Walk can be shown and/or noted as extending from the Library to the mastodon sculpture, Cabela's, and other art identified on the Master Plan, if the Applicant wishes.

The Nyberg Rivers Master Plan—Pedestrian & Bicycle Plan (Exhibit L) has been updated to show a linkage of the Nyberg Rivers pedestrian network with the existing Art Walk path. The Art Walk is shown to extend from Boones Ferry Road and SW Seneca Street into the site.

Ice Age Discovery Trail - A master plan for an Ice Age Discovery Trail is being developed. It will overlap the Art Walk, Tualatin River Greenway Trail, and the North/South Shared Pathway. It can be shown and/or noted, if the Applicant wishes.

The Ice Age Discovery Trail is located west of Nyberg Rivers and the downtown area. The applicant will not preclude connection to the Ice Age Discovery Trail on the property. The City has not yet delineated an alignment on this property, the applicant is willing to work with the City to establish an alignment on the property that is mutually acceptable.

CURD GOAL 11: DESIGN CONSIDERATIONS

Urban Forestry:

Tree Removal -Indicate the trees that will be removed for all that are greater than 8" diameter at 4' height.

Exhibit N, the Tree Removal Plan, illustrates all of the trees that are to be removed that are greater than 8 inches in diameter at 4 feet in height.

Street Trees -Clarify the specific species of trees proposed to be planted along all the interior and exterior roadway frontages to ensure that the trees serve the purpose of the Street Tree Program and will fit in the locations proposed.

The selected trees for the interior and exterior roadway frontages are shown on Exhibit J, the Landscape Plant Material Schedule included with this letter. Each of these trees serves the purpose of the Street Tree Program and will fit in the locations proposed.

Topping - Indicate that all the trees on the site that were previously topped will be removed and that replacement trees will not be topped as either a horticultural practice or to increase the visibility of stores and/or signs.

All previously topped trees will be removed and future topping will be prohibited as either a horticultural practice or to maintain sign visibility.

Tree Protection - The submitted plans do not provide information on tree protection. Please include information on preservation plans for the prominent Nyberg House tree grove (Tax Lot 2502) and the large conifer trees on Tax Lot 2700.

The applicant is not proposing to remove any protected trees from the site. Prior to commencing site planning activities on the site the applicant met with the City planning department to identify any protected resources on the site. The applicant's site plan avoids any protected resource consistent with the City's acknowledged comprehensive plan. The trees proposed for removal on Tax Lot 2502 and 2700 are not protected resources. Those trees to be preserved or left untouched are noted on the Tree Removal Plan included with this response letter. Those trees located within tax lot 2502 are all proposed to be removed, while those trees outside the conservation area within tax lot 2700 are proposed to be removed.

New Trees - The submitted plans show small to medium deciduous trees on the site's east boundary adjoining I-5. No conifer or evergreen trees are shown in the landscape concept plans. Conifer or evergreen trees would provide additional interest and buffering for the development to the freeway and a mix of trees types consistent with the characteristic tall conifers in the central part of Tualatin and along the river. Please provide information on proposed conifer tree planting locations adjacent to I-5 frontage.

As shown on the Landscape Theming Plan provided in the Nyberg Rivers Master Plan, the site is divided into 3 distinct ecosystems. The frontage along I-5 includes both the Central Oregon and Tualatin River ecosystem. Under the legend displaying proposed plantings for each ecosystem, specified trees include Doug Firs, Bristlecone Pines, Alpine Firs, and Western Red Cedars. These trees are all classified as coniferous trees. Proposed plantings are identified within the Landscape Plant Materials Schedule, provided with this letter under Exhibit J.

Bicycle Parking - Show where covered and uncovered bicycle parking will be located.

Bicycle parking and specific locations for covered and uncovered bicycle stalls will be provided at the time of ARB submittal.

Loading and Service Areas - The proposed Nyberg Rivers loading/service area is adjacent to residential development and will be adjacent to future greenway and the multi-use paths that will be used by the general public. The appearance of a loading area, conflicts between public and loading activities, potential for noise disturbances associated with loading and truck activities create issues for consideration in the Master Plan. Please provide additional information on proposed loading area design concepts including loading dock locations,

orientations, screening, sound walls, truck maneuvering areas, truck circulation and access routes, fencing, gating, buffering to residential areas.

The Loading and Service Areas were also addressed above under the truck circulation discussion. To reiterate, the revised plans show primary truck access using the Nyberg Road entrance into the site, circling the shopping center in a counterclockwise loop to the loading and service areas, before returning on the west side to the southbound Nyberg Road exit. These truck access areas all feature 26-foot drive aisles to meet the minimum requirement.

Urban Design:

a. All the proposed Nyberg Rivers buildings are one-story. The CURD Plan calls for more intensive downtown development that can be achieved with multi-story buildings, variation in building height, roof and wall architecture. Building 1040 has large gabled roof at mid-building with relatively little vertical relief at parapet. Please provide additional building levels and variation in building height.

The applicant has provided additional architectural details that demonstrate varied building heights, roof and wall architecture. The building envelopes proposed for the site meet all of the applicable building mass requirements for the CO and CC zones in which they are located. The applicant concurs that this additional design work, illustrated in the Building Elevations provided in the master plan will add a design richness to the site that will directly implement the CURD Plan objectives and vision.

b. The proposed sporting goods store (Building 1040) has large expanses of windowless walls on the south, east and west elevations. Little to no visual connection between the store interior and the exterior including walkways and parking areas is available as proposed. No visual connection between the 1040 Building and the Tualatin River and Greenway area is provided. The CURD Plan calls for attractive buildings in the downtown, a strong pedestrian environment and orientations to the river. To achieve this, please provide a Master Plan proposal that provides additional large scale windows on the Building 1040 south, east and west elevations. This comment reinforces comments already provided in the High Priority section.

As shown on the updated Site Plan and Pedestrian & Bicycle Plan within the master plan, Building 1040 does include a pathway from the river side of the building out to the natural area shared pathway. The applicant will work with the tenant and tenant's architect to develop building elevations with greater glazing and large scale windows on the south, east and west elevations. Also, additional vertical design elements will be addressed at the time of ARB submittal.

c. Buildings 1040, F-100 thru J-100 have a limited range of distinguishing design feature and material. Corporate "branded" designs dominate. This takes away from the CURD objectives for development consistent with Tualatin's downtown and the Tualatin Commons. Please introduce opportunity for architecture and design closer to a chosen thematic concept and incorporating more of Northwest style architectural elements.

The design of the site is a function of the built and landscape environment. The landscape plan is an aggressive and creative approach to the site design that specifically reflects the Northwest Style. As shown on the Landscape Theming Plan included with the master plan, the landscape elements are differentiated between the Coast Range, Central Oregon, and Tualatin River ecosystem. These ecosystem elements are created through a variety of tree, shrub, and groundcover plantings that transition as a user passes through the site in and east/west direction.

d. Please explain parking needs in respect to individual uses in the shopping center, compliance with minimum and maximum parking

A breakdown of individual uses and the parking requirement per building is summarized in the table below.

OFF-STREET PARKING BREAKOUT BASED ON SPECIFIC TENANT USES

BUILDING	SF	USE	MINIMUM PARKING RATIO	MINIMUM PARKING	MAXIMUM PARKING RATIO	MAXIMUM PARKING
1005	30,000	Retail Shop	4/1000	120	5.1/1000	153
1010	21,750	Retail Shop	4/1000	87	5.1/1000	111
1030	2,900	Restaurant Shopping	10/1000	29	19.1/1000	55
1040	110,000	Center	4.1/1000	451	5.1/1000	561
A	12,500	Retail Shop	4/1000	50	5.1/1000	64
B	5,850	Retail Shop	4/1000	23	5.1/1000	30
C	3,950	Bank	4.3/1000	17	5.4/1000	21
D	32,459	Retail Shop	4/1000	130	5.1/1000	166
E	3,285	Bank Drive Up	4.3/1000	14	5.4/1000	18
F	5,500	Restaurant	9.9/1000	54	12.4/1000	68
G-100	6,200	Restaurant Drive Up	10/1000	62	19.1/1000	118
H-100	4,679	Restaurant	9.9/1000	46	12.4/1000	58
J-100	5,734	Restaurant	10/1000	57	19.1/1000	110
M-100	8,000	Retail Shop	4/1000	32	5.1/1000	41
N-100	45,000	Health Club	1/1000	45	1.3/1000	59
	297,807		TOTAL	1,218		1,632

OFF-STREET PARKING BREAKOUT BASED ON A SHOPPING CENTER USE

Total Area	297,807	Shopping Center	4.1/1000	1,221	5.1/1000	1,519
------------	---------	-----------------	----------	-------	----------	-------

As shown on the Site Plan included as Exhibit A, there are 1,294 stalls provided at Nyberg Rivers. As demonstrated in the associated tables provided above, the applicant does provide

adequate parking to fit within the minimum and maximum parking ratio requirements, whether the breakdown is provided for each specific tenant use or if the requirement is based on an overall shopping center use designation.

e. Please explain any proposals for oversized parking stalls (Campers, RVs, Trailers, Boats), and any concepts for allowing overnight parking. As we have discussed in previous meetings, overnight parking is not permitted in Tualatin. No overnight parking w/RV.

No overnight parking is proposed on the site. The over-sized RV stalls will serve users who visit the site in RVs. Such users are not permitted to overnight in the parking stalls and no accommodations for that kind of use are proposed in this application.

The City's June 3rd letter also requested a response on additional issues but asked that these be included in an application for Architectural Review. The applicant will address those issues as requested by the City in the Architectural Review.

Thank you for your attention to this project. We believe this response will help the City present a favorable staff report to the City Council and that your questions and our responses and modifications will result in a better outcome and a more successful City Council Master Plan hearing on July 22. As requested we have submitted these comments by June 24, 2013 in anticipation for the July 22, 2013 scheduled Council hearing.

Best regards,

Hank Murphy

Enclosures

PROJECT SUMMARY

MASTER PLAN AREA:	44.15 ACRES
FUTURE DEVELOPMENT AREAS: (by others)	12.24 ACRES
<hr/>	
PRIMARY DEVELOPMENT AREA:	
GROSS AREA:	31.91 ACRES
NATURAL AREA:	5.33 ACRES
NET AREA:	26.58 ACRES
REQUIRED LANDSCAPE AREA:	15% / 4.78
ACRES	
LANDSCAPE AREA PROPOSED:	10.34 ACRES
FLOOR AREA RATIO:	0.265
TOTAL PERMISSIBLE BUILDING AREA:	307,000 SF

BUILDING	AREA
BLDG 1005	33,562 SF
BLDG 1010	21,750 SF
BLDG 1030	2,900 SF
BLDG 1040	110,093 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	6,500 SF
BLDG H-100	4,526 SF
BLDG J-100	5,797 SF
BLDG N-100	45,000 SF
TOTAL:	293,672 SF

ADDITIONAL POTENTIAL BUILDING AREA: 13,328 SF

TOTAL PROVIDED STALLS:	1,320 stalls
PARKING RATIO:	4.49/1,000 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.
 - For design detail of the handscape and landscaping along shops of buildings D.2, 1005, 1010, 1030 and 1040, reference Exhibit Q-1 Building Frontage Landscape Plan.



Exhibit A

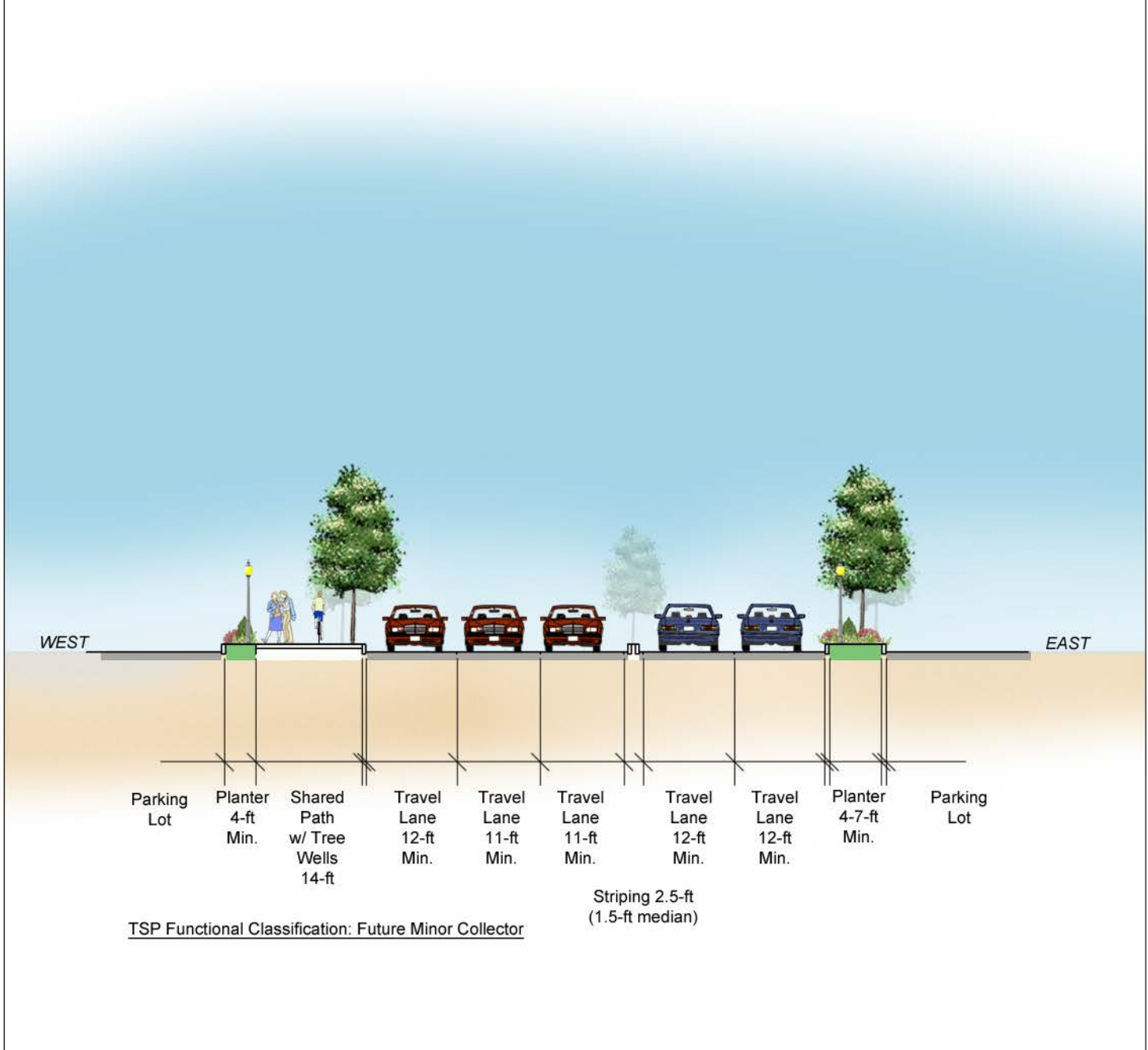
Delta Summary

2013 TSP Minimum Standards

- No on-street bicycle lanes
- No east side sidewalk
- Shared pathway in lieu of sidewalks
- No planter along western travel lane

City Comments (June 3, 2013)

- East side planter strip is 4 to 7-ft between curbs
- One 12-ft southbound travel lanes, other are 11-ft



Nyberg Rivers

A-A- Nyberg Main Entry

DATE: 06-11-2013

TUALATIN, OREGON



Exhibit B

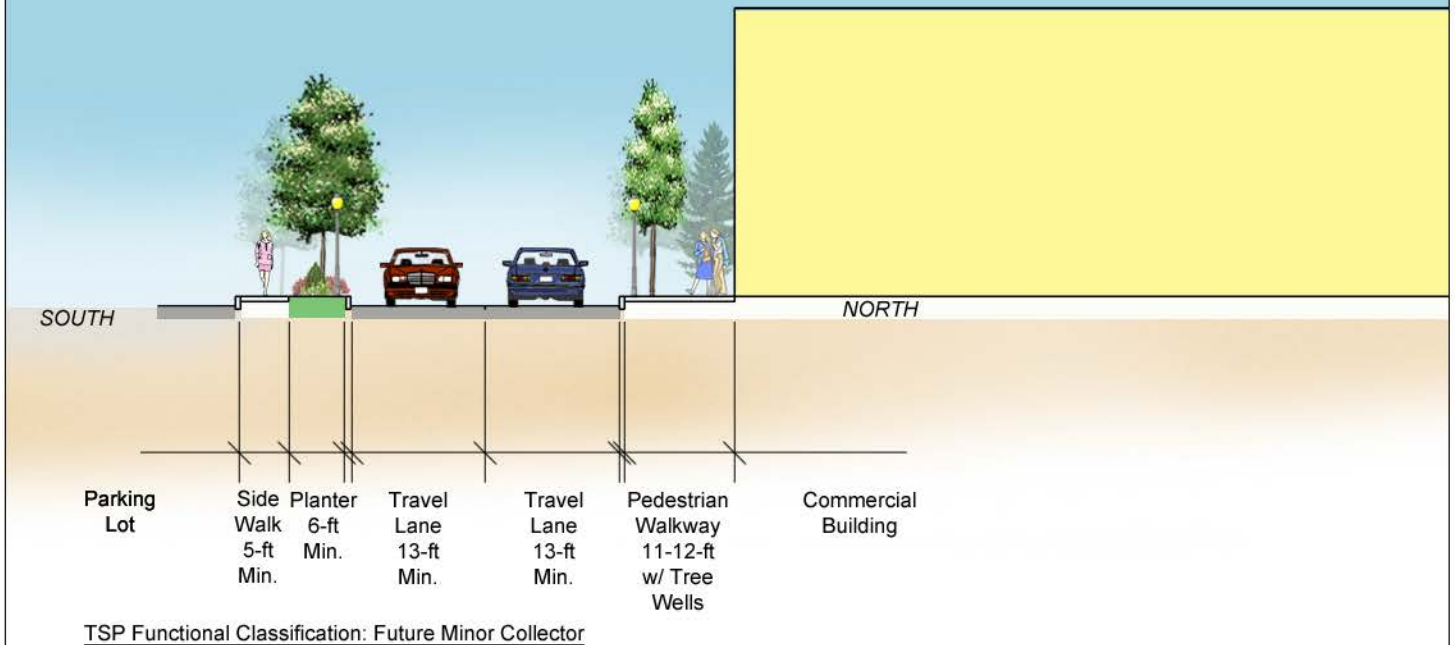
Delta Summary

2013 TSP Minimum Standards

- No on-street bicycle lanes
- No planter along northern travel lane

City Comments (June 3, 2013)

- No Planter along northern travel lane
- 5-ft Sidewalk on south side



Nyberg Rivers

B-B - Michaels Frontage

DATE: 06-11-2013

TUALATIN, OREGON



Exhibit C

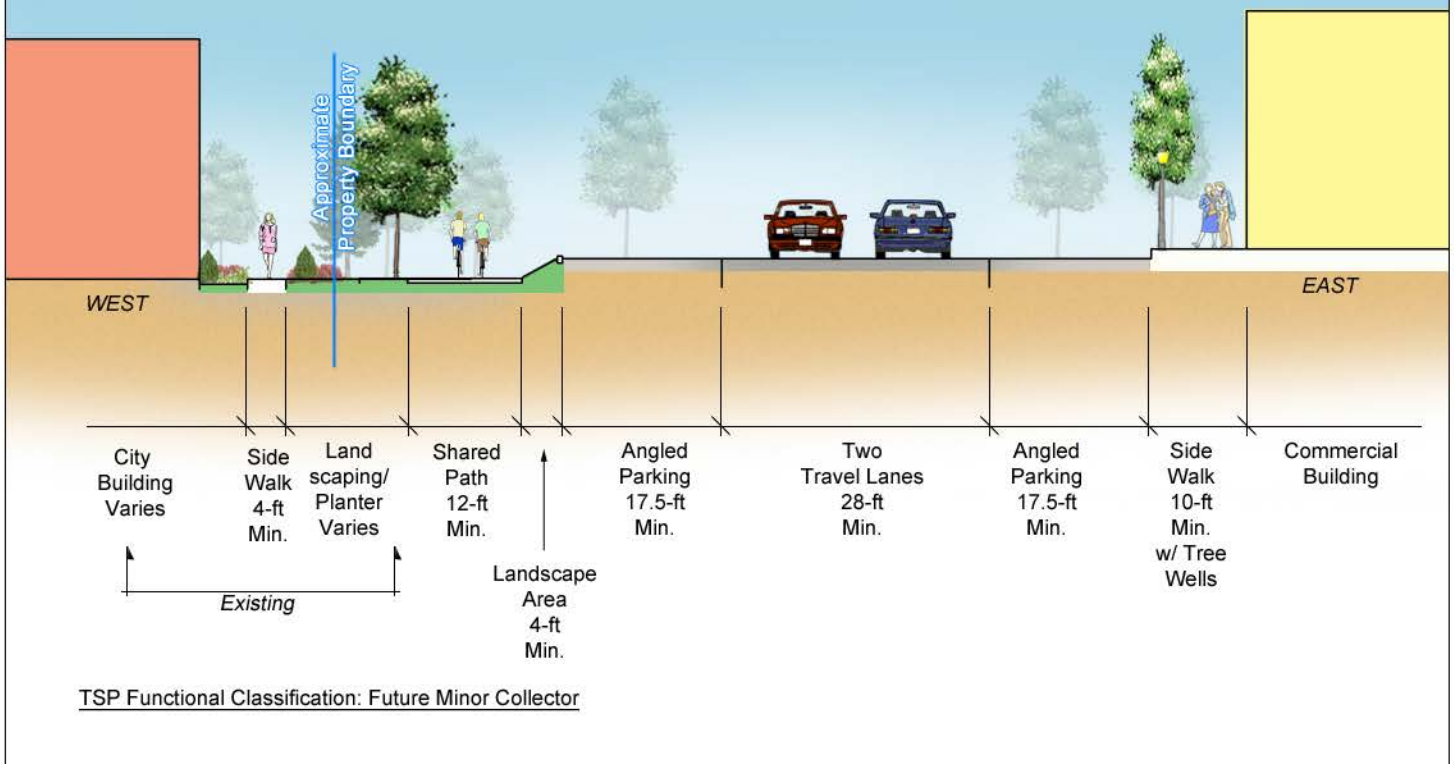
Delta Summary

2013 TSP Minimum Standards

- On-street angled parking along both sides
- No on-street bicycle lanes
- No planter along travel lanes
- Shared pathway in lieu of sidewalk on west side

City Comments (June 3, 2013)

- No-Objections



Nyberg Rivers

C-C - Retail Shop Frontage

DATE: 06-11-2013

TUALATIN, OREGON



Exhibit D

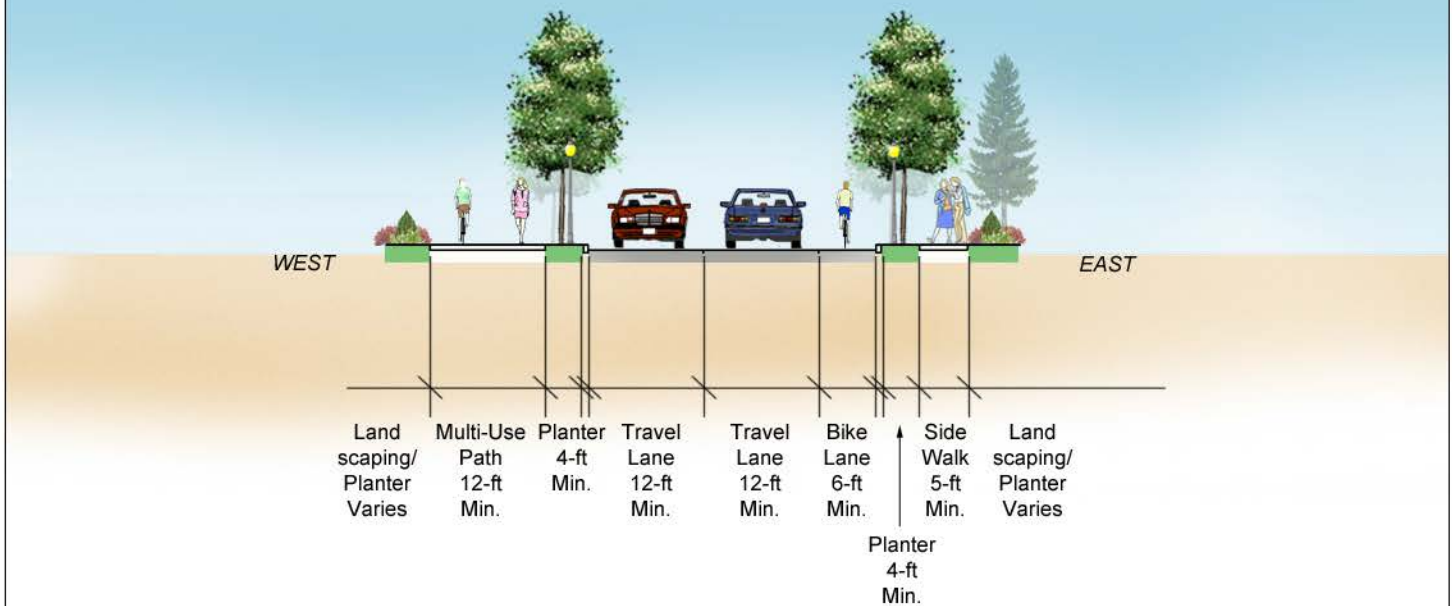
Delta Summary

2013 TSP Minimum Standards

- No Parking Strip
- 4-ft planters along travel lanes
- No on-street bicycle lanes along west travel lanes
- 12-ft Shared pathway in lieu of sidewalk on west side

City Comments (June 3, 2013)

- 12-ft travel lanes
- No pork-chop shown on cross section (to be shown on site plan)



TSP Functional Classification: Future Minor Collector

Nyberg Rivers

D-D - Street "A"

DATE: 6-11-2013

TUALATIN, OREGON



0 10' 20'

SCALE IN FEET

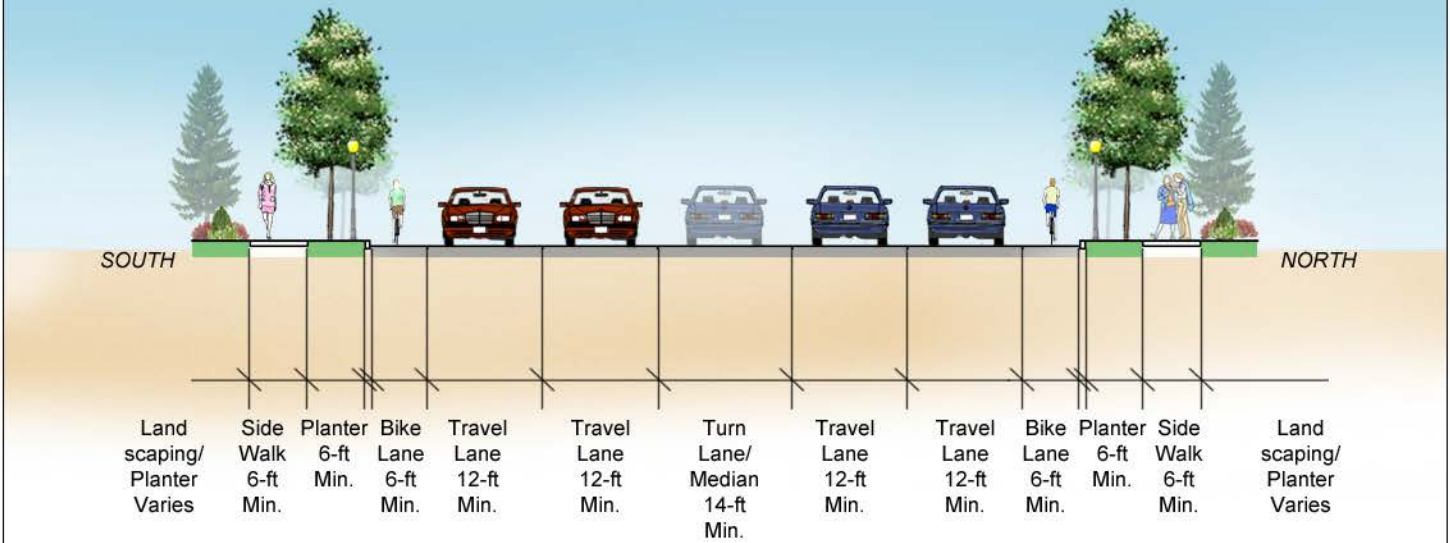
Delta Summary

2013 TSP Minimum Standards

- No Conflicts

City Comments (June 3, 2013)

- Four 12-ft travel lanes
- One 14-ft center turn lane/median
- No median shown on cross section (to be shown on site plan)



TSP Functional Classification: Major Arterial

Nyberg Rivers

E-E - Boones Ferry Road

DATE: 6-11-2013

TUALATIN, OREGON



0 10' 20'

SCALE IN FEET

Exhibit F

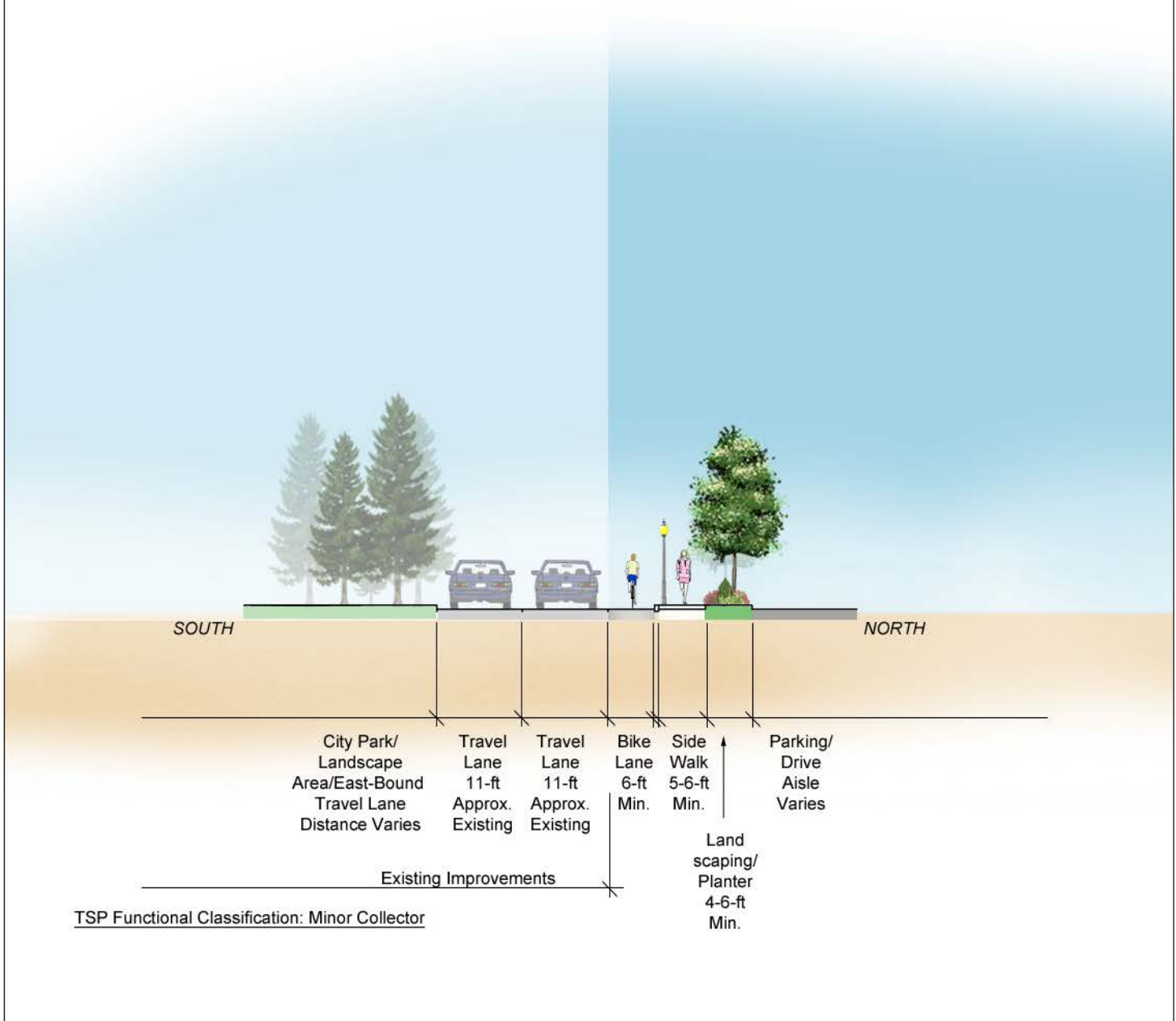
Delta Summary

2013 TSP Minimum Standards

- No Parking Strip
- No Planter along travel lanes
- No on-street bicycle lanes along west travel lanes

City Comments (June 3, 2013)

- No Planter along travel lanes
- 5-6-ft sidewalk
- No change to existing travel lanes
- No cross walk notes added (to be addressed in development application)



Nyberg Rivers

F-F - Nyberg Road - Entrance to Martinazzi

DATE: 6-11-2013

TUALATIN, OREGON



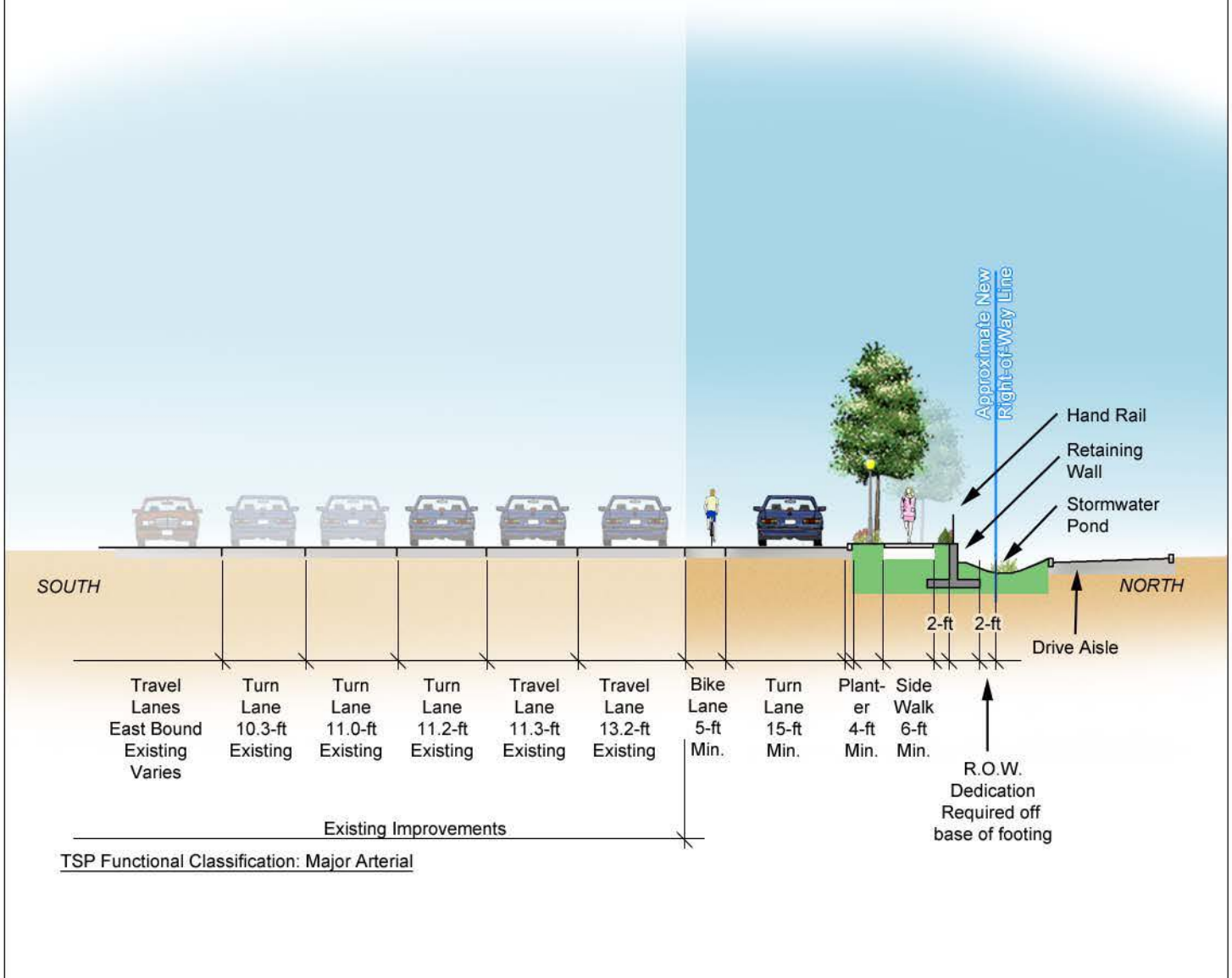
Delta Summary

2013 TSP Minimum Standards

- 15-ft turn lane north of bike lane
- 4-ft planter along north turn lane
- No change to existing travel lanes

City Comments (June 3, 2013)

- 15-ft turn lane north of bike lane
- 4-ft planter along north turn lane
- No change to existing travel lanes
- No cross walk notes added (to be addressed in development application)
- 5-ft bicycle lane



Nyberg Rivers

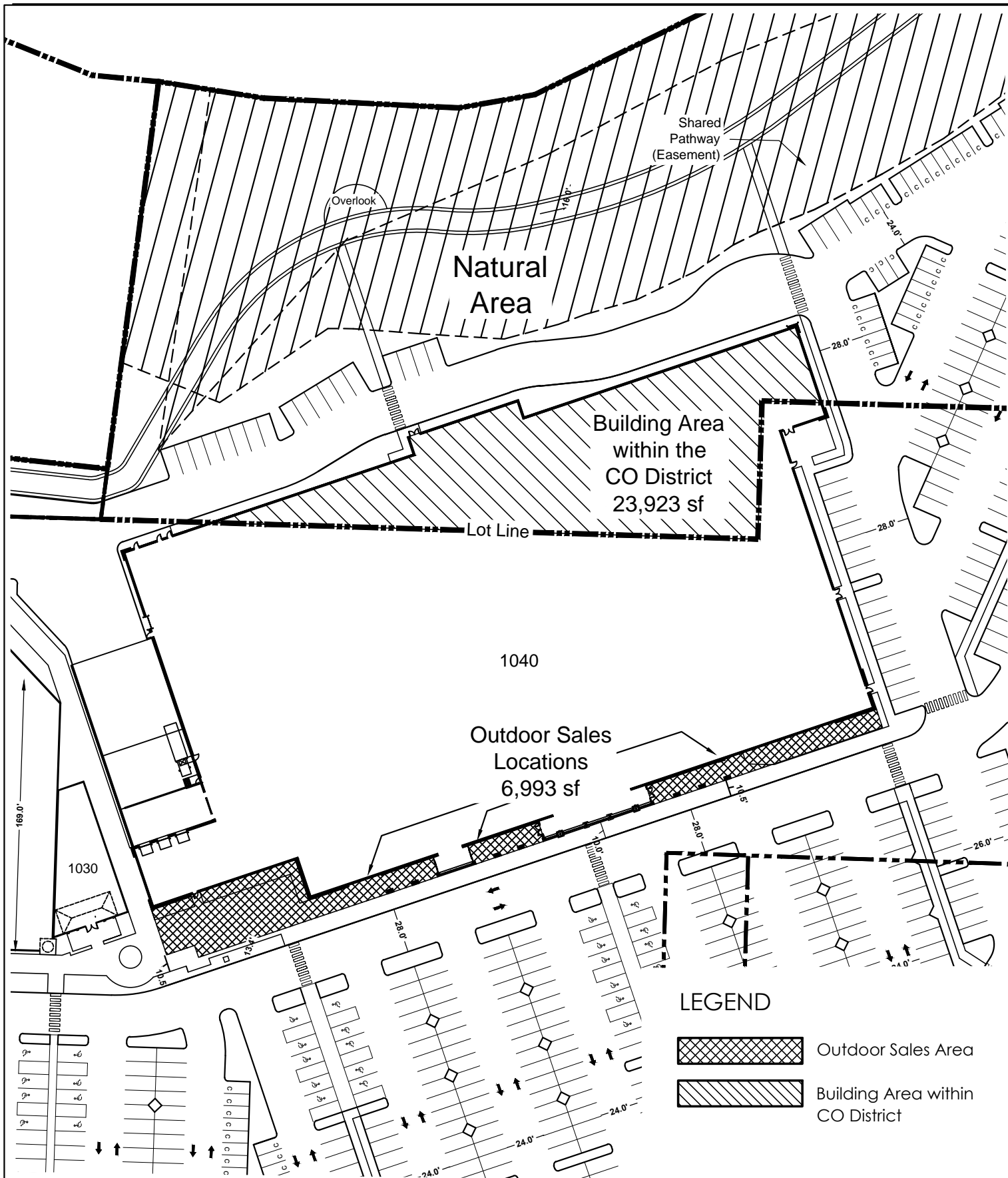
G-G - Nyberg Road - I-5 to Eastern Entrance

TUALATIN, OREGON

DATE: 6-25-2013



Exhibit H



PORTLAND
 5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221
 TEL: (503) 419 - 2500 FAX: (503) 419 - 2600
 www.cardno.com

Nyberg Rivers Conditional Use Exhibit

CenterCal
 Tualatin, Oregon

PROJECT NO. 21198310
 DATE: 06/13/2013
 BY: RG
 SCALE: 1" = 80'
 SHEET NO. —

Exhibit I



LANDSCAPE PLANT MATERIAL SCHEDULE

TUALATIN RIVER PLANTINGS		
ITEM	SIZE	QTY.
DECIDUOUS TREES		
OREGON WHITE OAK	2" CAL / B&B	399
WESTERN DOGWOOD	AS SHOWN	
WESTERN HAWTHORN		
PAPER BIRCH		
SCARLET OAK		
MARSHALL ASH		
EVERGREEN TREES		
WESTERN RED CEDAR	6-7 HT / B&B	33
DOUGLAS FIR	AS SHOWN	
SHRUBS / GROUNDCOVER		
BEARBERRY	1-3 GAL.	70,459 SF
OREGON GRAPE HOLLY		
NOOTKA ROSE		
SEDGES AND RUSHES		
CENTRAL OREGON PLANTINGS		
ITEM	SIZE	QTY.
DECIDUOUS TREES		
RIVER BIRCH	2" CAL / B&B	116
THORNLESS HONEYLOCUST	AS SHOWN	
TOBA HAWTHORNE		
SERVICEBERRY		
GOLDEN DESERT ASH		
EVERGREEN TREES		
BIRSTLECONE PINE	6-7 HT / B&B	23
ALPINE FIR	AS SHOWN	
SHRUBS / GROUNDCOVER		
RABBITBUSH	1-3 GAL.	32,325 SF
BIG SAGE		
MOUNTAIN MAHOGANY		
POTENTILLA		
PIONEER JUNIPER		
COAST RANGE PLANTINGS		
ITEM	SIZE	QTY.
DECIDUOUS TREES		
COAST LIVE OAK	2" CAL / B&B	38
BEACH PLUM	AS SHOWN	
RED SUNSET MAPLE		
URBANTE ASH		
EVERGREEN TREES		
SHORE PINE	6-7 HT / B&B	3
MADRONE	AS SHOWN	
SHRUBS / GROUNDCOVER		
BEACH ROSE	1-3 GAL.	9,886 SF
PACIFIC WAX MYRTLE		
SALAL		
BUNCHBERRY		
AMERICAN DUNEGRASS		

Exhibit J

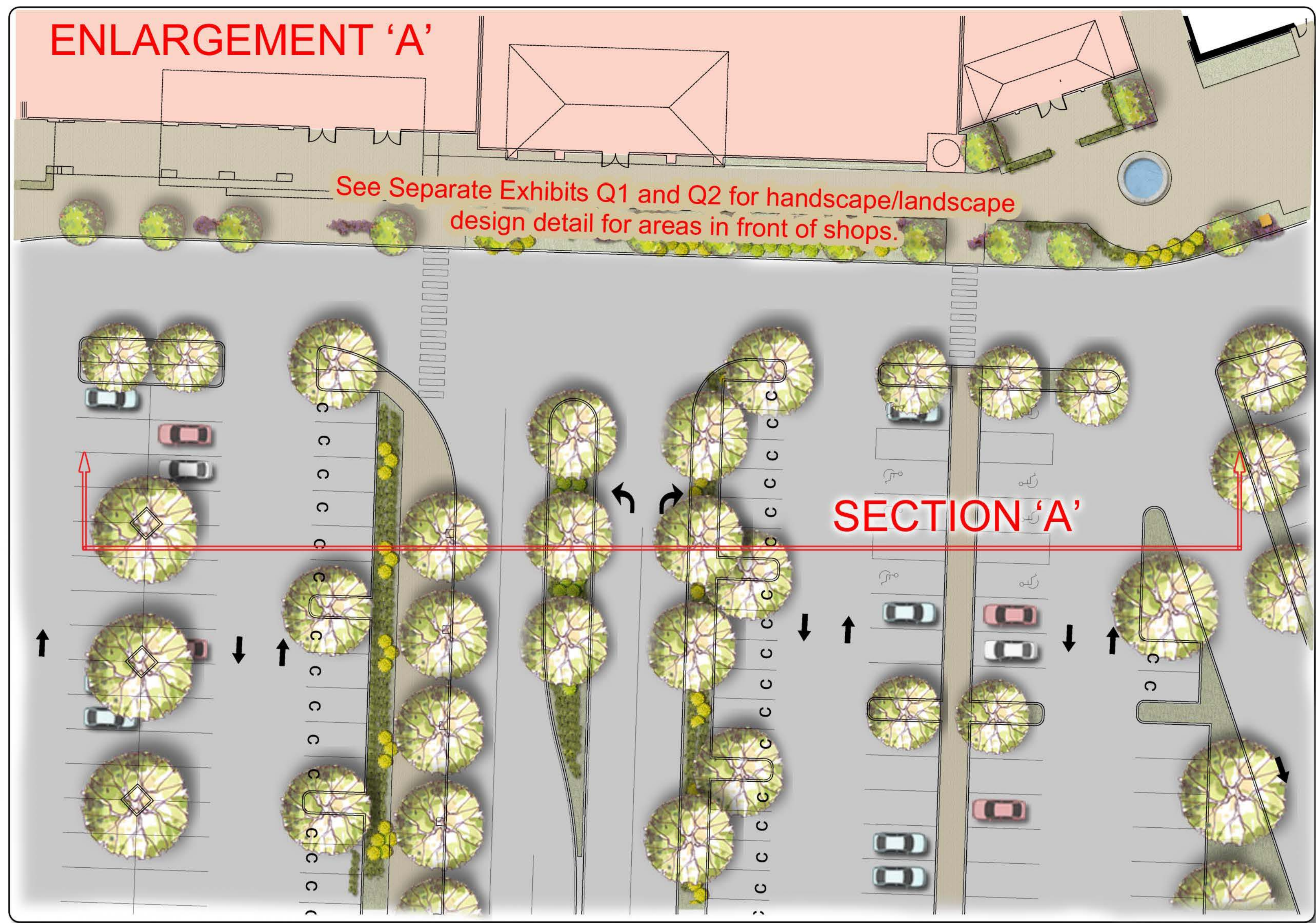
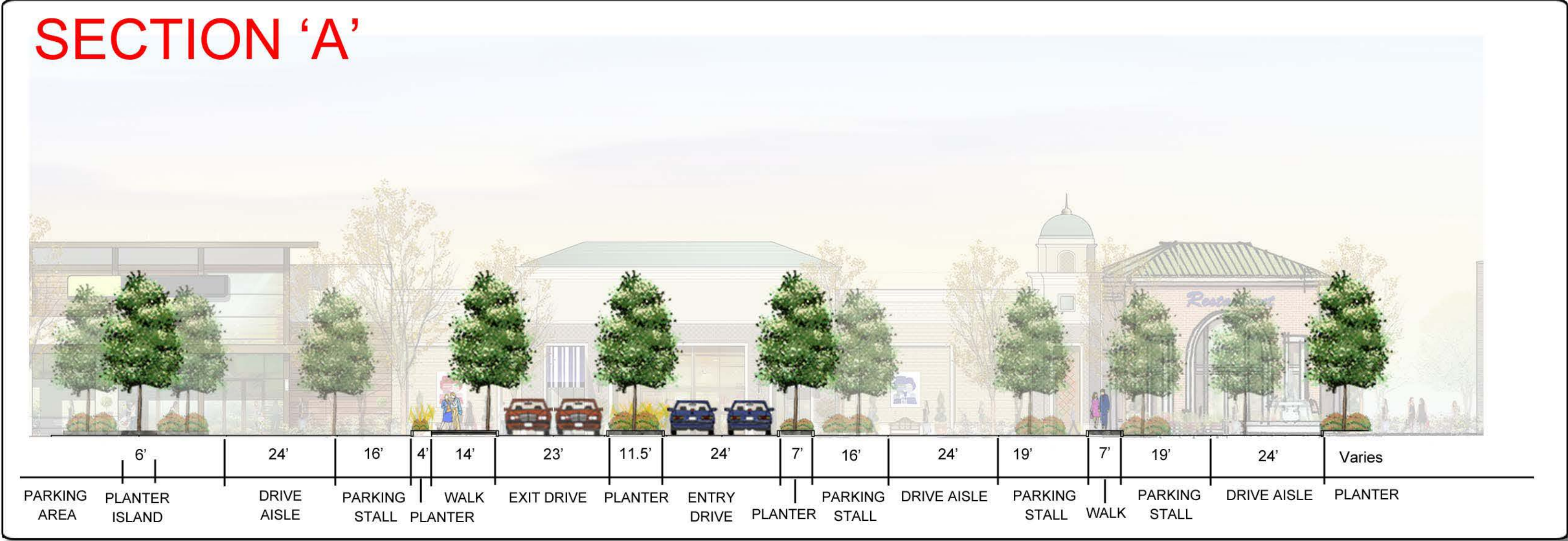


Exhibit K

Nyberg Rivers

Enlargement 'A' Plan View and Section

CENTERCAL PROPERTIES, LLC

TUALATIN, OREGON

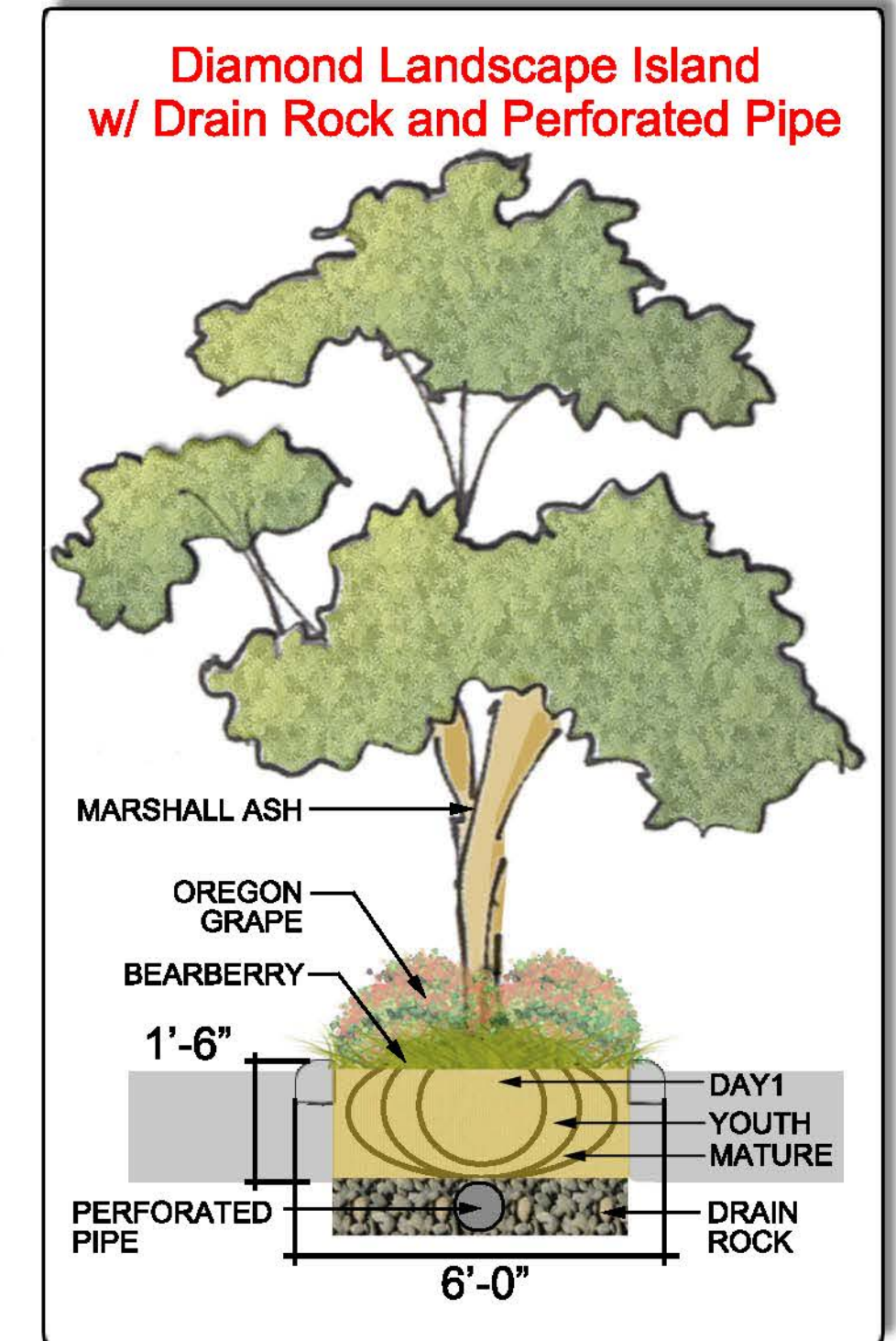
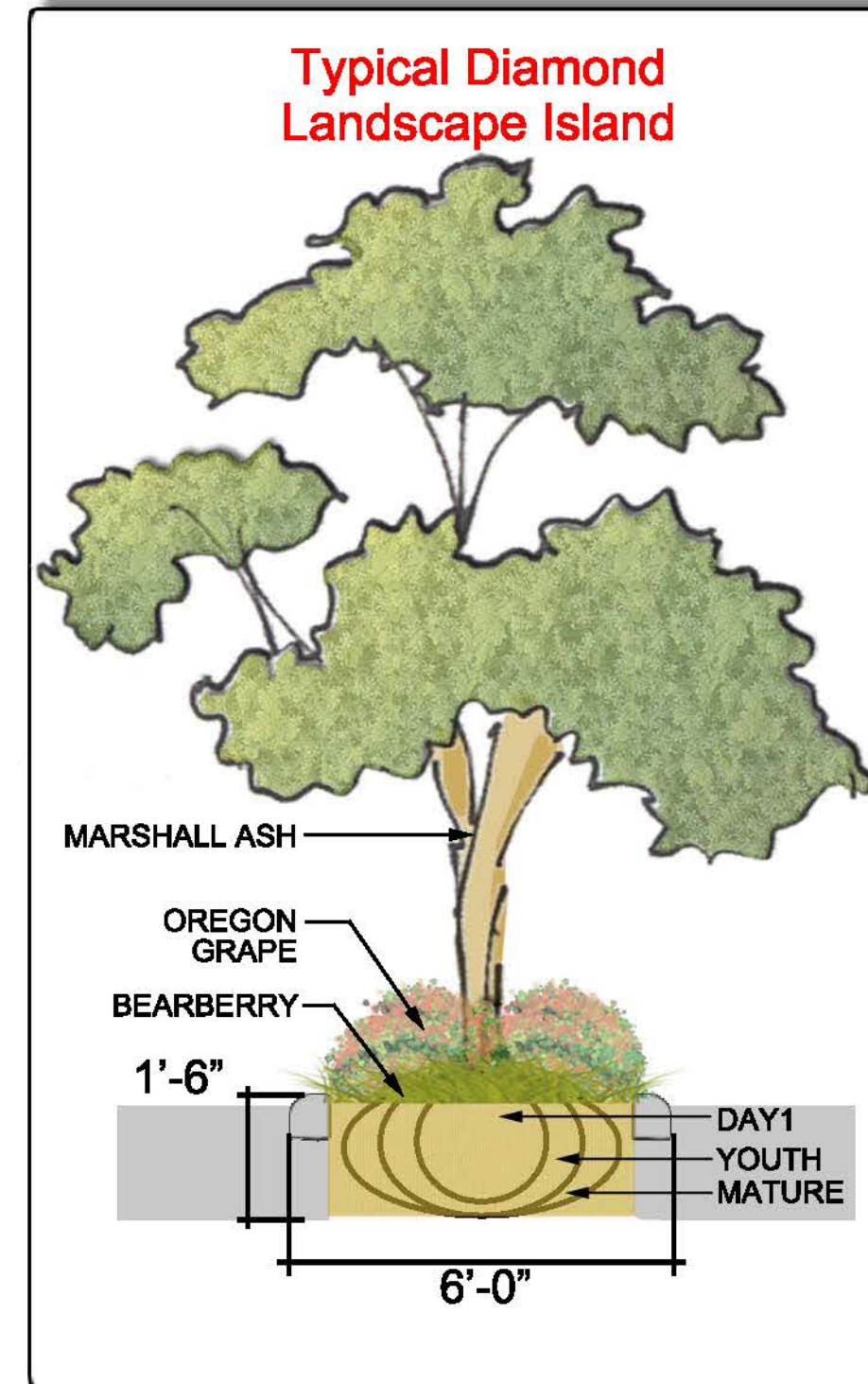
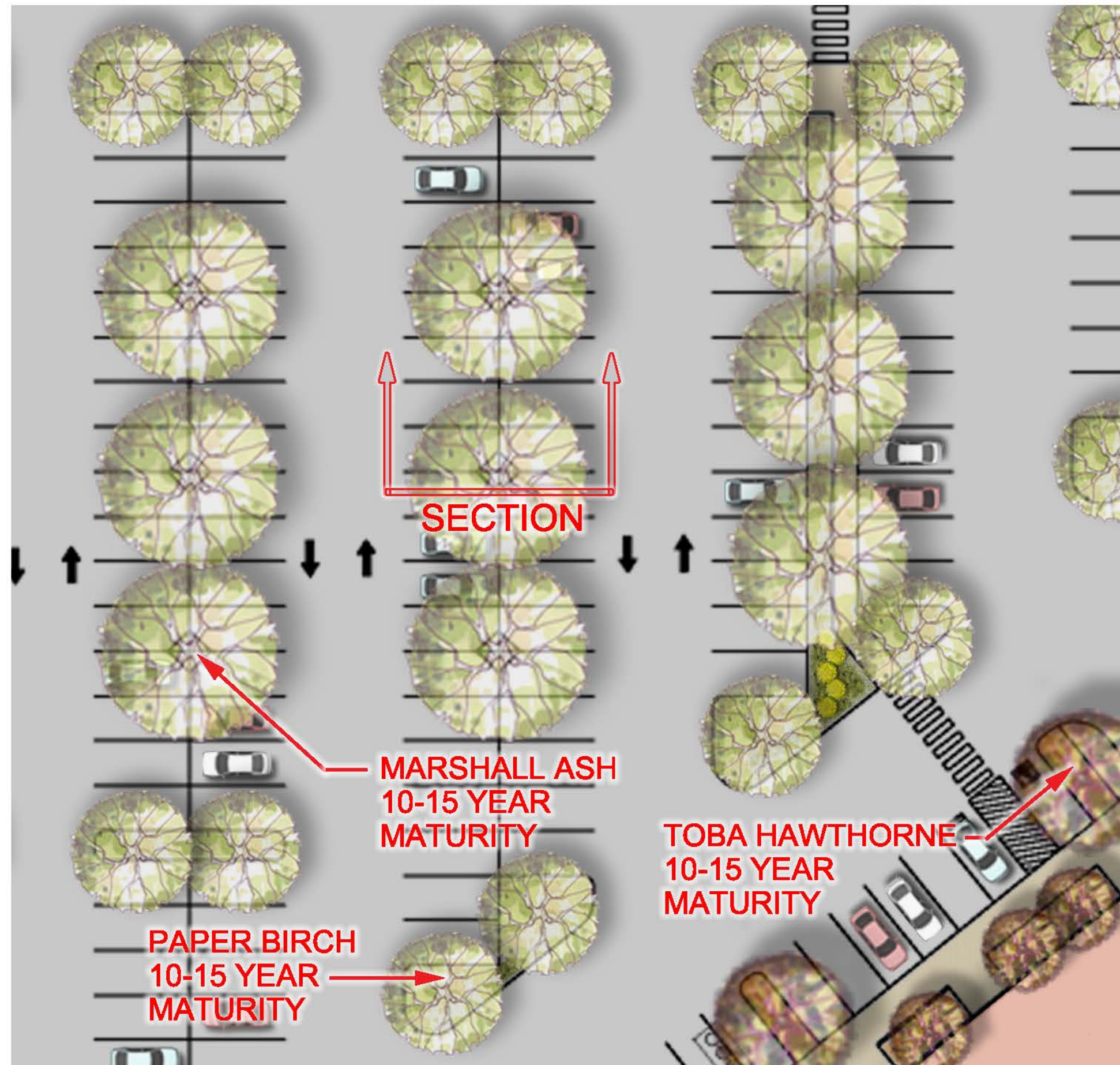


NOT TO SCALE

DATE: June 27, 2013
21198310



ENLARGEMENT 'C'



Nyberg Rivers

Enlargement 'C' Plan View & Sections

CENTERCAL PROPERTIES, LLC

TUALATIN, OREGON











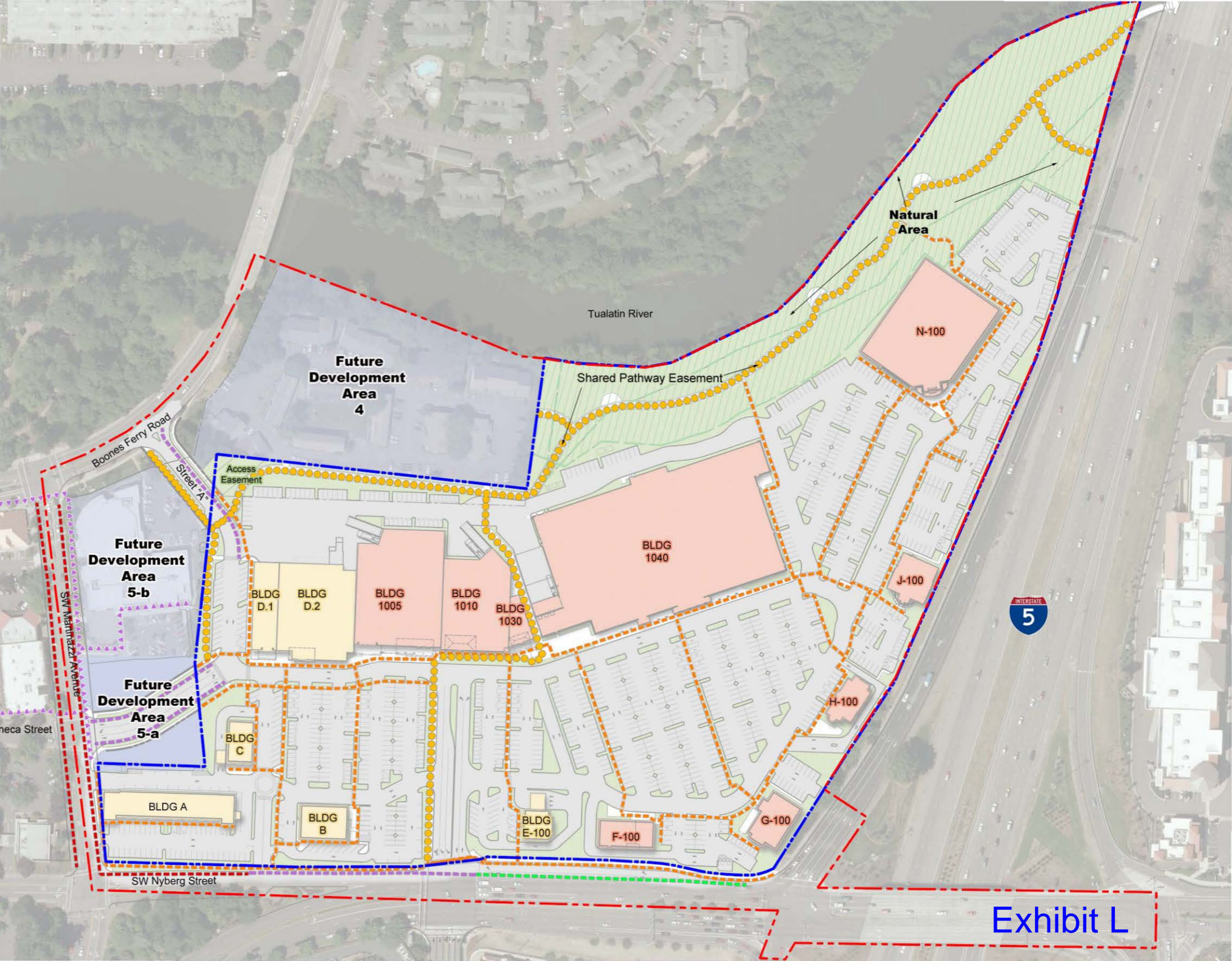
NOT TO SCALE
0 50 100 200

DATE: 12 June, 2013
21198310



LEGEND

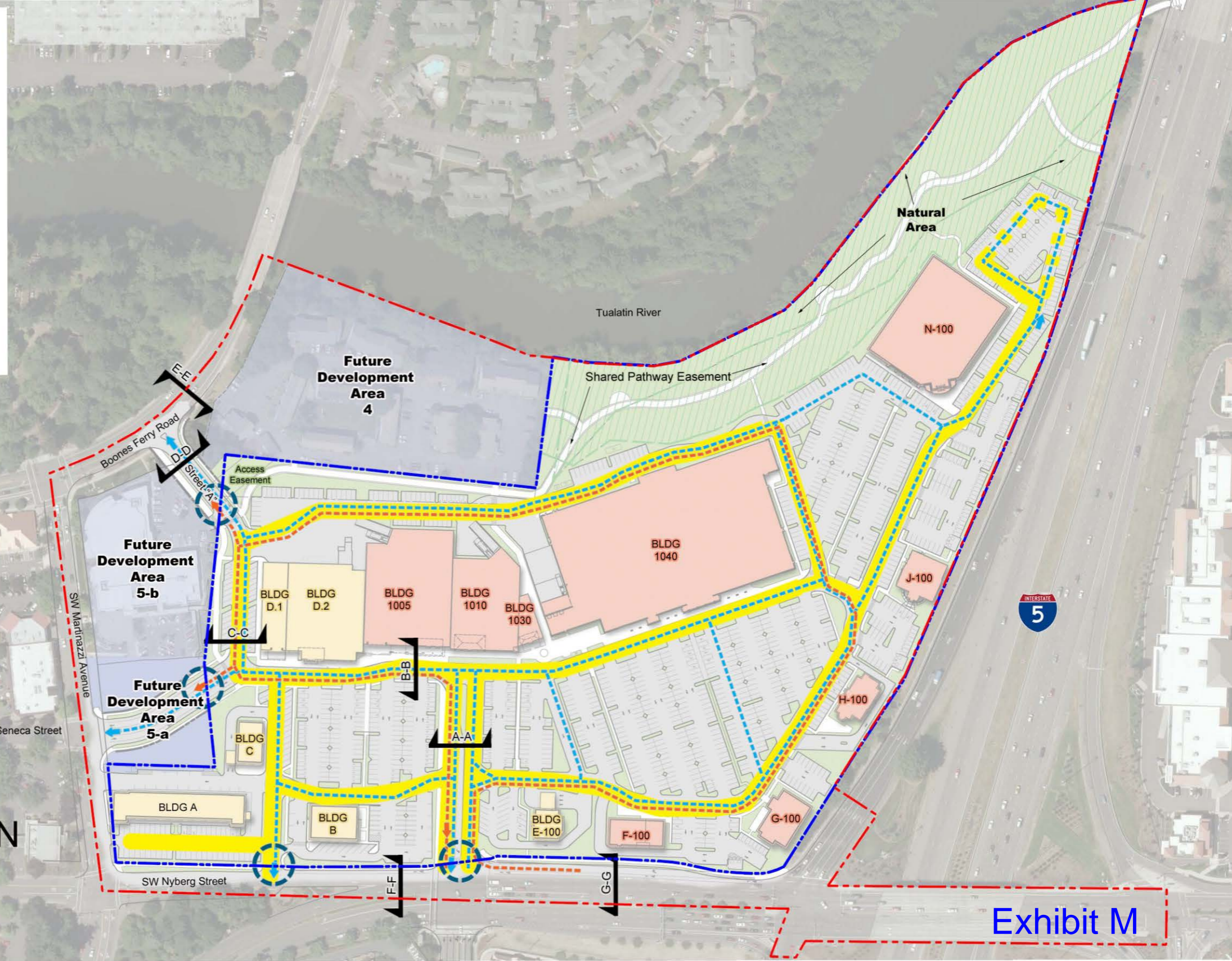
-  Primary Pedestrian Circulation Routes
-  Shared Pathway Easement
-  Future Bicycle Lanes (City)
-  Future Bicycle Lanes (Developer)
-  Existing Bicycle Lanes
-  Art Walk (Existing)
-  Master Plan Boundary
-  Primary Development Area



PEDESTRIAN & BICYCLE 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
- Fire Access Drive Aisles
Two-Way 26-ft or Wider OR
One -Way 24-ft or Wider
- Accommodating Fire Access



TRANSPORTATION PLAN

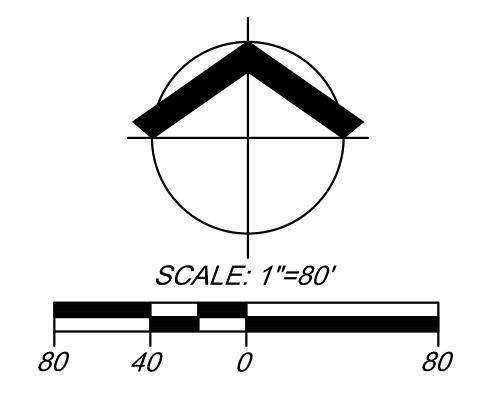
Exhibit M



LEGEND

- PROPERTY LINE
- LOT LINE
- TEMPORARY CONSTRUCTION DRIVEN FENCE
- ⊗ - EXISTING TREE TO BE REMOVED
- ⊙ - PROTECT EXISTING TREE
- NATURAL AREA

- TREE NOTES**
- 1 EXISTING TREE TO BE REMOVED.
 - 2 EXISTING TREE TO REMAIN IN PLACE. INSTALL PROTECTIVE FENCE AROUND THE TREE. PROTECTIVE FENCE SHOULD BE PLACED 10' AROUND TREE FOR EVERY 1" OF THE TREES DBH (DIAMETER AT BREAST HEIGHT).
 - 3 TREES BEYOND NATURAL AREA LINE TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED. PROTECTIVE FENCE SHOULD BE PLACED AROUND ANY TREES IF EARTHWORK OR CONSTRUCTION IS TAKING PLACE NEARBY.
 - 4 INSTALL TEMPORARY CONSTRUCTION DRIVEN FENCE ALONG THE NATURAL AREA LINE FOR A PROTECTIVE BOUNDARY. CONSTRUCTION FENCE LINE TO BE SURVEYED FOR ACCURACY.
 - 5 EXISTING TREE IS LOCATED INSIDE THE NATURAL AREA LINE, HOWEVER EXISTING ROOT BASE MAY BE COMPROMISED BY CONSTRUCTION ACTIVITIES NEARBY. CONTRACTOR TO REMOVE EXISTING TREE AS NEEDED DURING CONSTRUCTION TO ENSURE WORKER SAFETY AND SURVIVABILITY OF TREE.
 - 6 NO REGRADING OR UTILITY CONSTRUCTION IN THIS AREA IS ANTICIPATED.



TREE REMOVAL PLAN
NYBERG RIVERS MASTER PLAN
TUALATIN, OREGON

Exhibit N

PROJECT NO.: 21198310
DATE: 06/24/13
DESIGNED BY: MJZ
DRAWN BY: MJZ
CHECKED BY: JRS

TREE REMOVAL PLAN
C6.0



June 21, 2013

Project #: 12116

Christe White
Radler, White, Parks & Alexander, LLP
111 SW Columbia Street, Suite 1100
Portland, OR 97201

RE: Response to City of Tualatin June 3, 2013 letter (Preliminary Review Comments: Nyberg Rivers Master Plan)

Dear Christe,

This letter addresses the Transportation Impact Analysis comments included in the City of Tualatin's *June 3, 2013 Preliminary Review Comments: Nyberg Rivers Master Plan (MP-13-01)*. Our response focuses on the City's comments regarding Central Urban Renewal District Plan (CURD) Goal 5: Transportation and specifically the Traffic Impact Analysis (TIA) comments on pages 3-5 of the City's letter. The City's comment/request for additional information is included in italics followed by our response.

TIA Comment #1

ODOT reviewed the submitted information for their facilities (I-5 and Nyberg Street). Although, the underlying model artificially limits queues and the settings do not meet ODOT standards, ODOT reran the analysis using the correct settings. Based on this analysis the proposed improvements mitigate the impact of the development on ODOT facilities (see attached comments from ODOT). City staff provides comments below on the TIA, which will require the applicant to revise the TIA. ODOT will need to review the updated TIA to confirm whether the proposed improvements still mitigate the impact of the development on ODOT facilities. Final design may indicate the need for additional right-of-way.

Response to Comment #1:

The City is correct that the signalized intersection operational analysis model used to for the TIA deviated from ODOT's Analysis Procedures Manual (APM). The changes made to the model were needed to accurately model the adaptive signal control system that operates the traffic signals that were studied along SW Tualatin-Sherwood Road. The statement "the underlying model artificially limits queues" is incorrect. The changes made to the model were implemented to more reasonably reflect queues resulting from the adaptive signal control system (adaptive traffic signal control is a relatively new technology implementation and is not currently explicitly analyzed by the model or the ODOT APM procedures).

ODOT has completed their independent review of the TIA and also conducted their own sensitivity analysis by applying the standard method outlined in the ODOT APM. ODOT staff concurred with the TIA findings and recommendations as it relates to ODOT facilities.

We respectfully disagree with the statement “*City staff provides comments below on the TIA, which will require the applicant to revise the TIA. ODOT will need to review the updated TIA to confirm whether the proposed improvements still mitigate the impact of the development on ODOT facilities*”. The remainder of this letter addresses each of the City staff comments and provides additional information requested where appropriate. As will be evidenced by our responses herein, none of the comments provided by the City warrant revising the TIA. Further, none of the City comments warrant any change to the results presented relative to ODOT facilities reviewed in the original TIA. As such, no new comments from ODOT staff are anticipated.

TIA Comment #2

Washington County also reviewed the information and they have provided a list of conditions and measures to mitigate impacts on Nyberg Street and Tualatin Sherwood Road (please see attached comments from Washington County). City staff provided comments below on the TIA, which will require the applicant to revise the TIA. Washington County will need to review the updated TIA to confirm whether the proposed improvements still mitigate the impact of the development on Washington County facilities. Final design may indicate the need for additional right-of-way.

Response to TIA Comment #2

Similar to the response above relative to ODOT, Washington County staff conducted an independent review of the TIA and concurred with the key findings and recommendations. No changes to the TIA were requested by County staff.

Similar to our response to TIA Comment #1, none of the City comments warrant any change to the results presented relative to Washington County facilities reviewed in the original TIA. As such, no new comments from Washington County staff are anticipated.

TIA Comment #3a

The City reviewed the TIA to ensure that internal circulation is consistent with the TSP and that the new development improves traffic circulation on Martinazzi, the City’s portion of Nyberg, Boones Ferry and other nearby roadways. After the Master Plan was submitted, a list of questions and concerns was sent and a meeting was held with Kittelson & Associates to review the issues. Kittelson submitted information to address some of those concerns on May 16, 2013. Even with both submittals, the City still has the following concerns with the information provided:

- a) *On Page 44 of the TIA submitted with the Master Plan, the applicant provides queuing analysis for Nyberg Road and the freeway. This same level of analysis is needed for Martinazzi, Boones*

Ferry Road the proposed Seneca Street, Street A and the existing driveway easement from the driveway to Martinazzi. The submitted analysis should include:

- i. -Existing queue storage length*
- ii. -Proposed queue storage length that is required for new development; and*
- iii. -An analysis of whether additional queue space is needed.*

Response to TIA Comment #3a

The original TIA and supplemental analysis provided queuing information for key locations serving the proposed development where queuing impacts could be pronounced. Queuing data was not provided at other locations in the original TIA because it was clear from the operational evaluation conducted at these intersections that the project would have either have a negligible impact on queues or (in the case of new intersections such as the Seneca extension or Street A) the proposed design provided more than sufficient queue storage.

The intent of the information provided to City staff in our May 16, 2013 letter was to confirm for the City's benefit the project's impact to queuing at the identified intersections. The information provided in the May 16, 2013 letter confirmed the project would have either have a negligible impact on queues or (in the case of new intersections such as the Seneca extension or Street A) the proposed design provided more than sufficient queue storage.

Table 1 below presents the existing available storage at each of the study intersections along with the 95th percentile queues documented in Table 3 of our May 16, 2013 letter. As confirmed once again in Table 1 below, the added traffic from the Nyberg Rivers project results in a negligible change in queuing at the study intersections.

Table 1 – 95th Percentile Queue Projections at the Study Intersections

Intersection	Movement	Estimated 95 th Percentile Queue (ft)				Storage Length
		Weekday PM Peak Hour		Saturday Midday Peak Hour		
		Background Traffic	Total Traffic	Background Traffic	Total Traffic	
SW Martinazzi Avenue/ SW Boones Ferry Road	NB LT	325	325	125	150	275 ¹
	NB RT	250	275	150	175	275
	WB LT	350	375	150	200	150 ²
	EB RT	150	175	75	100	200
SW Martinazzi Avenue/ City Library Driveway (Driveway #4)	SB LT	75	100	25	50	275 ¹
	WB LT	75	100	25	50	200
	WB RT	50	50	25	50	200
SW Martinazzi Avenue/ City Library Driveway (Driveway #4) (Assuming Driveway #6 is Closed)	SB LT	75	100	25	50	75
	WB LT	75	100	25	50	200
	WB RT	50	50	25	50	200
SW Martinazzi Avenue/ SW Seneca Street/ Potential Site Access Driveway*	SB LT	-	50	-	50	150
	SB THRT	-	125	-	75	200
	WB RT	-	100	-	75	200
	WB THLT	-	50	-	50	200
	NB THRT	-	200	-	100	225
	NB LT	-	50	-	25	75
SW Martinazzi Avenue/ Nyberg Road	SB TH	100	100	75	75	225
	NB THRT	125	150	125	125	275
	WB LT	100	100	75	75	275
	WB RT	150	150	125	125	275
SW Martinazzi Avenue/ SW Tualatin-Sherwood Road	SB THRT	350	350	225	225	325
	SB LT	250	250	175	175	275
	NB THRT	350	350	250	250	400
	EB LT	100	100	125	125	150
SW Boones Ferry Road/ Proposed Street A	NB RT	-	25	-	25	150

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

LT = Left-Turn; TH = Through; RT = Right-Turn

* - Under the scenario that includes a Seneca Street extension into the project site

¹Represents the distance of the two-way center left-turn lane along SW Martinazzi Avenue and Driveway #4.

²Represents the striped WB LT storage distance. An additional 175 feet of full width storage distance is available before the lane narrows over the Tualatin River.

As shown in Table 1, adequate storage length exists for all but the following movements:

- The northbound left-turn at the SW Boones Ferry Road/SW Martinazzi Avenue intersection and the southbound left-turn at the SW Martinazzi Avenue/City Library Driveway #4.
 - Both of these movements share the same 275 feet of center left-turn lane. Field observations noted that there are periods of vehicle queue overlap between these two intersections during peak time periods. This situation was described in more detail on pages 2 and 3 of the May 16, 2013 letter. The Nyberg Rivers project has a negligible impact on this existing condition.
- The westbound left-turn movement at the SW Boones Ferry Road/SW Martinazzi Avenue intersection.
 - The total available full width storage for this movement is approximately 325 feet whereas the background 95th percentile queue is 350 feet. With the proposed development, the 95th percentile queue is forecast to marginally increase by an additional 25 feet (one car length) beyond background traffic conditions. There is no opportunity to increase westbound left-turn storage at the intersection short of widening the SW Boones Ferry Road bridge. There does not appear to be any turn lane extensions [proposed in the recently adopted City Transportation System Plan.
- The 95th percentile queue on the southbound shared through/right-turn movement at the SW Martinazzi Avenue/SW Tualatin-Sherwood Road intersection is forecast to exceed the available storage by one vehicle length.
 - This condition occurs under background traffic conditions regardless of site development. The proposed development does not increase the southbound queue length.

TIA Comment #3b

b) The report assumes that very little traffic will use Martinazzi Avenue and Street A to access the development. Based on existing conditions, the City believes that is inaccurate. Most people coming from/going to the west and south will not access the site from Nyberg Street but will use Martinazzi Avenue or Boones Ferry Road. Additionally, the report does not assume truck traffic on those roadways which is inconsistent with the submitted Master Plan that shows those roadways being the main truck route. Please revise the TIA with assumptions that better match expected travel patterns.

Response to TIA Comment #3b

We disagree with the City's assertion that the assignment of trips to SW Martinazzi and Street A is inaccurate. In our professional opinion, the trips assigned to both facilities represent a reasonable estimate of travel patterns upon build-out of the proposed Nyberg Rivers project.

As documented in the August 2012 scoping memo and the April 2013 TIA, we estimated that approximately 20 percent of the new trips will come from the north via SW Boones Ferry Road or SW Upper Boones Ferry Road. All of this traffic was assigned to either SW Martinazzi or Street A. Only five percent of the new trips are estimated to come from SW Martinazzi (south of SW Tualatin Sherwood Road). Of that five percent approximately half were assumed to use SW Martinazzi south of SW Nyberg Street to enter or egress the site and approximately half would enter or egress use travel to and/from the site from SW Tualatin Sherwood Road/SW Nyberg Street.

All of the assumptions discussed above and documented in the TIA are reasonable based on existing and estimated future travel patterns and can be relied upon by the City staff as they develop their own transportation findings and recommendations for the Nyberg Rivers project.

With respect to truck traffic, truck vehicle percentages were assumed on each of the roadways based on existing truck traffic counts. Delivery vehicles to and from commercial sites typically occur outside the weekday a.m. and p.m. peak hours and thus are not expected to have any material impact on the peak hour analysis results presented in the TIA.

TIA Comment #3c

- c) The report utilizes conflicting assumptions of the driveway access on Martinazzi Avenue. Part of the evaluations assumes all three driveways remain open, yet another section assumes only one access connects to Martinazzi Avenue. The TIA needs to be consistent throughout the study. Any revisions may impact the queue length analysis listed above. Please make this change before completing the new queue length analysis.*

Response to TIA Comment #3c

As noted in the April 2013 TIA and reiterated in the supplemental information provided in the May 20, 2013 letter, the driveway assumptions for the two access scenarios on SW Martinazzi (with and without the SW Seneca Street extension) only differ relative to the treatment of the driveway immediately south of SW Seneca Street (indicated as driveway 6 in the April 2013 TIA).

With the SW Seneca Street extension it was assumed driveway 6 would be closed. Without the SW Seneca Street extension, driveway 6 was assumed to remain open because the project has would have no impact on this driveway (driveway 6 is not part of the proposed development site).

If the City desires to close driveway 6 regardless of the SW Seneca Street extension, the impact would be a small increase in traffic to the existing City Hall driveway (indicated as driveway 4 in the April 2013 TIA) on SW Martinazzi. Table 2 below shows the impact of the reassignment of traffic at driveway 4.

Table 2 - Detailed Operations of the Driveway #4 SW Martinazzi Avenue/City Library Driveway Assuming Driveway #6 is Closed (2014 Total Conditions)

	2014 Total Traffic Conditions SW Martinazzi Avenue/ City Library Driveway (Driveway #4)	2014 Total Traffic Conditions SW Martinazzi Avenue/ City Library Driveway (Driveway #4) (Assuming Driveway #6 is closed)
SB LT Movement	LOS = B	LOS = B
	Control Delay = 12.1 sec	Control Delay = 12.2 sec
	V/C = 0.26	V/C = 0.27
WB LT Movement	LOS = E	LOS = E
	Control Delay = 43.4 sec	Control Delay = 44.3 sec
	V/C = 0.35	V/C = 0.35
WB RT Movement	LOS = C	LOS = C
	Control Delay = 15.7	Control Delay = 16.4
	V/C = 0.30	V/C = 0.36

As indicated in Table 2, closure of driveway 6 will have a very small impact to driveway 4 and driveway 4 will continue to meet City standards for unsignalized intersection operations.

TIA Comment #3d

- d) More information is needed on the timing of the traffic studies. It is unclear if the studies were completed when Kmart was open or closed (or both) and which data set was used.*

Response to TIA Comment #3d

The traffic counts used in the April 2013 TIA were collected when Kmart was open. The majority of the information presented in the supplemental May 16, 2013 letter also relied on the traffic counts taken when Kmart was open.

The supplemental field observations and capacity estimates conducted for the City Hall driveway on SW Martinazzi (documented on pages 2 and 3 of the May 16, 2013 letter) were collected after the Kmart had closed. However, the capacity estimates presented in Tables 1 and 2 in the May 16, 2013 letter are considered reasonable as the northbound and southbound through traffic on SW Martinazzi has the most significant impact on the capacity of the turning movements at the driveway. The closure of Kmart has likely resulted in very little change to the northbound and southbound through traffic on Martinazzi (most Kmart customers using Martinazzi would have turned left in or right out of the City Hall driveway and that total demand is represented in the existing traffic counts (from the April 2013 TIA) and factored into the total traffic projections.

TIA Comment #3e

- e) *The applicant's traffic consultant does not draw any conclusions on the adequacy of the existing City driveway/easement taking into account the traffic generation from the proposed development, other driveway closures, and queuing issues on Martinazzi Avenue. The applicant needs to analyze this and make a conclusion about the adequacy of the existing driveway to serve this development.*

Response to TIA Comment #3e

We believe several conclusions have been presented to the City regarding the operation of the City driveway (driveway 4 in the TIA). The most substantive conclusions are as follows:

- The City driveway currently meets the City of Tualatin's Level of Service standard and will continue to meet the standard with the added traffic from Nyberg Rivers.
- There are some existing operational deficiencies that exist at the City driveway under existing conditions due to the presence of standing queues on SW Martinazzi that occasionally extend to and beyond the City Hall driveway. The analysis presented to date has demonstrated that the Nyberg Rivers development will have very little impact on this existing condition.
- An option that would eliminate the City driveway and replace it with the extension of SW Seneca Street has also been studied. Under this scenario the new SW Seneca/SW Martinazzi intersection would be signalized and would result in a significant operational improvement relative to the existing condition at the aforementioned City driveway.

None of the above conclusions suggest that the City hall driveway "must" be closed as a result of the Nyberg Rivers development as this conclusion is not supported by the traffic engineering evidence. Representatives from CenterCal remain very willing to work with the City to implement solutions that improve the operations at the driveway (including helping to implement the Seneca Street extension).

TIA Comment #3f

- f) *On Page 7 of the Master Plan, the applicant has indicated that the Primary Development Area will be redeveloped to support traditional shopping center related uses. The applicant has used a trip generation rate for Shopping Centers throughout the TIA. This is applied to all of the uses on the site. City staff questions if this results in a lower than expected trip generation. In informal discussions with the applicant, staff is aware that a specialty grocery tenant is proposed for Bldg. 1005, a stand-alone 45,000 fitness club is proposed for Building N-100 and a new drive-through restaurant use is proposed in Building H-100 – in addition to the applicant's proposal to retain drive-through uses on Buildings A, B, C, and a relocated F-100 (we believe that retaining drive-through uses on Bldg B is in error, as stated above). Staff believes it is inappropriate to apply a Shopping Center trip generation rate when so many of these proposed uses are auto-intensive and don't have traditional shopping center characteristics. In the revised submittal, please clarify the proposed uses for each building so that an accurate trip generation can be*

analyzed on the site. Based on our understanding of the proposed uses from informal conversations, staff believes that the following uses should analyzed separately from the Shopping Center trip generation rate:

- i. The two drive-through restaurants (Buildings F-100 and H-100);
- ii. The grocery store (Bldg 1005); and
- iii. The 45,000 square foot stand-alone health club (N-100)

Please apply the correct trip generation rates in the revised submittal.

Response to TIA Comment #3f

We strongly disagree with the premise that the above uses should be separated from the shopping center for the purposes of the TIA. As noted in *Trip Generation, 9th Edition (published by the Institute of Transportation Engineers)*, “A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points.”

Separating the higher trip generating uses from the shopping center as the City suggests and continuing to apply the shopping center trip generation rate for the lower trip generating uses (which assumes a blend of higher and lower trip generating uses) would result in an unreasonably conservative estimate of trip generation. ITE practice would then dictate application of internal trip reductions between each of the site uses to account for internal trips that are inherently addressed in the shopping center trip data. To emphasize this point, a weekday p.m. peak hour trip generation calculation was performed where all of the major site uses were separated. A summary table of these calculations is shown in Table 3 below and the detailed breakout calculations are summarized in Appendix A.

Table 3 - Nyberg Rivers Trip Generation (with uses separated)

	ITE Code	Size (sq. ft.)	Weekday PM Peak Hour		
			Total	In	Out
Existing Site Driveways ¹	-	-	945	435	510
Less Existing Library ²	590	22,123	(160)	(75)	(85)
Less Existing Civic Uses ³	715	~10,000	(50)	(10)	(40)
Total Existing Retail			735	350	385
Proposed Site ⁵	820	307,000 ⁴	1,465	750	715
Less Existing Retail Driveway Counts			(735)	(350)	(385)
Sub Total			730	400	330
Less Internal Trips (20%)			(295)	(150)	(145)
Pass-by Trips (varies)			(310)	(155)	(155)
Net New Trips			125	95	30

Table 4 below compares Table 3 above with the original Trip Generation calculations in the *April 2013 Nyberg Rivers Traffic Impact Study*. The following key points can be taken from the comparison:

- Separating out the uses results in a total gross trip generation that is approximately nine percent higher during the weekday p.m. peak hour.
- However, the total driveway trips are approximately 15 percent lower when the uses are separated. The reason for the reduction is due to the assumption that 20 percent of the trips are captured internally when we separate the uses. There is no internal trip reduction for the shopping center because it is already incorporated in the trip generation rate.
- The total net new trips are substantially lower when separating out the uses. The reason for the substantial difference is related to the fact that the higher trip generating uses (banks and fast food restaurant) have a much higher pass-by rate than what is included in the shopping center rate.

Table 4 – Summary Comparison of Trip Generation Methodologies

	Trip Generation Summary from the Original April 2013 Traffic Impact Study (Weekday PM Peak Hour Trips)	Trip Generation Summary Separating All Proposed Site Uses (Weekday PM Peak Hour Trips)
Total Gross Trip Generation	1,350	1,465
Total Driveway Trips	1,350	1,170
Net New Trips	405	125

In summary, Table 4 clearly shows that separating out the site uses would result in a lower number of total driveway trips and a lower number of net new driveway trips. As such, the trip generation methodology used in the April 2013 is more conservative and provides a more robust estimate of the transportation related impacts associated with the proposed Nyberg Rivers development.

To provide further evidence that the using the ITE shopping center trip generation rate results in a reasonable yet conservative estimate of trip generation two local examples (Nyberg Woods and Bridgeport Village) were evaluated.

- In 2007 the total volume of driveway trips were counted for the three driveways serving Bridgeport Village. At the time Bridgeport Village had approximately 440,000 gross square feet of leasable retail floor area (GLA) which included a Wild Oats supermarket. The actual driveway counts revealed a total trip generation rate of 2.99 trips per thousand square feet of GLA during the weekday p.m. peak hour (4-6 p.m.). *Trip Generation, 9th Edition* suggests a 440,000 square foot shopping center would result in a trip generation rate of approximately 3.67 trips per thousand square feet of GLA evaluation, which is approximately 20 percent higher than the actual trip generation rate. On a Saturday peak hour the actual trip rate was found to be approximately 25 percent less than the ITE Shopping Center trip generation rate.

- Nyberg Woods (directly across the site from I-5) includes approximately 207,000 gross square feet of leasable floor area (GLA). Actual traffic counts were collected in 2012 which revealed a total trip generation rate of 3.74 trips per thousand square feet of GLA during the weekday p.m. peak hour (4-6 p.m.). *Trip Generation, 9th Edition* suggests a 207,000 square foot shopping center would result in a trip generation rate of approximately 4.71 trips per thousand square feet of GLA evaluation, which, similar to Bridgeport Village is approximately 20 percent higher than the actual trip generation rate. On a Saturday peak hour the actual trip rate was found to be approximately 7 percent lower than the ITE Shopping Center trip generation rate.

Based on these two local retail centers and the mix of uses they reflect, we remain confident that use of the ITE shopping center data is not only appropriate, but likely represents a conservative (overestimates) the impact of the proposed development.

We trust this local trip generation data helps City staff to confirm the reasonableness of applying the Shopping Center trip generation rate for the proposed Nyberg Rivers project.

Thank you for the opportunity to respond to staffs questions and comments. We would be happy to further discuss these or other issues as needed and look forward to finalizing the on- and off-site mitigation needs associated with the project.

If you have any questions, please contact us.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Mark Vandehey, P.E.

Appendix A Detailed Trip Generation
Calculations

Nyberg Rivers Calculated Trip Generation Values for Weekday PM Peak, Including Existing Development

Land Use	ITE Code	Size (SF)	Discount Rate	Total Trips	Trips In	Trips Out
Sporting Goods Superstore				185	89	96
Internal Trips			0.2	37	18	19
Pass-by Trips	861	110,093	0	0	0	0
Net New Trips				148	71	77
Furniture Store				10	5	5
Internal Trips			0.2	2	1	1
Pass-by Trips	890	21,750	0.53	4	2	2
Net New Trips				4	2	2
Specialty Retail				182	80	102
Internal Trips			0.2	36	16	20
Pass-by Trips	826	66,777	0	0	0	0
Net New Trips				145	64	81
Drive-in Bank				230	115	115
Internal Trips			0.2	46	23	23
Pass-by Trips	912	9,485	0.47	87	43	43
Net New Trips				98	49	49
Fast-Food Restaurant with Drive-Through Window				262	136	126
Internal Trips			0.2	52	27	25
Pass-by Trips	934	8,026	0.5	101	50	50
Net New Trips				109	59	50
High-Turnover Sit-Down Restaurant				121	73	48
Internal Trips			0.2	24	15	10
Pass-by Trips	932	12,297	0.43	33	17	17
Net New Trips				64	41	22
New Seasons Grocery Store				318	162	156
Internal Trips			0.2	64	32	31
Pass-by Trips	850	33,572	0.36	90	45	45
Net New Trips				165	85	80
Health/Fitness Club				159	91	68
Internal Trips			0.2	32	18	14
Pass-by Trips	492	45,000	0	0	0	0
Net New Trips				127	72	55
	Total SF	307,000	Total Net New Trips	859	443	416

Summary of Nyberg Rivers Calculated Trip Generation Values for Weekday PM Peak

Land Use	ITE Code	Size (SF)	Total Trips	Trips In	Trips Out
Existing Site					
Existing Site Driveways	-	-	945	435	510
Less Existing Library	590	22,123	160	75	85
Less Existing Civic Uses	715	~10,000	50	10	40
Total Existing Retail			735	350	385
Future Site					
Future Site Driveways (sporting goods superstore, furniture store, specialty retail, drive-in bank, fast-food restaurant, sit-down restaurant, supermarket, health/fitness club)	861, 890, 826, 912, 934, 932, 850, 492	307,000	1467	750	717
Less Existing Driveway Counts			735	350	385
Sub-Total			732	400	332
Less Total Internal Trips			293	150	143
Less Total Pass-by Trips			314	157	157
Total Net New Trips			124	93	31



Perkowitz + Ruth
ARCHITECTS

NYBERG RIVERS
TUALATIN, OREGON
SOUTH ELEVATION - SITE
DATE PREPARED : MAY. 21, 2013

Exhibit P



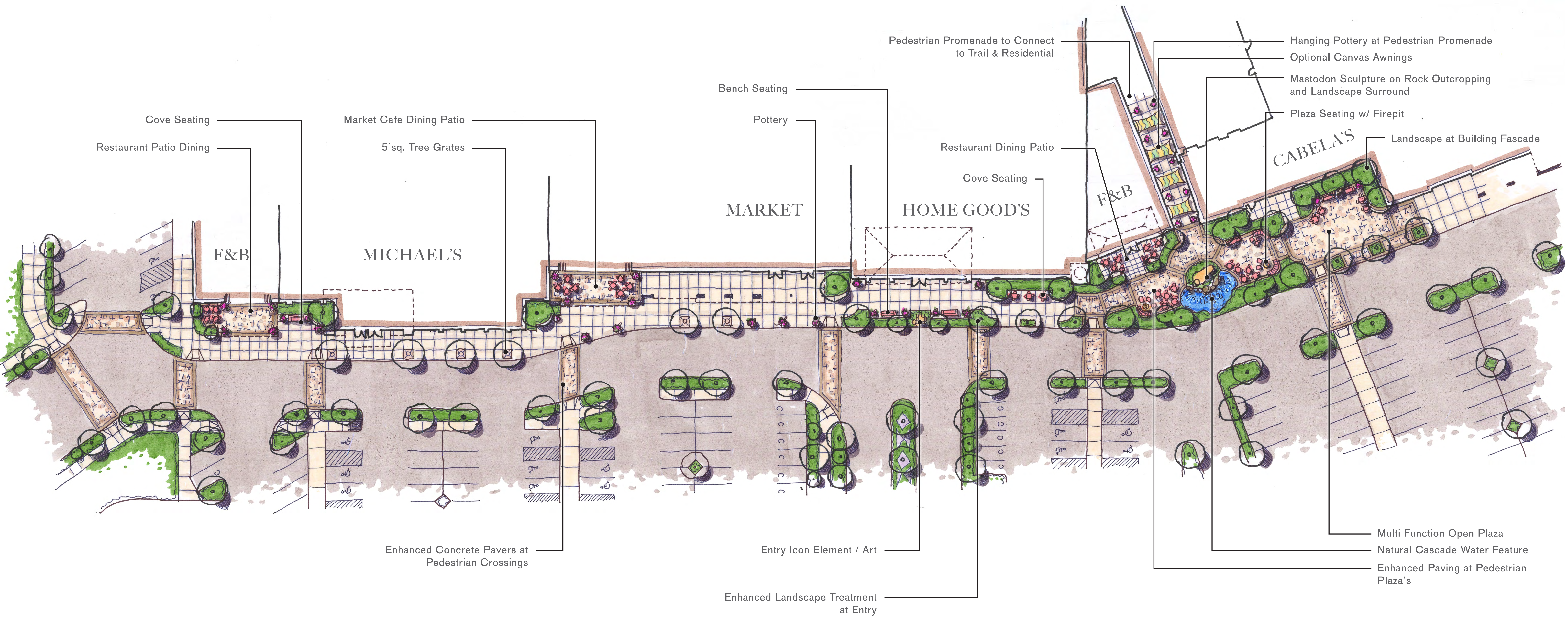


EXHIBIT Q 1-BUILDING FRONTAGE LANDSCAPE PLAN

June 26, 2013 | scale 1"=20'-0"



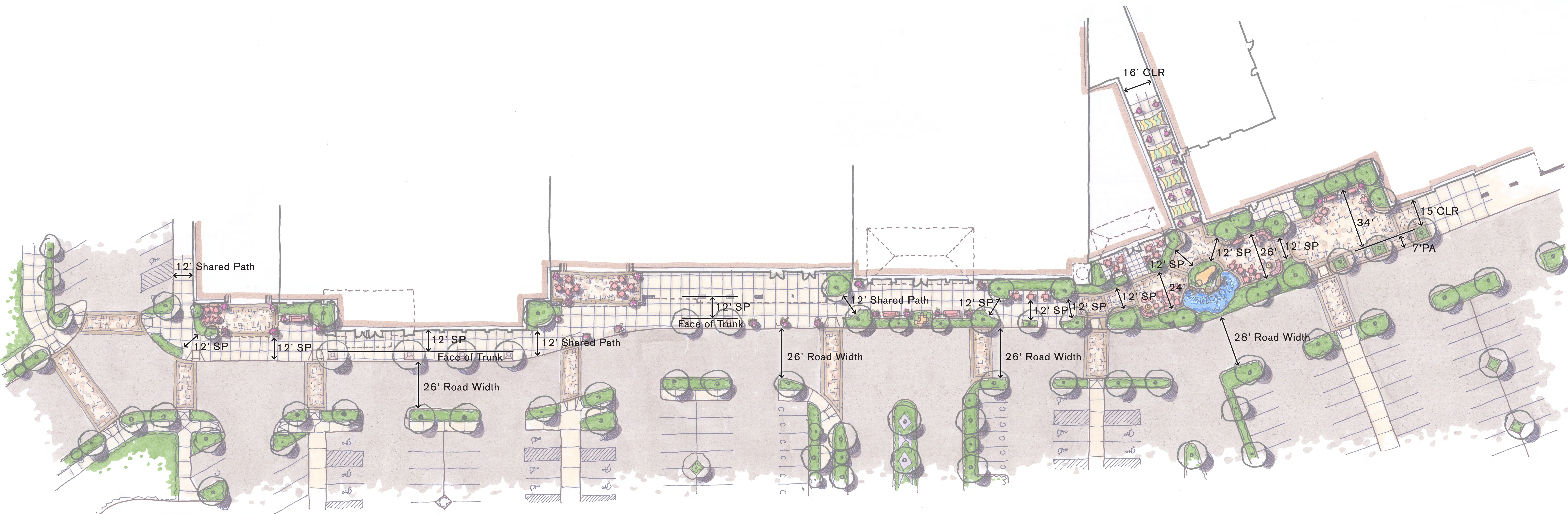


EXHIBIT Q 2-BUILDING FRONTAGE LANDSCAPE PLAN

June 26, 2013 | scale 1"=20'-0"





CONCEPT DESIGN PACKAGE

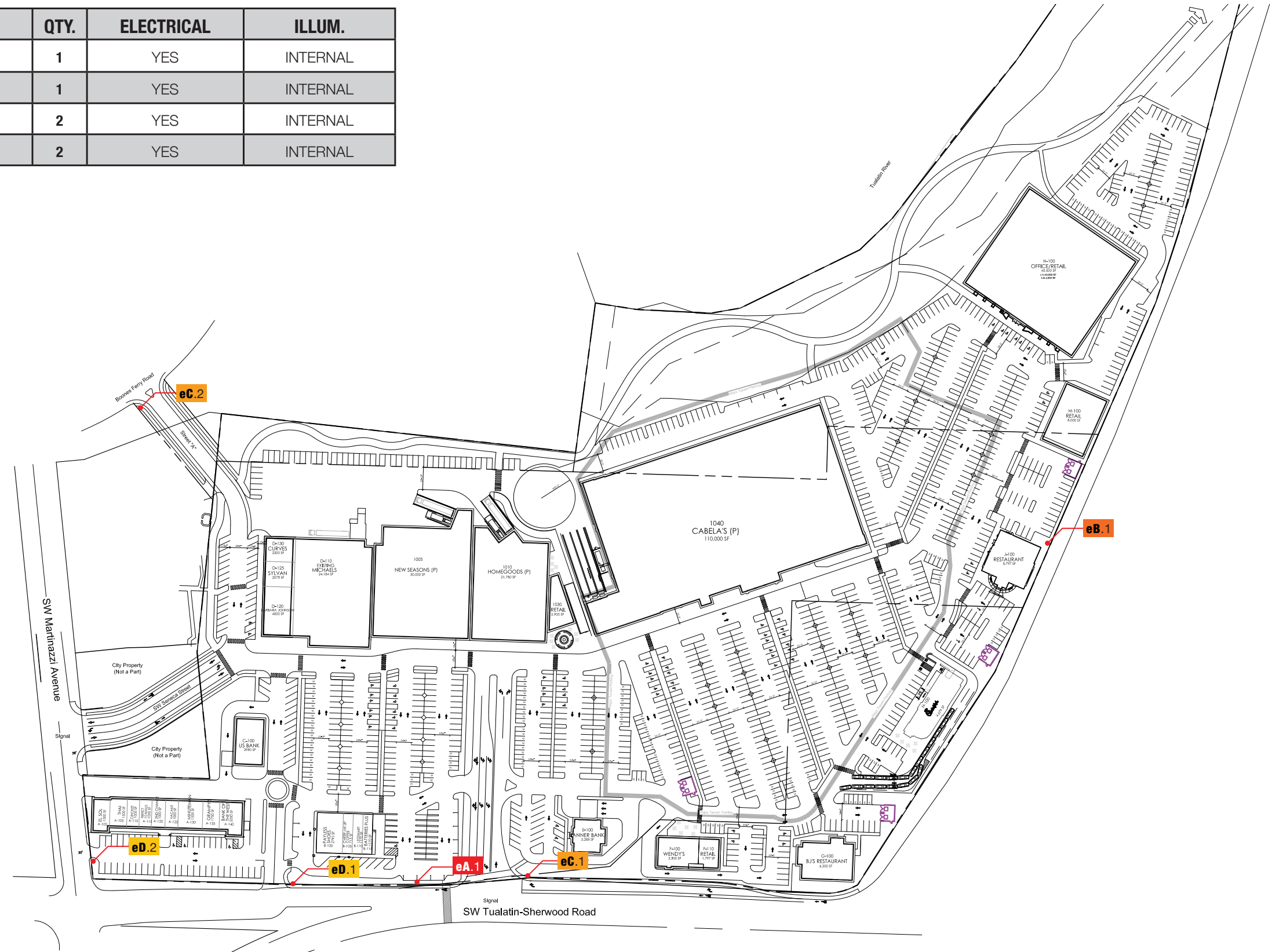
MAY 17, 2013

Exhibit R



EXTERIOR SIGNS

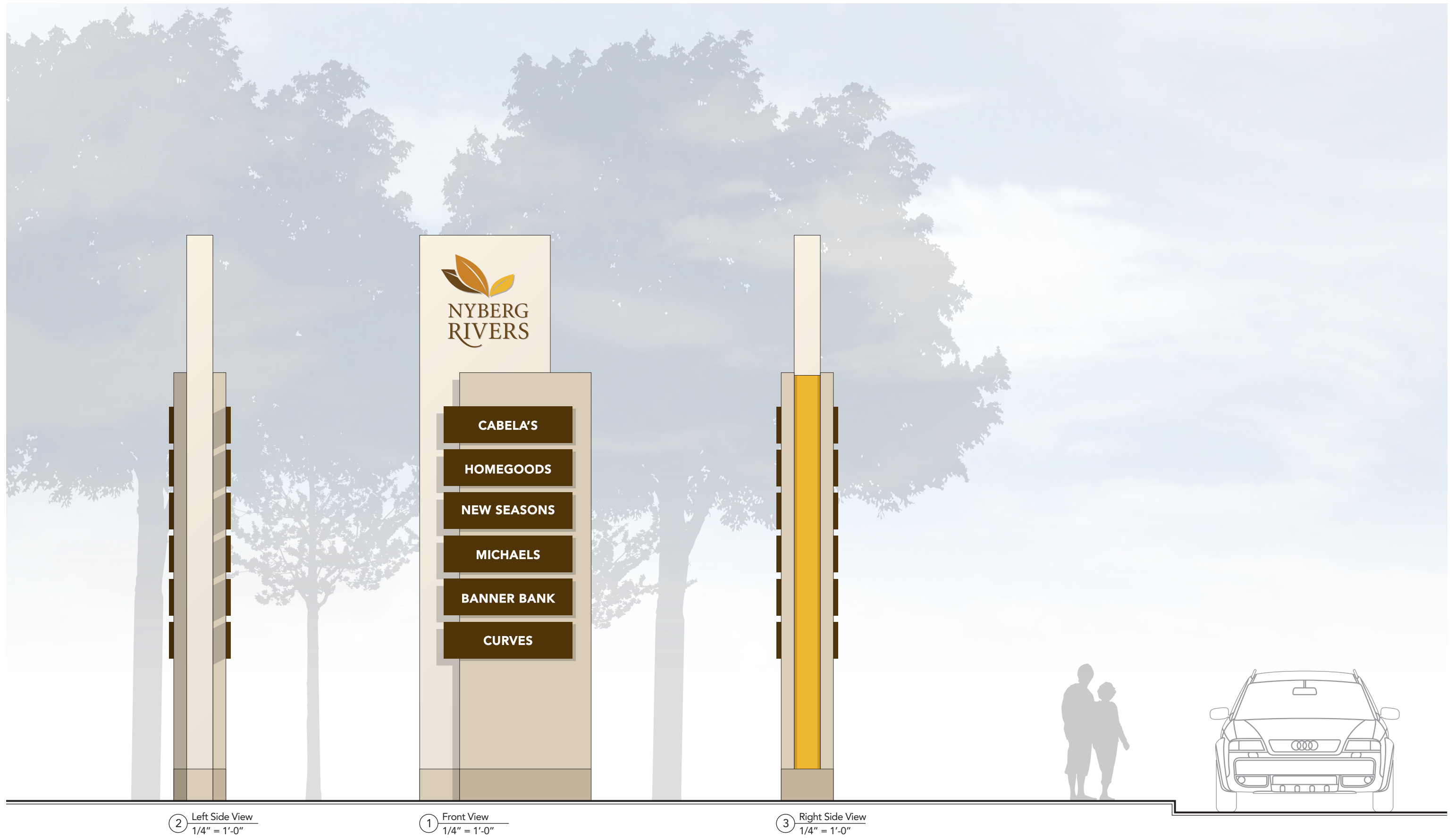
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eB	FREEWAY TENANT PYLON	1	YES	INTERNAL
eC	PRIMARY MONUMENT	2	YES	INTERNAL
eD	SECONDARY MONUMENT	2	YES	INTERNAL



PROGRAMMING PLAN AND SIGN SCHEDULE



SIGN FAMILY A



eA - PROJECT ENTRY SITE IDENTITY MONUMENT

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY A



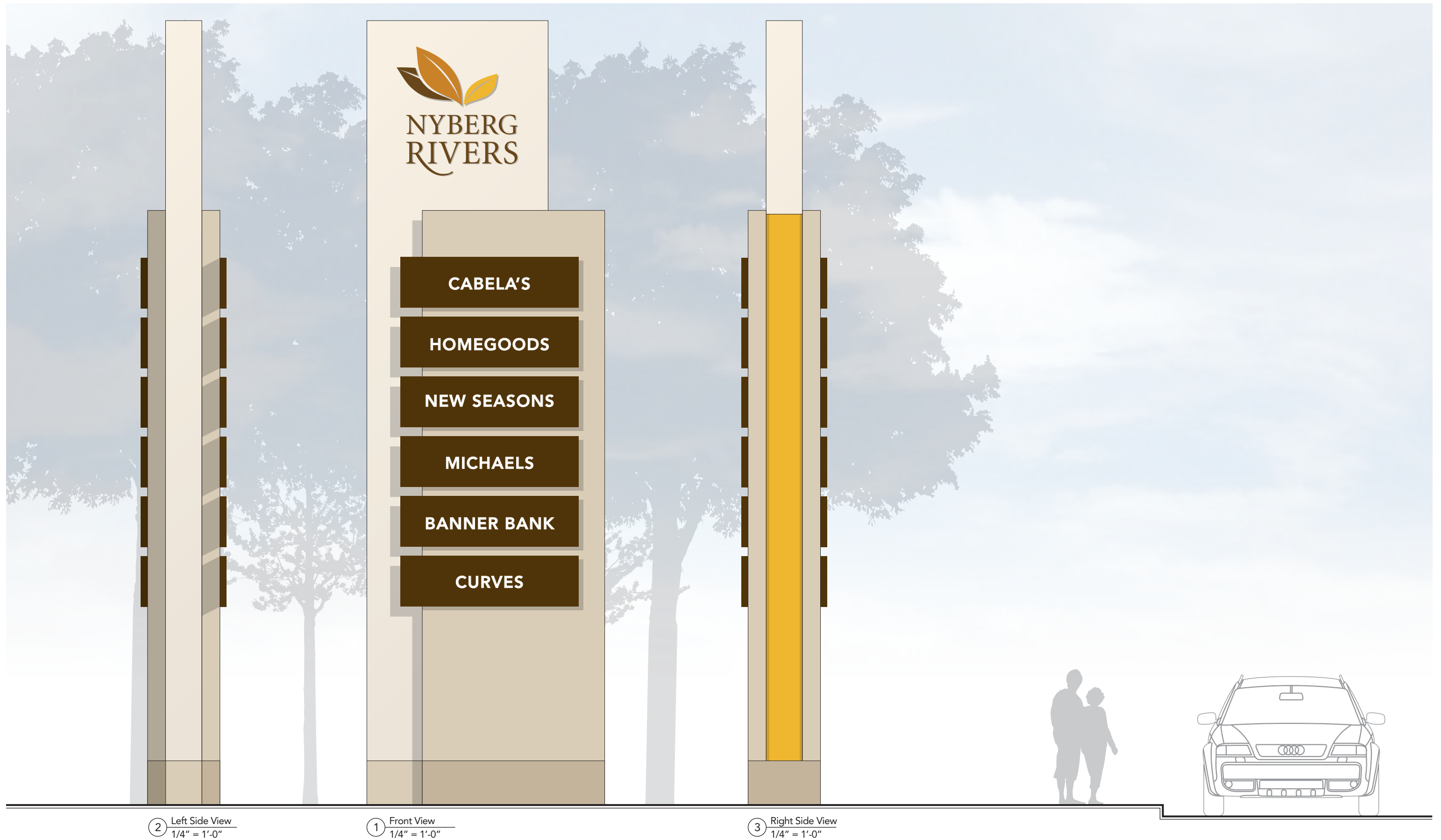
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1/4" = 1'-0"

① Front View
1/4" = 1'-0"

③ Right Side View
1/4" = 1'-0"

eA - PROJECT ENTRY SITE IDENTITY PYLON - NIGHT VIEW

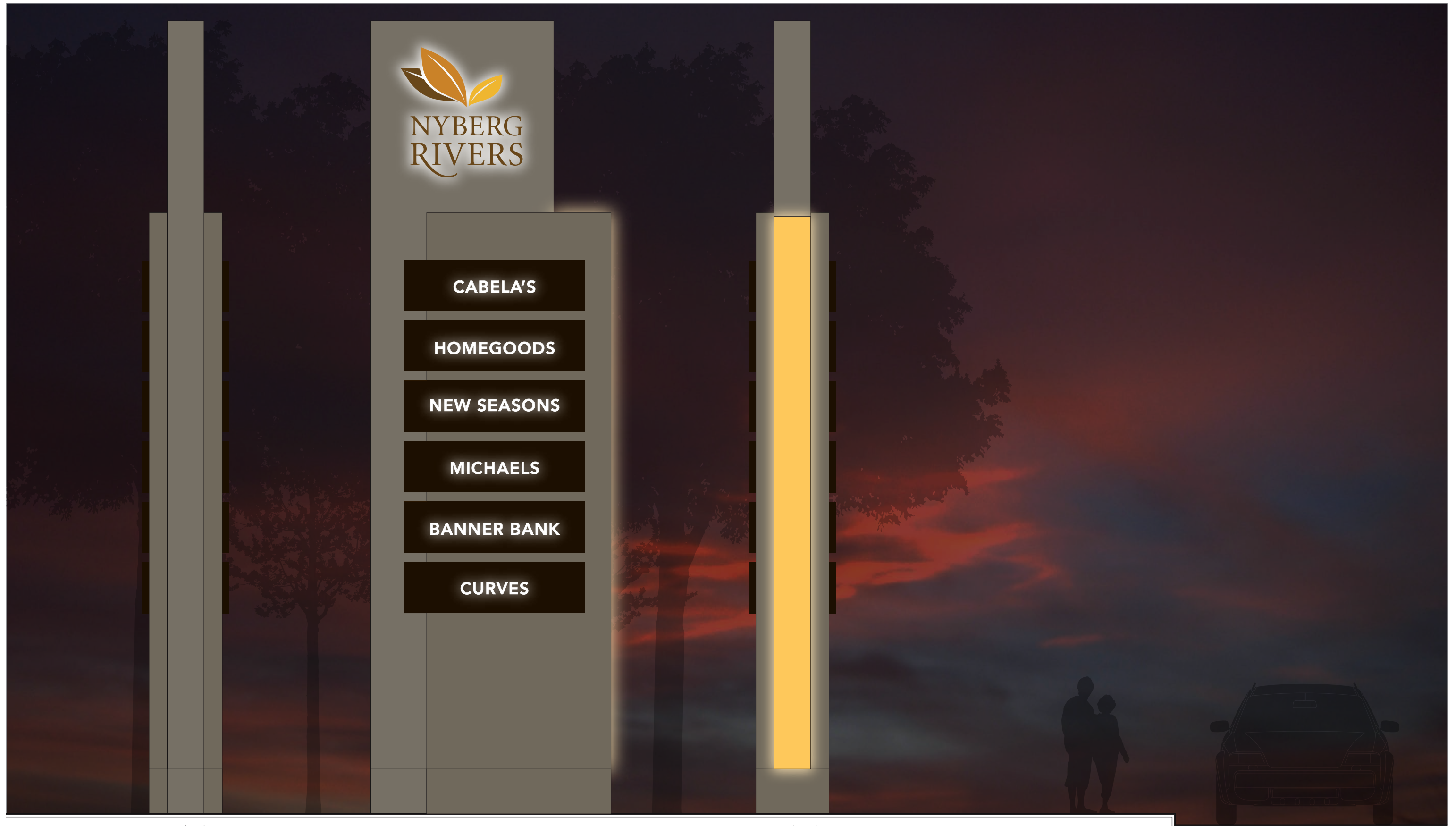
SIGN FAMILY A



② Left Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"

③ Right Side View
1/4" = 1'-0"



② Left Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"

③ Right Side View
1/4" = 1'-0"

eB - FREEWAY TEANT PYLON - NIGHT VIEW

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY A



③ Right Side View
3/8" = 1'-0"

② Left Side View
3/8" = 1'-0"

① Front View
3/8" = 1'-0"

eC - PRIMARY MONUMENT

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY A



③ Right Side View
3/8" = 1'-0"

② Left Side View
3/8" = 1'-0"

① Front View
3/8" = 1'-0"

eD - SECONDARY MONUMENT

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY A



SIGN FAMILY B



② Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"



② Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"

eA - PROJECT ENTRY SITE IDENTITY PYLON - NIGHT VIEW

SIGN FAMILY B



② Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"

eB - FREEWAY TEANT PYLON

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY B



② Side View
1/4" = 1'-0"

① Front View
1/4" = 1'-0"

eB - FREEWAY TEANT PYLON - NIGHT VIEW

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY B



② Side View
3/8" = 1'-0"

① Front View
3/8" = 1'-0"

eC - PRIMARY MONUMENT

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY B



② Side View
3/8" = 1'-0"

① Front View
3/8" = 1'-0"

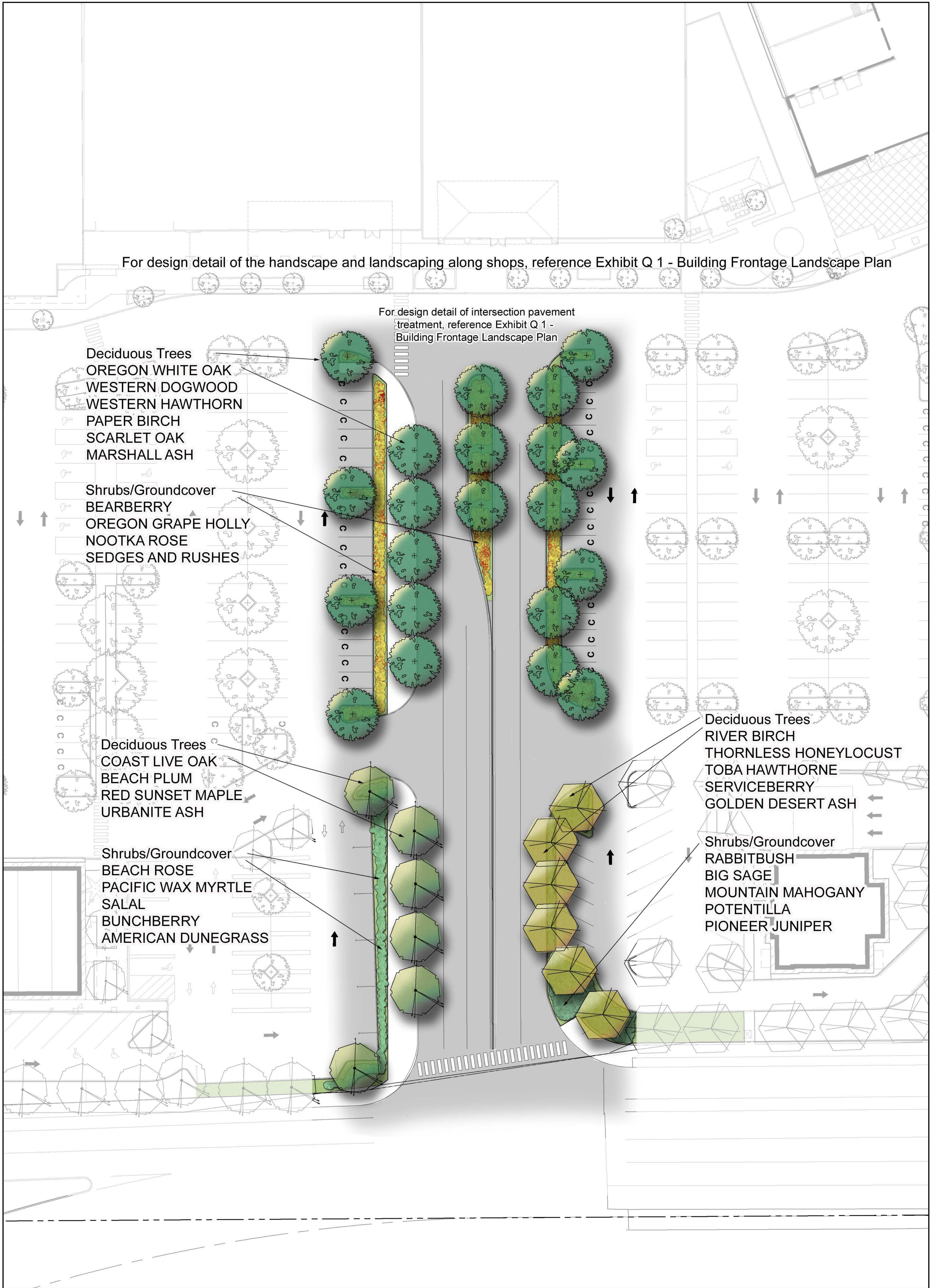
eD - SECONDARY MONUMENT

NYBERG RIVERS - Concept Design Package - May 17, 2013

SIGN FAMILY B



THANK YOU!

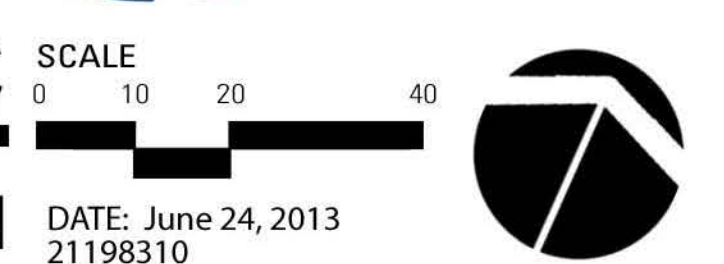


Nyberg Rivers

Entry Landscaping

CENTERCAL PROPERTIES, LLC

TUALATIN, OREGON



DATE: June 24, 2013
 21198310