

Design Guidelines for Commercial Properties

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In 1841, the bluff above the confluence of Sequimitchew Creek and Puget Sound served as an observatory for a major scientific expedition led by American Charles Wilkes (the discoverer of Antarctica). From this expansive viewpoint, and using the most precise scientific instruments available in their day, they produced charts and records of Puget Sound that have proved remarkably accurate more than a century later. Today, that same site serves as the promontory for Northwest Landing - one of the most ambitious economic development projects and environmentally sensitive planned communities in the United States.

NORTHWEST LANDING is a planned new community being developed by the Weyerhaeuser Real Estate Company, Land Management Division. Its development concept is strongly oriented and highly suited towards the research, manufacture, and distribution of today's most advanced technology. The community includes a range of land-uses: office/research, manufacturing, industrial, warehouse distribution, residential, shopping, schools, and an extensive open space system.

Northwest Landing has direct access to an interstate freeway - and it is less than a forty-five minute drive to Seattle-Tacoma International Airport. Both the city and the State of Washington recognize the importance of and are prepared to facilitate new economic opportunities.

The site also has numerous natural features and amenities, including streams, lakes, hills, and it overlooks two miles of Puget Sound shoreline. Its strategic location and natural amenities have drawn people for centuries. The Nisqually Indians, Hudson's Bay Company, and the E.I. du Pont de Nemours & Company have all settled here.

These Design Guidelines for Commercial Properties have been developed to establish and maintain a high degree of quality in the built and natural environment of Northwest Landing. They carry forward a vision for the future that is as positive and promising as the land's rich history.



TABLE OF CONTENTS

| | PAGE |
|---|------|
| INTRODUCTION..... | 1 |
| CHAPTER 1 - ALL AREAS (Commercial Owners) | 3 |
| CHAPTER 2 - NEIGHBORHOOD BUSINESS..... | 13 |
| CHAPTER 3 - INDUSTRIAL..... | 17 |
| CHAPTER 4 - MIXED USE..... | 21 |
| CHAPTER 5 - TOWN CENTER | 25 |
| CHAPTER 6 - NEW CONSTRUCTION COMMITTEE | 29 |
| DEFINITIONS | 35 |

INTRODUCTION

These Design Guidelines for Commercial Properties have been prepared by the Weyerhaeuser Real Estate Company to establish and maintain the long term environmental quality of Northwest Landing. They pertain to improvements on all commercial property in the new community. They cover land use, site planning, architecture, landscaping, signage, lighting, and public art.

THE VISION

Good communities don't just happen. They take people. They take people working with people and sharing common goals and ideals. A town's architecture, parks, streets, shops, and open spaces say a lot about the community. They are the expression of ideas and they represent the concerns of people.

Northwest Landing is founded on the premise of community. Of cultivating a shared set of ideas. Good ideas, like open space preservation. A small town shopping district. Open space and trail corridors. Industrial structures that expose the machinery and functional elements of advanced technology. Interpretive exhibits of the site's rich past. And offices mixed with attractive townhouses.

These things don't have to cost any more than standard industrial parks, and strip commercial areas. But they do take thought. And they do take planning. They can also save money. Grass-lined swales cost less to construct than standard curb, gutter, and piped drainage systems - and they help recharge and purify the groundwater. A well-maintained street tree program helps to cleanse the air, as well as foster a pride of ownership.

The Design Guidelines are but a seed toward that shared vision of community. They are a bridge that seek to blend the rich historical tradition of Northwest Landing's past with the potential and opportunity of the future.

RELATED PLANNING

Other planning tools have been prepared and complement these Design Guidelines. In conjunction with the Guidelines, a Master Plan for all public right-of-ways and dedicated open space areas is being implemented by the Weyerhaeuser Real Estate Company in cooperation with the City of DuPont. Covenants, Conditions, and Restrictions (CC&R's) monitor design elements and require maintenance of all outdoor areas. Parcel Design Guidelines are recommended for all mixed use development and add further detail and more site specific recommendations. In addition, the City of DuPont regulates land use through its Comprehensive Plan and Land Use Zoning Code.



Figure i-1
Regional Context

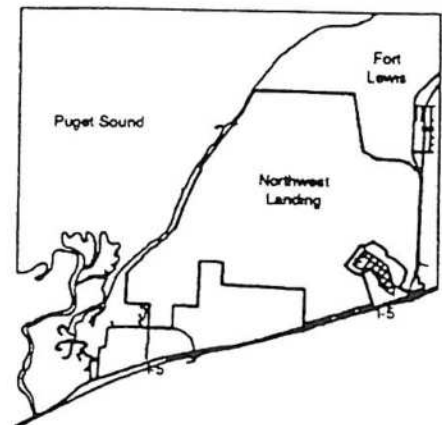


Figure i-2
Site Map



FORMAT

The Guidelines are divided into five sections: an All Areas section that pertains to all private development on commercial property, Neighborhood Business, Mixed Use, Industrial, and Town Center (this chapter is in draft form and will be finalized at a later date.) The last chapter of the Guidelines explains the procedures for design review.

The Guidelines seek to articulate a broad vision of development, and suggest several ways of achieving it. Further, the Guidelines seek a coherent quality for all development, but also encourage individual expression and provide the flexibility to meet changing times and needs.

The final authority for administration of these procedures lies with the New Construction Committee and the Modifications Committee. However, each committee may delegate to a representative the responsibility for administering these procedures or parts thereof.

COMMERCIAL ASSOCIATION STRUCTURE

All commercial properties in Northwest Landing are subject to the Declaration of Covenants, Conditions and Restrictions for Northwest Landing Commercial Property ("Commercial Declaration"). All owners of commercial properties are members of the Northwest Landing Commercial Owners Association (the "Commercial Association"). All new commercial construction must be approved in writing prior to the commencement of construction by the New Construction Committee of the Commercial Association as provided in the Commercial Declaration and the Design Guidelines for Commercial Properties. All exterior modifications to existing commercial property must be approved by the Modifications Committee of the Commercial Association as provided in the Commercial Declaration and the Design Guidelines for Commercial Properties.

ALL AREAS (Commercial Owners)

Certain land parcels offer unique site planning opportunities or may have limiting constraints that may require mitigating measures or special design considerations. Where these conditions occur, the New Construction Committee will identify special requirements, restrictions or design/development guidelines to consider. Items addressed may include grading, buffer zones, special landscape areas, access and circulation, orientation, and special setbacks, easements and rights-of-way.

OPEN SPACE

Dedicated open space will be provided and improved as per the City of DuPont Comprehensive Plan and Land Use Zoning Code and the Memorandum of Agreement between Weyerhaeuser Company and the City of DuPont dated October 15, 1984 and the Notice Regarding Open Space recorded with Pierce County on December 10th, 1990.

An open space easement should be provided at each parcel entry to accommodate signage and landscaping.

Parcel open space should be used to accommodate storm water detention facilities. These facilities should be physically integrated with other parcel open space areas where possible.

All open space areas should be carefully sized and located in order to sustain reasonable maintenance costs.

Clustering of buildings is encouraged to accrue and preserve sizable and contiguous open space.

Seating should be provided in open space areas.

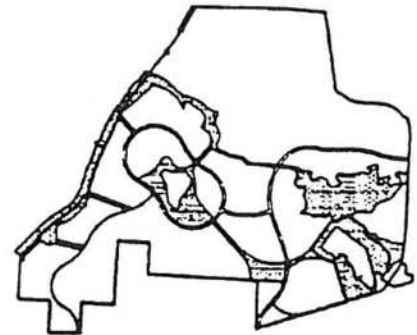


Figure 1-1
Open Space Master Plan



Figure 1-2
Cluster housing

LANDSCAPING

Planting and grading in parcels should conform to the landscape guidelines outlined in each chapter of this document and with the Landscape Zone Map and Landscape Plant Matrix located at the back of this document (see Exhibit 1). Required landscape plans should be prepared by a licensed Landscape Architect.

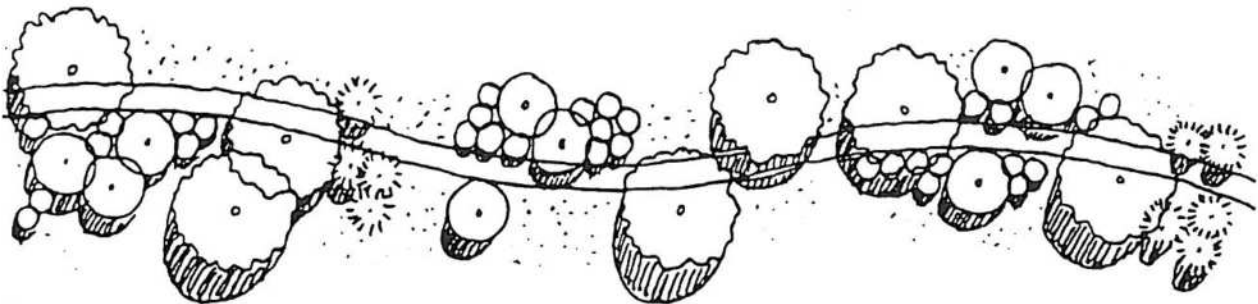


Figure 1-3
Landscaping grouped to simulate natural stands of vegetation

Plant materials should be equal to or better than the requirements of the "U.S.A. Standard for Nursery Stock," latest edition, as published by the American Association of Nurserymen (hereafter referred to as AAN Standards.)

Exotic plants which are dissimilar to native trees, shrubs, and ground covers such as Monkeytail Tree, Fatsia, Yucca, and Palms should not be planted. (This does not apply to building interiors or areas not visible from the street such as enclosed courtyards.)

Except for the Town Center, entry drives, and building entrances, plants should be grouped to simulate natural stands and should not be planted symmetrically or of even spacing. Hedges should not be planted along property lines.

All areas disturbed during construction which are not covered by a building, parking or roadway should be landscaped.

Landscaping which creates a special and individual character for each parcel is encouraged. Special paving is encouraged to highlight important intersections and enhance special features such as building entries, plazas, and walkways. Landscaping which highlights and focuses views to parcel and building entries is encouraged.

Irrigation for all parcel open space is encouraged where appropriate. Cooperation with the City of DuPont and the Association is encouraged in irrigating public street right-of-ways next to parcel open space areas by a combined system. Water conservation is encouraged through use of drought resistant plants and monitored irrigation systems.

The provision of educational and interpretive information is encouraged to inform homeowners, tenants and visitors of the character of the natural landscape.

PARKING AREA PLANTING

To decrease the visual impact of parking areas, the following standard is encouraged to be used in parking areas:



Figure 1-4
Shade trees in parking lot

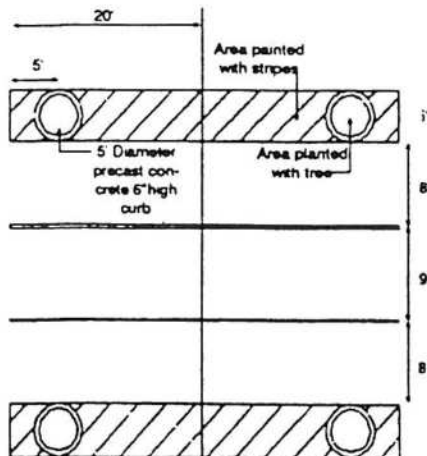


Figure 1-5
Parking lot plan

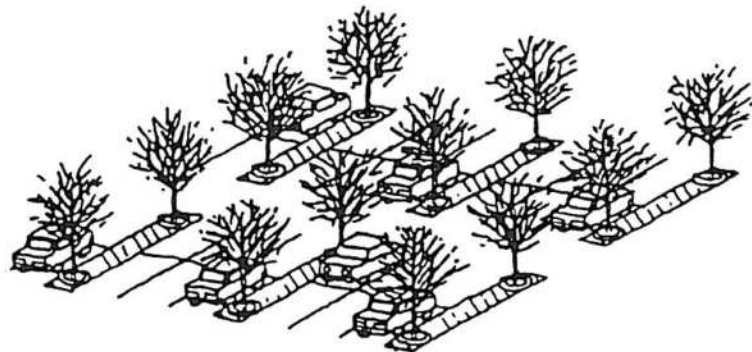


Figure 1-6
Parking lot using concrete planting rings

ALL AREAS (Commercial Owners)

Shade trees and groundcovers should be the primary landscaping materials used in parking lots. Trees in parking areas should be located in designated planting areas and protected by curbs, wheel stops, or horizontal distance from potential damage by cars.

Varying the elevation of adjacent parking areas is encouraged to decrease the sense of scale of these large paved areas.

TREE PRESERVATION

The preservation of Garry Oaks and Madrones is encouraged. Trees designated for preservation should be protected during periods of construction activity.

FENCES AND WALLS

Fences should complement the scale, design and materials of nearby structures.

Long fences and walls adjacent to public streets are discouraged.

Planting vines on fences and masonry walls is encouraged. Fences and walls should not obstruct sight distance for vehicular traffic.

"THE THREAD"

A special landscape feature known as "The Thread" is planned to extend from Wilkes Observatory to the Village of DuPont. "The Thread" weaves through and visually connects several parcels by using consistent and repetitive plantings. It serves as a distinctive visual element that binds several different parts of the community. Exhibit 2 at the back of this document, shows the proposed location of "The Thread". Any parcel which includes "The Thread" should implement it according to the following guidelines:

"The Thread" may vary in width from a minimum of 15 feet to a maximum of 50 feet.

The plants within "The Thread" should be planted in addition to existing vegetation and should include only the following species.

- Kousa Dogwood
- Strawberry Tree
- Compact Strawberry Tree
- Heaths and Heathers
- Erica species and varieties
- Scotch Heather species

Plants within "The Thread" should be grouped to simulate natural and informal plantings.

The ground cover plantings should be composed of an equal mix (25%) of each type of Heaths and Heathers.



Figure 1-7
Vines on masonry wall.



Figure 1-8
Plan of "The Landscape Thread."



Figure 1-9
Kousa Dogwood

Within parcels, no shade trees should be planted closer than 50' to "The Thread" and only grass should be planted up to the edge of "The Thread" (except in parking lot areas).

Within parcels, buildings should not obstruct "The Thread" for more than 5% of its length within that parcel and where "The Thread" crosses parking areas, designated planting areas should be provided to accommodate "The Thread".

Within parcels where buildings may obstruct "The Thread", interior plantings that align with "The Thread" are encouraged.

Trails and walkways adjacent to and within "The Thread" are encouraged.

Educational and interpretive signage is encouraged that informs homeowners, developers, tenants, and visitors, of the character and components of "The Thread".

TRANSPORTATION

ROADS

Private roadways and trails should be constructed in conformance with the City of DuPont adopted Circulation Plan and Transportation Development Standards.

Collector and Local Access Roadways should be planned in simple hierarchical systems.

Depressed roadway grades are encouraged to screen roadway traffic and reduce noise.

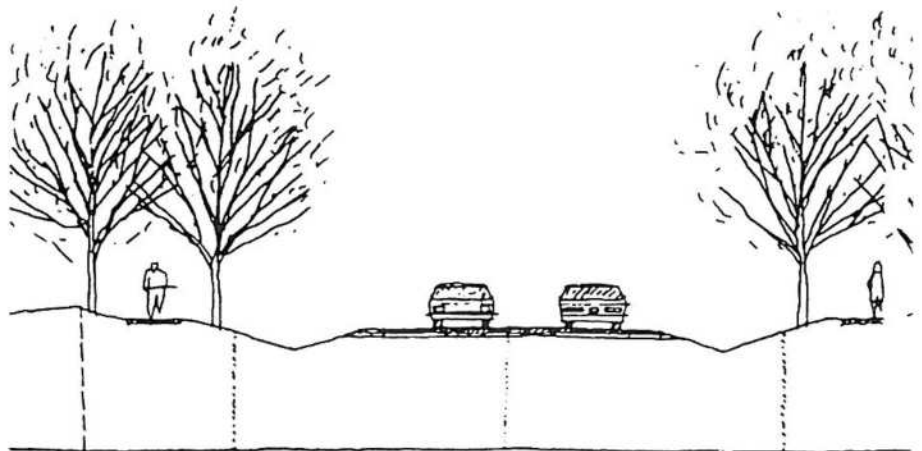


Figure 1-10
Section through collector road

ALL AREAS (Commercial Owners)

Establishment of policies to maximize non-motorized modes of transportation is encouraged. Policies may include: mixed use developments, high occupancy vehicle programs and incentives, on-site shower facilities, bicycle storage facilities, and parking restrictions.

Cooperation with Pierce County Transit is encouraged to increase high occupancy vehicle usage.

No private driveway should directly access the main arterial, Center Drive.

Heliport landing areas must be sited carefully. In the mixed use, commercial and industrial areas, locations on tops of buildings should be considered

TRAILS

Trails should be provided to connect at least one entry of each building to the City's trail and public roadway system.

Identification, protection and interpretation of historical, archaeological, natural, and scenic features along trails is encouraged.

Seating, picnic tables, drinking fountains, and litter receptacles should be located at intersection of the parcel trails and City trails, or where trails cross neighborhood business areas.

LIGHTING

Lighting should provide orientation at night, demark and enhance building entries, and visually unify the whole community.

Parking areas and walkways used to access buildings with evening use should be adequately illuminated.

Light fixtures of unobtrusive form and minimal ornamentation are encouraged.

Outdoor lighting fixtures are encouraged to be composed of materials which complement adjacent exterior building materials. (i.e., wood poles adjacent to wood frame buildings, concrete poles adjacent to concrete buildings).

Lighting integrated with architectural features such as soffits and recesses is encouraged.

Landscape uplighting is discouraged except at major project gateways, entry drives, building entries, or special accent features.



Figure 1-11
Non motorized modes of transportation

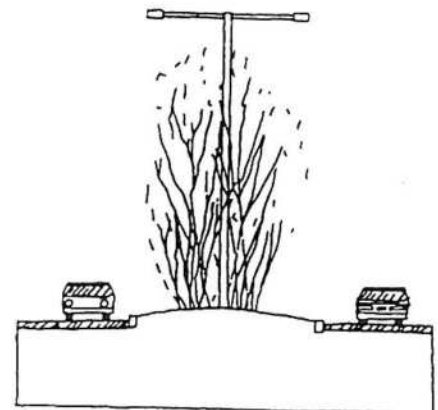


Figure 1-12
Lighting at Center Drive

Wood, concrete or painted metal poles are encouraged. Galvanized, brushed aluminum or white poles are discouraged.

Lighting should be carefully located and designed to minimize glare and lighting of adjacent properties.

SIGNAGE

Signs should communicate information, direct traffic and advertise the nature of businesses and developments. They should visually enhance the environment with color and creative graphics, give the community a distinct appearance and reinforce its character

Signage should be compatible with the Northwest Landing Sign Program and is subject to review and approval by the New Construction Committee.

The locations of signs should not conflict with pedestrian or vehicular traffic.

No sign should be located on the roof of any building.

The Northwest Landing name and Logo may be used only with the approval of Weyerhaeuser Real Estate Company.

Temporary, illuminated signs are prohibited.



Figure 1-13
Northwest Landing logo

UTILITIES

Utilities are a basic and essential element of development. While the majority of utilities run underground, some major transmission lines and mechanical functions must be located above ground. Much of the visual impact of these elements can be minimized however by relatively simple measures.

All permanent utility distribution lines, including electricity, telephone, cable television, water, gas and sanitary sewer should be located underground.

All utility systems should be located and constructed to minimize adverse environmental impacts.

The multi-use and integration of easements or right-of-ways with open space areas and other outdoor functions is encouraged. (i.e. nurseries in a R.O.W., outdoor fitness area in a storm retention area, or overflow event parking in retention areas.)

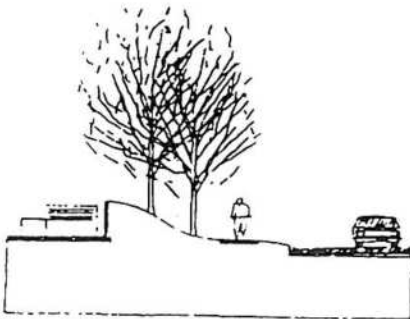


Figure 1-14
Berm used to screen utility equipment

ALL AREAS (Commercial Owners)

When permitted, satellite communication dishes should be located on flat roof tops or on sloped roofs facing away from streets rather than in open space areas.

Provision of recycling center facilities and programs is encouraged.

WASTE WATER

"Dry" sewer connection lines should be constructed for facilities if initially served by interim septic drainfields or in other situations when approved by the City of DuPont.

STORM DRAINAGE

When required, above ground storm water retention and detention facilities should be integrated into the parcel open space system.

Storm drainage systems that incorporate open grass swales are encouraged to increase groundwater recharge and biofiltration. Major drainage corridors and detention facilities should be graded and landscaped to complement the natural surrounding areas. Their multi-purpose use as recreation areas or trail corridors are encouraged.

GRADING

Grading for structures and roadways should generally complement and blend with the existing topography.

Large cuts and fills requiring tall or long retaining walls or rockeries are discouraged.

ARCHITECTURE

Architecture is more than a box where people reside or work. It can identify the use within its walls, fit graciously with the natural environment, and stir the imagination. It can be serious and functional, or playful and eye-catching.

No building should be constructed which shades an existing passive or active solar collector for more than one hour on January 21 between the hours of 10 a.m. and 2 p.m..

Independent parking structures should be designed to complement adjacent buildings in form, detail, and material.

Building designs that minimize auxiliary energy consumption are encouraged. Building orientations which maximize passive solar gain are encouraged. For example, adjacent to north/south roads, buildings should be oriented with major windows toward the south sideyard. And



Figure 1-15
Satellite communication dish

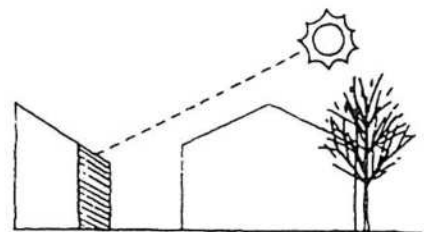


Figure 1-16
Passive solar collector



Figure 1-17
Fire Station No. 6, Seattle, Washington

adjacent to east/west roads, buildings should be oriented with major windows toward the south front or rear yards.

Similar or complementary roof slopes and building materials within parcels are encouraged.

Accessory buildings should complement or generally be composed of the same materials as the primary structure.

PUBLIC BUILDINGS

Civic Center

Wood, brick and unglazed tile are encouraged as the primary building material.

Schools

Brick and masonry are encouraged as the primary building material.

Fire Station

Locating fire stations adjacent to neighborhood business areas is encouraged.

The design of Fire Stations should be distinctive, easily recognizable, and appropriate to their use.

TEMPORARY FACILITIES

Construction offices, storage sheds and yards, trailers, temporary restrooms, etc. are permitted during construction. During construction, access and on-site roads shall be maintained in a manner as not to create excessive dust or the muddying of existing streets. All temporary facilities should be removed and their respective areas finished in accord with the approved plans.



Figure 1-18
Berm used to screen parking area

PARKING

Parking is a basic and necessary feature of development that can present both problems and opportunities in site planning and design. Well designed parking may make the areas appear smaller in extent, fit with the existing landscape and, and provide clear orientation to key building and circulation elements.

Landscaping, lighting, and signage should be provided by the Owner in parking areas.

No on-street parking should be provided (unless approved in the Parcel Design Guidelines). Parking should be located only in designated areas.

Parking areas adjacent to public roadways and open space should be screened from public view by grade differential, berms, planting, walls, or fences. The use of grade differential and berms is encouraged.

Permanent parking areas should be paved. Curbs or wheel stops should be provided in parking areas to protect designated landscape areas. When appropriate, parking incorporated in structures is encouraged to provide a more efficient use of land.

ARCHAEOLOGY

The preservation and interpretation of archaeological features can provide important historical and educational value for residents and visitors of Northwest Landing.

All found artifacts should be donated to the appropriate agencies as provided for in the Cultural Resources Management Plan between Weyerhaeuser Company, City of DuPont, and Washington State Office of Historic Preservation..

Interpretive exhibits and public access should be provided at historic sites.

The preservation and the establishment of interpretive information for all historical and archaeological resources is encouraged.



Figure 1-19
Fort Nisqually at Pt. Defiance Park, Tacoma,
Washington

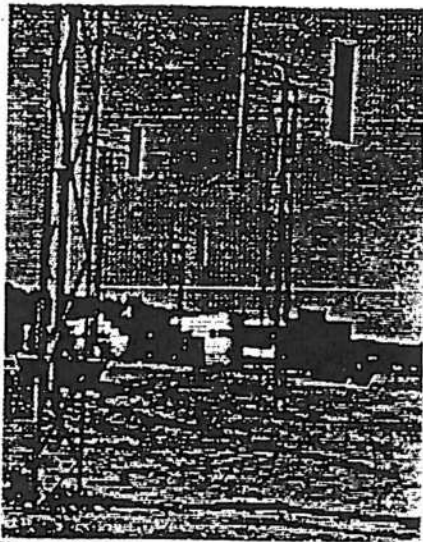


Figure 1-20
Environmental art

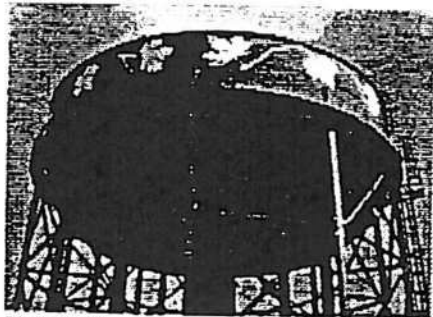


Figure 1-21
Art incorporated into a functional facility

ART

Whether sculpted into or placed on the land, art can be a welcome addition to the natural and built environment. Carefully located and appropriately scaled art work can create a sense of place, embellish a scene, or cause a smile. It can also commemorate a noteworthy event, direct travel, or beautify a water tank.

The commission and establishment of outdoor art is encouraged.

Providing physical and visual access by the public to outdoor art is encouraged.

The integration of art in the design of functional facilities such as water storage tanks, utility right-of-ways, parking areas, electrical transmissions substations, and signs is encouraged.

Art which facilitates orientation is encouraged. For example, integrating compass points, providing directions, or establishing landmarks.

USE

Neighborhood Business is a permitted use in the Mixed Use and Commercial areas. When located within Northwest Landing, these centers should be retail oriented serving local shopping needs with uses such as grocery, deli, and laundromat. When located near the I-5 interchanges, these commercial areas should be retail oriented serving both local and freeway-oriented uses, with uses such as the above noted plus gasoline service and restaurants.

Retail uses serving local shopping needs, such as grocery, bank, laundromat, and small neighborhood gas station should serve as the primary uses within neighborhood business areas. Professional offices, such as medical doctors and dentists may be suitable secondary uses. Uses serving regional shopping needs with large associated traffic demands are discouraged, except when located near Center Drive or DuPont-Steilacoom Road.

Landscaped buffers are encouraged around the perimeter of these parcels if abutting uses are incompatible.

Trail connections to these neighborhood centers are encouraged in order to facilitate non-vehicular modes of access.

Outdoor eating and rest areas are encouraged if the neighborhood center is adjacent to and connects to the regional trail system.

Locating compatible or complementary uses such as a fire station, multi-family housing, housing for the elderly, and parks adjacent to Neighborhood Business centers is encouraged.



Figure 2-1
Outdoor eating area

SITE PLANNING

Neighborhood Business centers should be easy to locate, access, and park.

Siting buildings, rather than parking areas, adjacent to arterial roads is encouraged to help establish and identify these places as neighborhood activity centers. Parking may be located beside or behind primary buildings.

Vehicular access and traffic flow should be carefully considered in the site plan of these facilities. Multiple points of egress and ingress are discouraged for relatively small neighborhood business centers.

All loading docks and trash collection facilities must be located or screened so as to be concealed from the view of neighboring streets or other publicly accessible areas.

ARCHITECTURE

The architecture of neighborhood business centers should be distinctive and easily identifiable as an activity center within the community. The architecture, rather than large signage and open parking lots, should easily identify these places.

Materials/Colors

The following exterior finish materials are encouraged:

- Brick/Masonry
- Unglazed tile
- Stucco
- Terra Cotta
- Wood
- Concrete

The following exterior finish materials are prohibited:

- Imitation materials
- Aluminum siding
- Cedar shingles
- Asphalt shingles

(The NCC will give consideration to new exterior building materials which become available.)

Finishing exterior materials with their natural color is encouraged. Contrasting colors for elements such as awnings, umbrellas, temporary outdoor displays, and integral signage is encouraged as an accent and added visual interest.

Facades

Providing windows and displays on facades facing streets and walkways is encouraged to allow interior light, identify the retail use, and create visual interest.

LANDSCAPE

The plantings should help identify these places as neighborhood activity centers

Planting trees that are different in species and form from surrounding uses may help identify these places.

Providing plants with seasonal interest is encouraged.

Large shade trees and groundcover, rather than shrubs, should be the predominant plants within parking areas.



Figure 2-2
Planting in parking area

SIGNAGE

Signs should clearly identify the types of uses within these centers, but should not dominate the view.

Signage should be compatible with the Northwest Landing Sign Program and is subject to review and approval by the New Construction Committee.

Integrating signage into the design of the buildings is encouraged, rather than simply erecting large free-standing signs.

Temporary, illuminated signs are prohibited.

PARKING

Parking should be convenient but not dominate the view from adjacent arterial roadways.

See also recommendations related to Site Planning.

When appropriate, parking in structures or under buildings is encouraged to increase land utilization.

The overall design of a Neighborhood Business area should consider the future conversion of at-grade parking areas to parking structures.

USE

The Industrial area accommodates a range of industrial uses, including heavy and light manufacturing, and warehouse distribution. Other land uses which are susceptible to impacts by, or conflict with industrial uses - such as residential or corporate offices - should locate elsewhere in Northwest Landing.

No waste, toxic, or hazardous material should be deposited or disposed of on site.

The provision of trails which connect to the regional trail system and outdoor recreation facilities are encouraged.

Car and van pool programs are encouraged to reduce commuting vehicle trips, and help create a more efficient use of land.

SITE PLANNING

The site plan of roads, buildings, and parking areas in the Industrial area should be visually attractive as well as functional.

The alignment of any arterial or collector road in the Industrial area should be designed for safety and function, while providing a visually interesting drive experience. A curvilinear alignment which provides varied or sequential views of the landscape and industrial area may help accomplish this.

The alignment of local access roads, service roads, or entry drives may be relatively straight in recognition of the large lots and buildings of the area and the utilitarian nature of the uses.

Simple, hierarchical road systems are encouraged. The alignment of roads and location of buildings should allow and enhance the views of architecturally distinctive buildings, machinery, or outdoor art.

All loading docks, parking areas for trucks or trash collection facilities must be located or screened so as to be concealed from the view of neighboring streets.

The location of trails and outdoor recreational facilities in drainage corridors, utility right-of-ways, and other undeveloped areas is encouraged.

Fences or free standing walls are generally discouraged. They should enclose only areas requiring public safety or security such as parking, storage and loading dock areas.

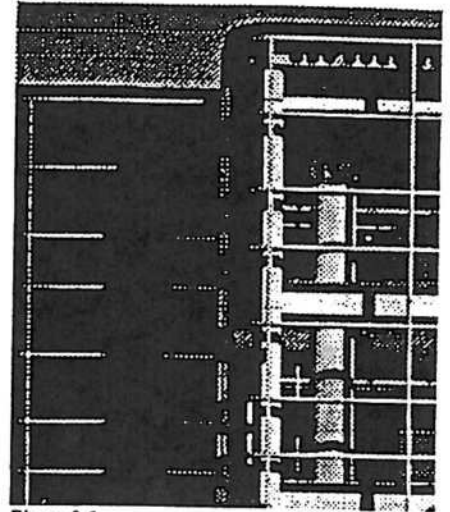


Figure 3-1
Display of functional building elements

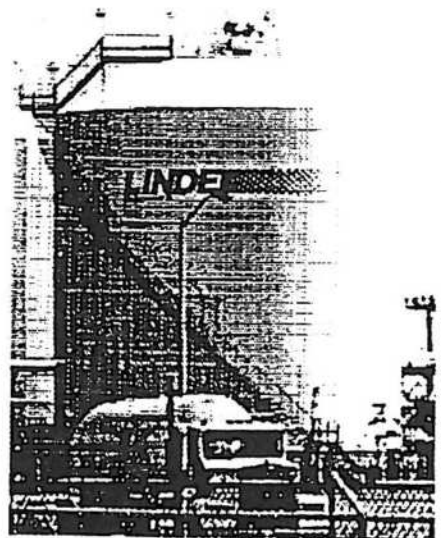


Figure 3-2
Storage tank displaying company sign

ARCHITECTURE

Industrial buildings should be visually interesting as well as functional.

The following primary exterior finish materials are encouraged:

- Concrete
- Masonry and brick
- Tile
- Metal
- Glass (non-reflective)
- Wood (painted or natural)

Imitation materials are prohibited as primary exterior finish materials. (The NCC will give consideration to new exterior building materials which become available.)

Colors in the blue/green/gray hues are encouraged as the primary exterior building colors. Primary exterior building colors that are identical in hue and value are discouraged on neighboring buildings of different ownership or use.

Contrasting colors for elements such as mullions, structural members, and exposed mechanical systems are encouraged as an accent and to add visual interest.

Exposure and embellishment of functional building elements which provide visual interest and reinforce building identity are encouraged. Functional building elements may include structural members, staircases, mechanical systems, ducts, conveyer systems, and communication devices.

Primary public building entrances are encouraged to be clearly identified by means of architecturally distinctive elements, special paving patterns, building materials, landscaping, and lighting.

FENCES

Fences should relate to the building in scale, design, and materials.

Long fences should be varied to create visual interest.

Planting of vines on fences may also help to soften the visual impact of the fence.

Incorporation of art into the fence design is encouraged.

Security fences should be opaque to prevent visibility of security areas from Center Drive.

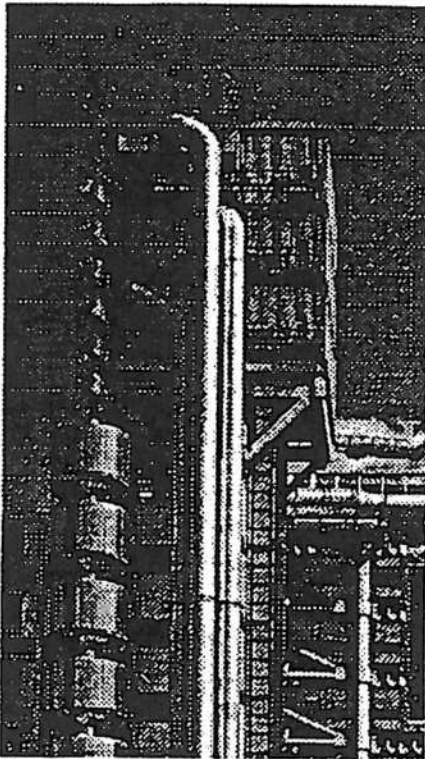


Figure 3-3
Exposure of building elements

In addition to these Design Guidelines, Foreign Trade Zone requirements should also be taken into consideration.

LANDSCAPE

The landscape of the Industrial area should help enhance the working environment by providing green open space areas and creating natural buffers between public roadways and parking and storage areas.

Undeveloped open space should be preserved in its natural state where possible.

Generally, open space areas that are void of vegetation, should be planted with only grass, groundcovers, and trees.

Shrubs may be planted around building entries, or in large masses that resemble or complement natural landforms. Shrubs planted as borders or in small islands are discouraged.



Figure 3-4
Open space preserved in its natural state

SIGNAGE

Signage on Industrial buildings should identify the major building tenant and serve as an orientation element within the Industrial area.

Signage should be compatible with the Northwest Landing Sign Program and is subject to review and approval by the New Construction Committee.

Each major industrial building may have a building name prominently displayed and integrated with the architecture. The building name should be visible from the nearest public roadway.

The display of large scale products or machinery is encouraged as a form of implicit signage and public art and education. Building signage which provides visual clues to the uses within the structure is encouraged.

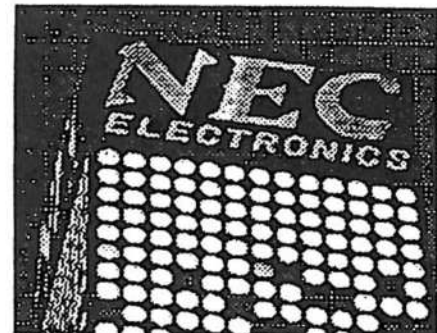


Figure 3-5
Building identification sign

PARKING

Parking within the Industrial area should be convenient to tenants, users, and visitors, but as unobtrusive as possible.

Preferential parking locations for vans and carpools is encouraged.

Large parking lots should be screened from arterials and collector roads by means of grade differential, berms, plantings, walls, or fences. Grade differential and berms are the preferred screening methods.

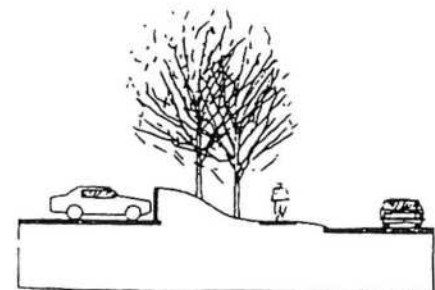


Figure 3-6
Berm used to screen parking area

USE

The Mixed Use area should provide a broad range of land uses, planned in harmony with one another. This integration of uses should foster an enriched physical environment, fewer vehicle trips, and a more stable base for retail and service uses.

Mixed uses within parcels and single buildings are encouraged.

Retail uses should be located at street level. They may be located on the first floor of multi-floor residential or office buildings. Some food related services such as food courts may be located above street level.

In mixed use buildings with residential uses, the residential use should generally be located above street level.

Retail and service uses that serve local resident or worker needs are encouraged. Those that serve regional needs should be located no farther than one-quarter mile from Center Drive.

Car and van pool programs are encouraged to reduce commuting vehicle trips, and help create a more efficient use of land.



Figure 4-1
Office building

SITE PLANNING

The site plan of roads, buildings, parking areas, and open spaces in the Mixed Use area should integrate and harmonize land uses, and provide a rich and visually attractive physical environment.

Simple, hierarchical road systems are encouraged.

Private drives which access arterial or collector roadways are discouraged.

The provision of open space for outdoor recreation and eating is encouraged.

All outdoor storage areas and trash collection facilities, must be located or screened so as to be concealed from the view of neighboring streets or other publicly accessible areas.

Trails and outdoor recreational facilities are encouraged to be incorporated into drainage corridors, utility right-of-ways, and other undeveloped areas.

Fences or free standing walls are generally discouraged. They should enclose only areas requiring public safety or security such as parking, storage, and loading dock areas.

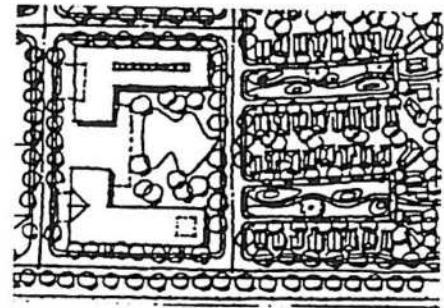


Figure 4-2
Mixed uses within a parcel



Figure 4-3
Open space preserved in its natural state

LANDSCAPE

The landscape of the mixed use area should be pastoral in character and serve as the quiet setting for the architecture of the new offices and other buildings (unless shown otherwise in the Parcel Design Guidelines).

Undeveloped open space should be preserved in its natural state where possible.

Generally, open space areas that are void of vegetation should be planted with only grass, groundcovers, and trees.

Shrubs may be planted around building entries, or in large masses that resemble or complement natural landforms. Shrubs planted as borders or in small islands are discouraged.

ARCHITECTURE

The architecture of the Mixed Use area should be innovative and aesthetically pleasing.

The developer of the first building in each Mixed Use parcel may use the Parcel Design Guidelines to establish the theme of that particular parcel. The theme should include recommendations for the parcel name, signage, street trees, light fixtures, and building materials and colors.

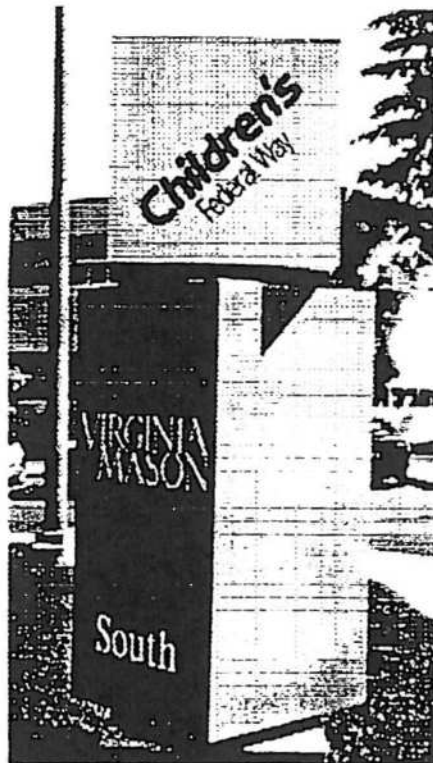


Figure 4-4
Signage identifying major tenant

SIGNAGE

Signage on Mixed Use buildings should easily identify the major building tenant and serve as an orienting element within the Mixed Use area.

Signage should be compatible with both the Northwest Landing Sign Program and the Parcel Design Guidelines. Signage is subject to review and approval by the New Construction Committee.

Signs should be integrated into and complement the architectural design of buildings.

Identification, directional and informational signs within a single development should display consistency of design, placement, and materials.

PARKING

Parking within the Mixed Use area should be convenient but as unobtrusive as possible.

Multi-use of parking areas is encouraged (i.e., a church adjacent to an office building, enables parking areas to be used at different times by different patrons).

The provision of passenger drop-off areas is encouraged at main entrances of buildings over 30,000 gross sq. ft.

Use of grade separation, berms, planting, and preservation of existing trees is encouraged to make parking as unobtrusive as possible.

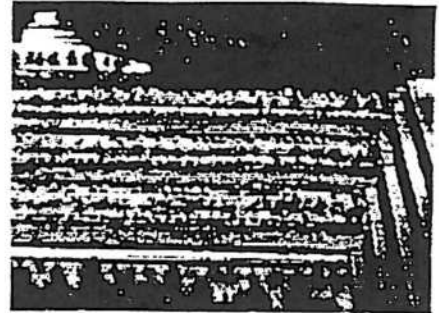


Figure 4-5
Parking at Weyerhaeuser Company headquarters
Federal Way, Washington

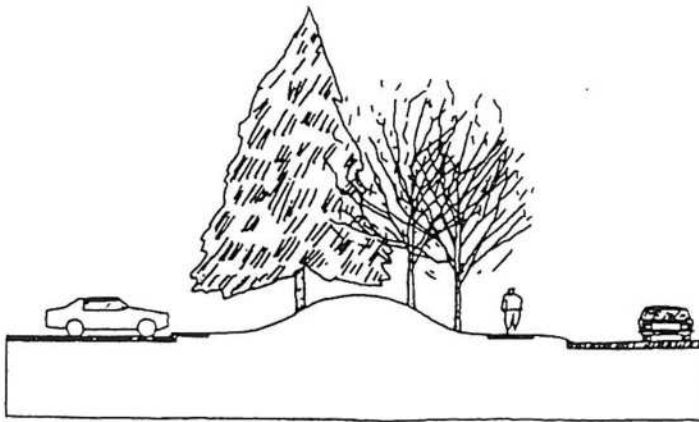


Figure 4-6
Berm used to screen parking

USE

The Town Center should be primarily retail and food-service oriented. Other uses which help sustain the vitality of the retail uses such as professional offices, residential uses, and evening entertainment are also encouraged.

Street level uses should generally be limited to retail uses with wide pedestrian appeal such as food services, and specialty retail shops.

Public service offices serving the elderly or handicapped may be located at street level.

Residential uses and professional offices are encouraged to locate within the Town Center, above street level. Affordable housing in the Town Center is encouraged to promote a true mix and diversity of uses.

Uses requiring over 5,000 square feet, which have limited display windows, such as professional offices, theatres, and banks, are discouraged from locating in spaces fronting on the street level. "T" or "L" shaped floor plans with limited street frontage may be used for these uses.

Large retail uses, such as supermarkets, or department stores with direct frontage at the street level, must use special care in the design and use of that frontage. Specialty retail, interesting displays, and sidewalk food services are encouraged to be a part of the frontage to enrich the pedestrian experience and interest.

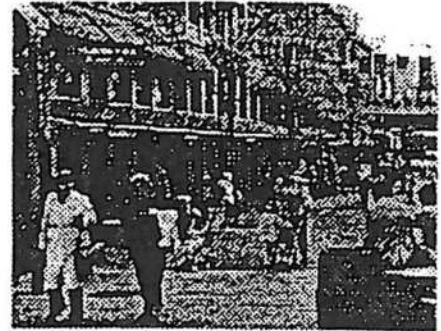


Figure 5-1
Retail oriented town center

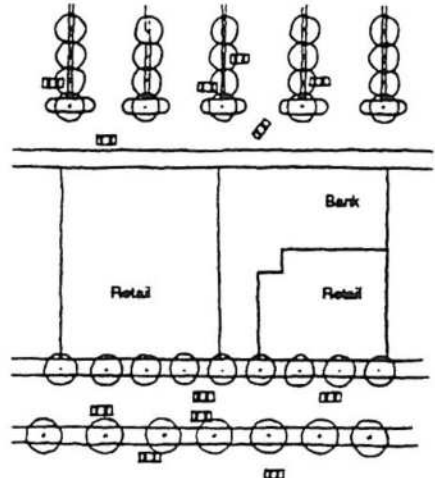


Figure 5-2
"L" shaped floor plan at main street level

SITE PLANNING

The Town Center should be laid out as a traditional main street business district to promote a pedestrian orientation while facilitating vehicular access and visibility. Pedestrian circulation and access to all retail uses should be carefully planned. Buildings should generally front directly on the main street level with clear visibility from the sidewalk and the roadway.

No on-street parking, or truck loading should be located on the main street level.

Retail buildings should generally front on the main street level and parking should be located in back of the buildings.



Figure 5-3
Section through town center

ARCHITECTURE

The architecture should be urbane, refined, and visually interesting. It should reflect stability and the diversity of retail uses. Importantly, it should also provide a pleasing and weather protected environment for shoppers.

Materials/Colors

The following exterior finish materials are encouraged:

- Brick/Masonry
- Unglazed tile
- Stucco
- Terra Cotta
- Wood

The following exterior finish materials are prohibited:

- Imitation materials
- Asphalt shingles
- Aluminum shingles
- Chain link

(The NCC will give consideration to new exterior building materials which become available.)

Storefront Displays

At least 75 % of the building length on the main street level should be devoted to window displays or entries.

Intersections

The corners of all buildings located at intersections of the main street level should provide some form of visual interest such as window displays, artwork, or signage.

Awnings/Canopies

All facades adjacent to the town center arterial should have some form of weather protection such as an awning, marquee and/or canopy for the full length of the building.

Awnings/canopies should be placed on a storefront at a height which relates both to architectural features of the building and adjacent storefront awnings.

Awnings should extend over the sidewalk at least 5', but should occupy no more than 2/3 of the total sidewalk width. Vertical clearance should be at least 7'-6".

Canopies should extend over sidewalk a minimum of 8', but should have a minimum setback of 2' from the curb. Vertical clearance should be at least 9'.



Figure 5-4
Visual interest at building corner

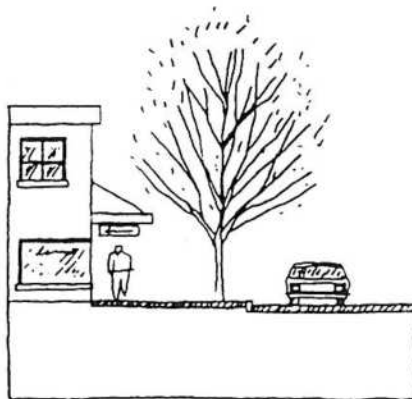


Figure 5-5
Canopy over sidewalk

LANDSCAPE

The landscape should complement the street tree plantings along Center Drive to create a lively and colorful atmosphere for pedestrians.

Planting of vines on buildings is encouraged in conjunction with buildings built of masonry and brick.

Planters are encouraged at building entrances.

Large shade trees and groundcover, rather than shrubs, should be the predominant plants within parking areas.

SIGNAGE

Signs should add color, vitality, and reflect individual aspects of Town Center businesses.

Signage should be compatible with the Northwest Landing Sign Program and is subject to review and approval by the New Construction Committee.

Signs should hang under the canopy, perpendicular to the building. They may also be located on the face of the canopy or in the window of the retail business. Signs which attach directly to the face of a building are discouraged, except on buildings over 25,000 sq. ft. in size.

Sandwich boards are discouraged except for retail uses with no frontage on the main street. When used appropriately, decorative banners are encouraged to add character to the Town Center.

PARKING

Parking in the Town Center should be convenient, but not dominate the character of the main street.

Limited on-street parking should occur on the main street. The majority of parking areas should be located at the rear of and/or beneath buildings.

Providing designated pedestrian walkways through the use of contrasting paving, landscaping, lighting, striping and curbs is encouraged.

As the future use and demand of the Town Center parking areas grows, consideration of parking structures is encouraged. When appropriate, site planning of at-grade parking areas, should consider the future conversion of these areas to parking structures.



Figure 5-6
Planter at building entry

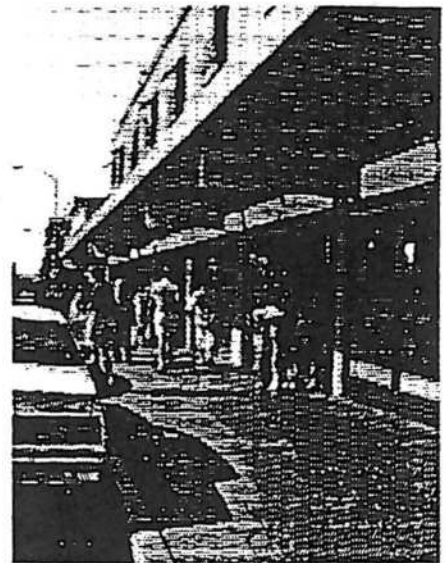


Figure 5-7
Signs under canopy

NEW CONSTRUCTION COMMITTEE

The CC&R's provide for a design review process through which all development in Northwest Landing must be approved. The New Construction Committee (herein after referred to as the "NCC") is a body established to review design applications, interpret the Design Guidelines, and issue approval or denial of all proposed development within any commercial property of Northwest Landing. The Modifications Committee (herein after referred to as the "MC") monitors and administers all alterations and additions to completed projects. No structure or site improvement may be initiated, constructed or altered within any commercial property of Northwest Landing until first approved by the NCC and/or MC. (Refer to Declaration of Covenants, Conditions and Restrictions for Northwest Landing Commercial Property (CC&R'S), Article X, Section 2. Architectural Review, (a.) and (b.).

The final authority for administration of these procedures lies with the New Construction Committee and the Modifications Committee. However, each committee may delegate to a representative the responsibility for administering these procedures or parts thereof.

Generally, the Design Guidelines relate to development or improvement of outdoor areas and exterior building design elements. Interior layout and operation are not reviewed unless the interior directly affects exterior appearance.

NEW CONSTRUCTION COMMITTEE MEMBERSHIP

The NCC shall have not less than 3 nor more than 5 members appointed by Weyerhaeuser Real Estate Company.

APPROVAL PROCESS

The approval process involves three phases: Pre-Design, Design, and Construction. This section sets forth the requirements for making an application to the NCC and describes the approval process.

PRE - DESIGN

APPLICANT REVIEWS DESIGN GUIDELINES

Current copies of the Design Guidelines for Commercial Properties are available through Weyerhaeuser Real Estate Company. Contact JJ McCament at (206)-924-2328.

APPLICANT MEETS NCC FOR PRE-DESIGN MEETING

This meeting is optional. It enables the applicant to meet with the NCC to discuss the proposed project prior to preparing a final design for the

project. Questions about the Guidelines or the Approval Process may be addressed at this time. Depending on the nature of the project, the NCC may suggest that certain issues or alternatives be analyzed. The NCC may also require the submission of additional information in order to reach an informed decision.

DESIGN

APPLICANT PREPARES AND SUBMITS APPLICATION

Depending on the type and size of improvement, the applicable items listed on the following page must be submitted. The NCC may require such other information and exhibits as it deems reasonably necessary to reach an informed decision.

Other information may be submitted in order to demonstrate compliance with the Guidelines. (i.e., Shadow Calculation Drawing; View Calculation Drawing; Tree Mapping Plan; Maintenance Schedule).

The NCC may waive any of the above requirements that it deems unnecessary in conjunction with a particular project or site. A waiver in one situation does not constitute a waiver for all situations.

NCC ESTABLISHES REVIEW DATE

Upon receipt of a complete application, the NCC establishes and notifies the applicant of the date of review. The NCC meets as often as its business requires.

APPLICANT PRESENTS APPLICATION TO NCC

The NCC shall issue a decision within 50 days after its receipt of properly submitted plans and specifications and such other information as may be required by its rules. If the NCC fails to act upon properly submitted plans, specifications or other information within 50 days, the plans and specifications shall be deemed approved and the other information shall be deemed satisfactory for purposes of design review.

Changes to the application necessitated by the City of DuPont or any other public agency reviewing the proposal must be resubmitted to and approved by the NCC.

APPROVAL WITH CONDITIONS

The NCC may issue approval of a project with conditions. The applicant is required to resubmit plans to the NCC once all the conditions have been met.

MODIFICATIONS AFTER APPROVAL

Any exterior modifications which take place during construction after initial approval by the NCC, must be resubmitted to and approved by the NCC.

NEW CONSTRUCTION COMMITTEE

| | PAINTING | REMODEL | 1 UNIT | 1 - 5 ACRES | 5 - 25 ACRES | OVER 25 ACRES | PARCEL GUIDES |
|---|----------|---------|--------|----------------|-----------------|------------------|------------------|
| EXISTING CONDITIONS (showing all existing buildings, roads, walkways, and vegetation within 100' of the site) | NA | O | O | 1"= 20' | 1"= 50' | 1"= 100' | NA |
| SITE PLAN (showing all proposed and existing building locations, parking areas, roads, walkways, and trails) | NA | 1"= 8' | 1"= 8' | 1"= 20' | 1"= 20' | 1"= 100' | 1"= 100' |
| FLOOR PLAN AND ELEVATIONS (of all proposed structures) | NA | 1"= 8' | 1"= 8' | 1"= 16' | 1"= 16' | 1"= 16' | 1"= 16' |
| LANDSCAPE PLAN (showing location, type and number of trees, shrubs, and ground cover and location and method of refuse storage) | NA | O | 1"= 8' | 1"= 20' | 1"= 20' | 1"= 20' | 1"= 20' |
| IRRIGATION PLAN | NA | NA | O | 1"= 20' | 1"= 20' | 1"= 20' | 1"= 20' |
| OUTDOOR LIGHTING PLAN (showing details of all proposed lighting fixtures) | NA | NA | NA | 1"= 20' | 1"= 50' | 1"= 100' | 1"= 50' |
| SIGNAGE PLAN (showing details of all proposed signs) | NA | NA | NA | 1"= 20' | 1"= 50' | 1"= 100' | 1"= 50' |
| GRADING PLAN | NA | NA | 1"= 8' | 1"= 20' | 1"= 50' | 1"= 100' | 1"= 100' |
| STORM DRAINAGE PLAN | NA | NA | NA | 1"= 20' | 1"= 50' | 1"= 100' | O |
| UTILITIES PLAN | R | R | R | R | R | R | R |
| COLOR/MATERIAL SAMPLES | NA | NA | O | R | R | R | R |
| PHOTOGRAPHS (of the site and surrounding property) | NA | NA | NA | R | R | R | R |

VERTICAL AERIAL PHOTOS
(WRECO maintains aerial photos and
negatives of the Northwest Landing site.
Copies of these may be obtained by
contacting WRECO.)

NA = Not Applicable

R = Required

O = Optional

CONSTRUCTION

APPLICANT CONSTRUCTS PROJECT

No construction including clearing, grading or site preparation shall occur prior to approval by the NCC.

APPLICANT NOTIFIES NCC ON COMPLETION OF PROJECT

The NCC shall cause an inspection of completed improvements to be made within 30 days after a request from the Owner. If the inspection confirms that the improvements have been completed in compliance with the approved plans and specifications, the NCC shall issue a recordable certificate of compliance.

MODIFICATIONS COMMITTEE PROCEDURES

Once a project is completed and a Certificate of Compliance has been issued by the NCC, the project transfers to the jurisdiction of the Modifications Committee (the "MC") for all subsequent additions, alterations, or improvements.

The MC acts in a similar capacity and provides the same function as that of the NCC. The MC is composed of a minimum of three and a maximum of five individuals appointed by Weyerhaeuser Real Estate Company.

The review process of the MC shall follow the review procedure outlined for the NCC. The MC at its discretion, may waive the pre-design phase and proceed directly to final review on submissions that are of a minor nature.

Depending on the complexity of the applicant's project, the Modifications Committee may not require all the items from the submittal checklist to be submitted for its review.

OTHER REGULATIONS

Other regulations exist which pertain to development and construction within Northwest Landing. In particular, the City of DuPont's Comprehensive Plan, Land Use Zoning Code, and Subdivision Ordinance, and the Washington State Environmental Policy Act have set forth regulations, restrictions, and application requirements for construction and development within Northwest Landing. The applicant is responsible for meeting the requirements of all government agencies having jurisdiction over its project.

AAN

American Association of Nurserymen

ACCESSIBLE

The combination of factors which create an environment free of barriers to the mobility of able bodied persons and disabled persons as required by state law. For the purposes of this definition, the environment consists of routes of travel to and through buildings and structures.

ARCHITECT

A person having a license to practice architecture in the State of Washington.

ARTERIAL ROAD

The major street in the road hierarchy established in the City of DuPont's circulation element. (Refer to the City of DuPont Comprehensive Plan and Land Use Zoning Code, 1985). An arterial provides connections with major state and interstate roadways.

AWNING

A rooflike shelter of canvas or other material extending over a doorway, window or sidewalk to provide protection from the sun or rain.

BERM

A raised linear earthform. As used in these Guidelines, a physical berm is intended to serve as a buffer between adjoining uses.

BUFFER

An area of land which usually separates two adjoining land uses. A buffer may be composed of a berm and/or plants which help visually separate the adjoining land uses.

CALIPER

A measurement taken to determine the size of a tree. Caliper refers to the thickness of the tree's trunk. For larger trees four inches (4") and over in caliper, this measurement should be taken twelve inches (12") above grade. For smaller trees under four inches (4") in caliper, this measurement should be taken six inches (6") above grade.

CANOPY

A rooflike projection extending over a doorway, window or sidewalk to provide protection from the sun or rain.

COLLECTOR ROADWAY

Functions to conduct traffic between major arterial roadways and/or activity centers. Connects residential neighborhoods with community centers and facilities.



DEDICATED

Property which has been transferred from private to public ownership for a public purpose. (i.e., Dedicated Roadways, Dedicated Open Space).

DWELLING UNIT

Houses, apartments, condominiums, groups of rooms, or single rooms, which are occupied, or vacant, but intended for occupancy, as separate living quarters. A single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

ENVIRONMENTAL ART

The display of an artist's product in a public area.

GATEWAYS

The main entrances to Northwest Landing

IMITATION BUILDING MATERIALS

Synthetic materials which appear like or resemble natural building materials such as brick, stone, or wood.

INTERPRETIVE DISPLAYS

Outdoor displays which provide information and/or graphics that identify or describe elements of the natural and built environment.

LANDMARK BUILDINGS

A building of strategic location and special appearance. Its location makes it readily visible from several viewpoints and its special appearance establishes an easily recognizable point of reference that facilitates orientation.

LANDSCAPE ARCHITECT

A person licensed to practice landscape architecture in the State of Washington.

LOCAL ACCESS ROAD

Streets providing circulation within neighborhoods and connecting to collector roadways.

LOT

Any lawfully subdivided parcel of land. A lot may be a subdivision of a parcel or an entire parcel (see Parcel).

LOT COVERAGE

That portion of a lot occupied by buildings.

MODULATION (BUILDING)

Projections on the exterior facade of a building intended to emphasize the identity of individual units within the building. Modulation is the distance a facade segment steps forward or back from an adjacent facade segment.

MODIFICATIONS COMMITTEE

A committee of three to five persons established to review and monitor all alterations and additions to completed projects.

NEIGHBORHOOD PARK

A park intended to serve a portion of Northwest Landing, such as a walk-to park. A typical neighborhood park may include recreational activities such as field games, court games, children's play areas, playground areas, picnicking, trails and wading pools.

NEW CONSTRUCTION COMMITTEE

A committee of three to five persons established to review all development on commercial property in Northwest Landing. The New Construction Committee shall interpret the Design Guidelines for Commercial Properties.

OFF-STREET PARKING

Parking which occurs outside of improved road right-of-ways in designated parking areas, residential driveways, or parking lots.

ON-STREET PARKING

Parking which occurs within improved road right-of-ways. This usually refers to parallel or angle parking adjacent to the curb.

OPEN SPACE


A portion of the area of a site, other than required setbacks, which is required by the zoning code to be free of impervious surfaces, although it may include features such as community buildings, swimming pools, trails, tennis courts, and parking (when specifically provided for users of the open space).

OPEN SPACE, COMMON

That property which the Commercial Association owns, leases or otherwise holds possessory or use rights in for the common use and enjoyment of the Owners, including easements held by the Commercial Association for such purpose. Common open space is largely free of impervious surfaces although it may include features for communal use such as community buildings, swimming pools, trails and tennis courts.

OPEN SPACE, DEDICATED

That area permanently dedicated to the City of DuPont and held for public use or interest as part of the City's Comprehensive Open Space system. Dedicated open space is largely free of impervious surfaces, although it may include features for public use such as community buildings,



swimming pools, trails, tennis courts, and parking (when specifically provided for public users of the dedicated open space).

OPEN SPACE, PARCEL

The sum of the common and private open spaces within a given parcel.

OPEN SPACE, PRIVATE

That open space within a privately owned lot which is not covered by buildings, paving, or other impervious surfaces.

PARCEL

One of the major divisions of land within Northwest Landing. A parcel is typically composed of several separately owned lots although an entire parcel may be owned by a single owner. (See Lot).

PARCEL DEVELOPER

The first developer of a parcel.

PERMANENT STRUCTURE

Any structure which will stay in one place for more than ten years.

PUBLIC ENTRY

The primary entry or entries of a building used by the general public.

TEMPORARY STRUCTURE

Any structure which will move or be terminated within a ten year period.

TEMPORARY SIGN

A sign which is not attached to any building and is usually placed out only during regular business hours of operation.

VERNAL PONDS

Ponds which are seasonally wet. The surface water of the ponds disappears during the dry summer months and reappears during the wet winter months.

SIGNAGE

Provide design standards or criteria for the following:

Directional sign(s):

Directory sign(s):

Building identity sign(s):

Sales and Marketing sign(s)

ARCHITECTURE

Please describe the type or character of the architecture proposed for this parcel:

Building Materials:

Building Colors:

Roof Form and Pitch:

SITE FURNISHINGS

Provide copies of manufacturer's catalog or custom design detail for:

Mail distribution systems:

Benches:

Bollards:

Other:

OTHER

CERTIFICATE OF APPROVAL

DATE:

APPLICANT:

NAME OF PROPOSED PROJECT:

PROJECT ADDRESS:

At its meeting of _____, the Northwest Landing New Construction Committee approved the following:

The Committee approved the above listed project with the following conditions:

Work must occur according to approved plans and specifications. Any changes other than those specified above will require the review and approval of the Committee prior to implementation. The Certificate is issued with the understanding that the applicant will obtain all other permits and approvals that may be required.

Meeting these and other regulations such as building and health codes remains the responsibility of the applicant. Weyerhaeuser Real Estate Company assumes no liability for the application or omission of such regulations.

Chairman, Robert L. Shedd
Northwest Landing New Construction Committee

Applicant



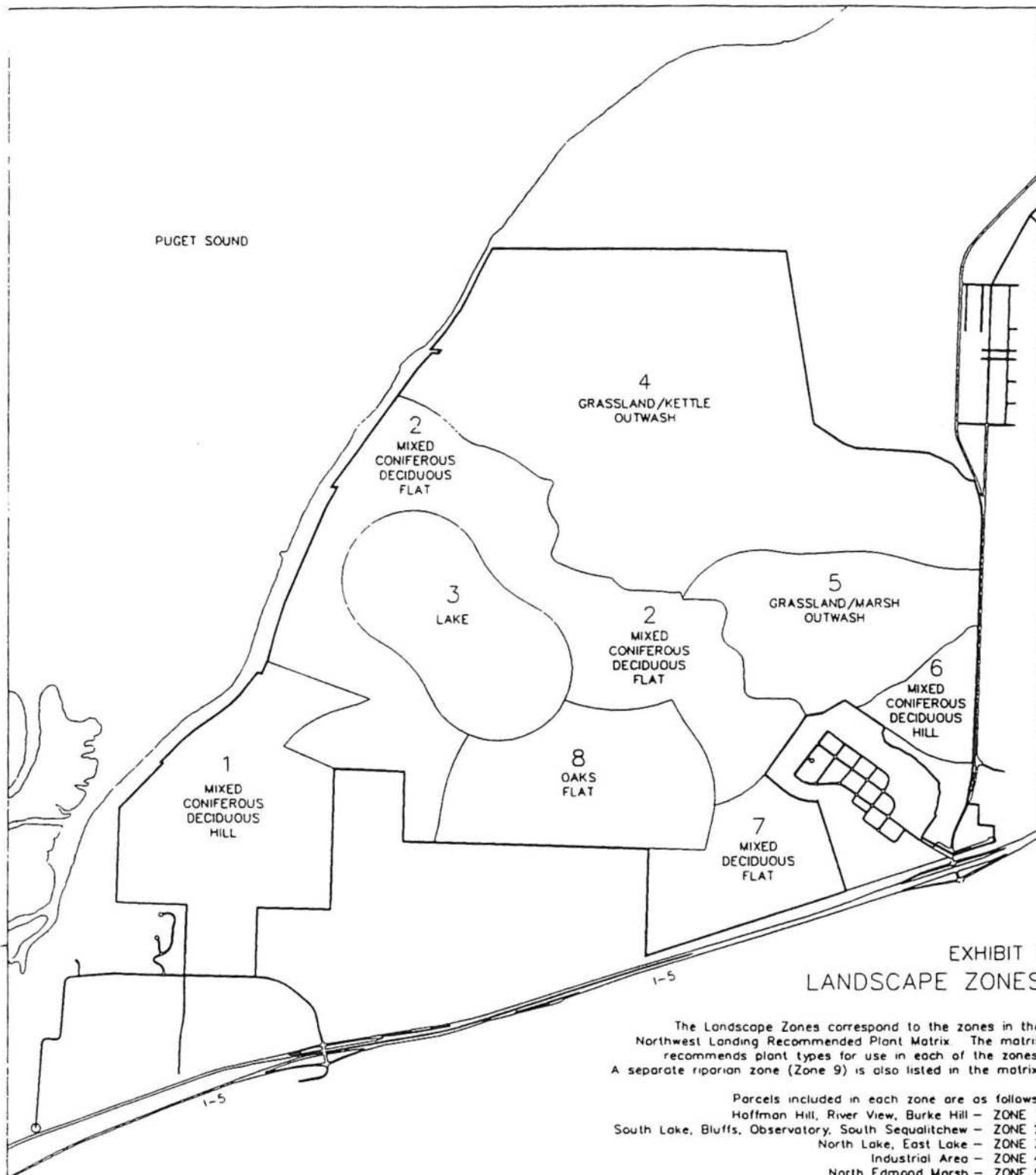


EXHIBIT 1 LANDSCAPE ZONES

The Landscape Zones correspond to the zones in the Northwest Landing Recommended Plant Matrix. The matrix recommends plant types for use in each of the zones. A separate riparian zone (Zone 9) is also listed in the matrix.

Parcels included in each zone are as follows:
 Hoffman Hill, River View, Burke Hill - ZONE 1
 South Lake, Bluffs, Observatory, South Sequelitchew - ZONE 2
 North Lake, East Lake - ZONE 3
 Industrial Area - ZONE 4
 North Edmond Marsh - ZONE 5
 Bell Hill - ZONE 6
 Town Center, Lake Sellers - ZONE 7
 Oak Savannah, Garryana - ZONE 8



0 1000 2000 3000
 SCALE 1"=2500'

BOTANICAL NAME

COMMON NAME

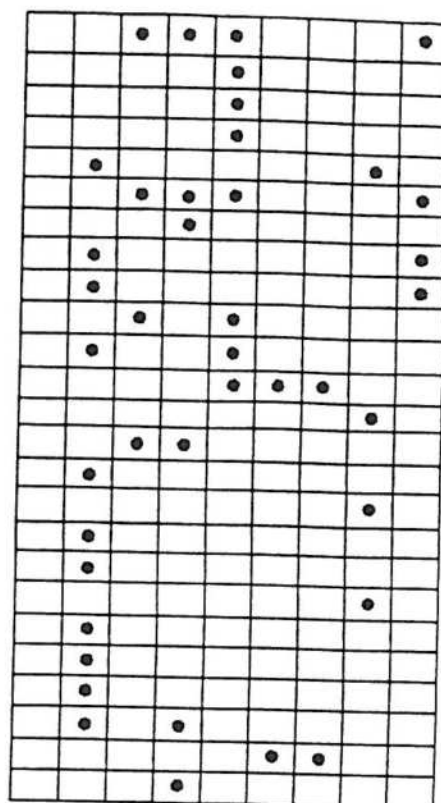
LANDSCAPE ZONES

1 2 3 4 5 6 7 8 9

LARGE DECIDUOUS TREES

Acer macrophyllum
Acer rubrum
Acer saccharum
Acer saccharinum
Fagus sylvatica
Fraxinus latifolia
Ginkgo biloba
Juglans regia 'Franquette'
Juglans nigra
Liquidambar styraciflua
Liriodendron tulipifera
Nyssa sylvatica
Platanus x acerifolia
Populus trichocarpa
Quercus coccinea
Quercus garryana
Quercus palustris 'Crownright'
Quercus phellos
Quercus robur
Quercus rubra
Quercus shumardii
Salix alba var. tristis
Salix babylonica
Tilia cordata
Ulmus parvifolia

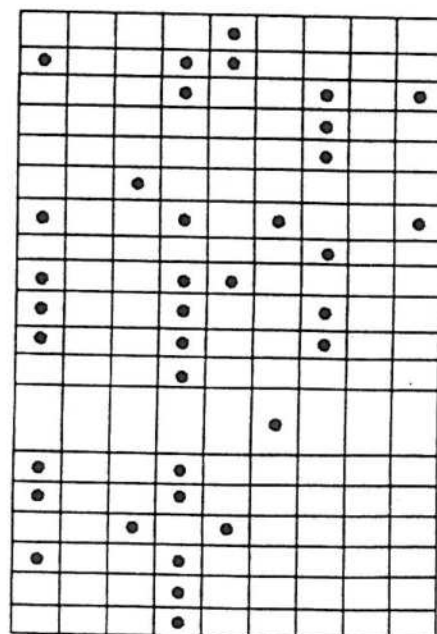
Bigleaf Maple
Red Maple
Sugar Maple
Silver Maple
European Beech
Oregon Ash
Maidenhair Tree
English Walnut
Black Walnut
American Sweetgum
Tulip Tree
Tupelo
London Plane
Black Cottonwood
Scarlet Oak
Oregon White Oak
Pin Oak
Willow Oak
English Oak
Eastern Red Oak
Southern Red Oak
Golden Weeping Willow
Weeping Willow
Littleleaf Linden
Chinese Elm



MEDIUM DECIDUOUS TREES

Acer campestre
Acer griseum
Alnus cordata
Betula jacquemontii
Betula maximowicziana
Betula nigra 'Heritage'
Betula papyrifera
Carpinus betulus
Cercidiphyllum japonicum
Cornus 'Eddie's White Wonder'
Cornus nuttalli
Davidia involucrata
Fraxinus pennsylvanica
var. lanceolata 'Marshall'
Magnolia salicifolia 'Else Frye'
Magnolia salicifolia 'Wada's Memory'
Populus tremuloides
Prunus sargentii
Pyrus calleryana 'Aristocrat'
Zelkova serrata

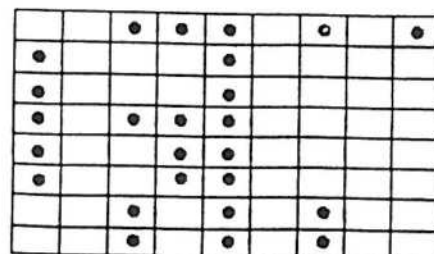
Hedge Maple
Paperbark Maple
Italian Alder
White Birch
Monarch Birch
River Birch
Paper Birch
European Hornbeam
Katsura
Pacific Dogwood
Pacific Dogwood
Dove Tree
Marshall's Seedless Ash
Anise Magnolia
Anise Magnolia
Quaking Aspen
Sargent Cherry
Bradford Pear
Sawleaf Zelkova



SMALL DECIDUOUS TREES

Acer circinatum
Acer davidii
Acer ginnala
Acer griseum
Acer japonicum
Acer palmatum
Amelanchier canadensis
Amelanchier x grandiflora

Vine Maple
David Maple
Amur Maple
Paperbark Maple
Fullmoon Maple
Japanese Maple
Serviceberry
Serviceberry



BOTANICAL NAME

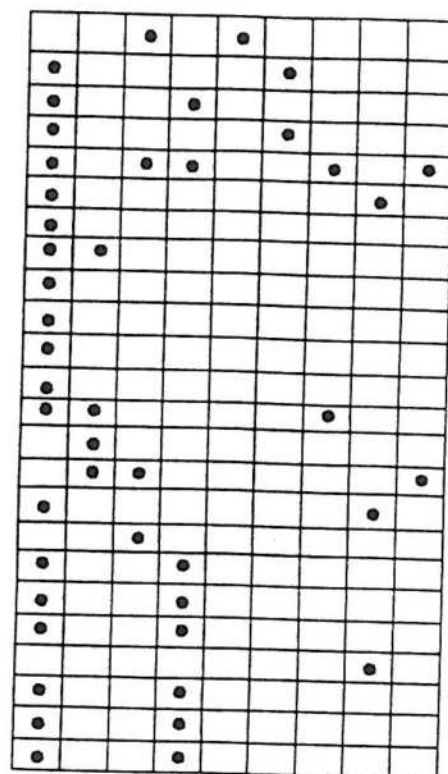
COMMON NAME

LANDSCAPE ZONES

1 2 3 4 5 6 7 8 9

Carpinus betula 'Fastigiata'
Cornus florida
Cornus kousa
Cornus mas
Corylus cornuta californica
Crataegus lavalleyi
Crataegus phaenopyrum
Halesia carolina
Magnolia heptapeta
Magnolia x loebneri 'Merrill'
Magnolia x loebneri 'Leonard Messel'
Magnolia x soulangiana
Malus, disease resistant crabapples
Malus, old fashioned edible
Malus fusca
Oxydendrum arboreum
Prunus padus
Prunus serrula
Prunus subhirtella 'Autumnalis'
Prunus yedoensis
Rhus typhina
Stewartia monadelphica
Stewartia pseudocamellia
Styrax japonica

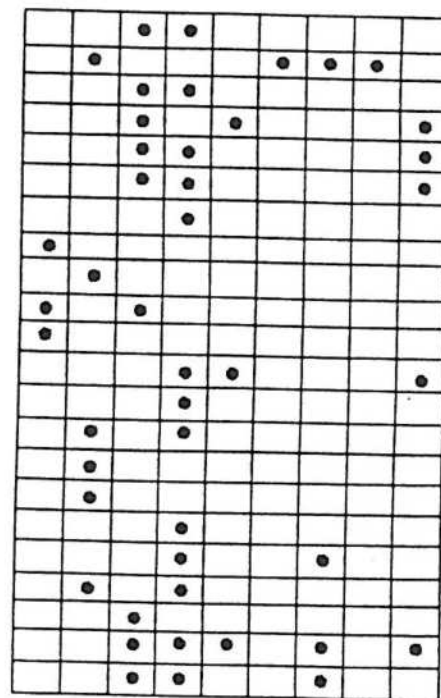
Hornbeam
Eastern Dogwood
Kousa Dogwood
Cornelian Cherry
Western Hazelnut
Carriere Hawthorn
Washington Hawthorn
Silverbell
Yulan Magnolia
Loebner Magnolia
Loebner Magnolia
Saucer Magnolia
Crabapple
Apple
Oregon Crabapple
Sorrel Tree
European Bird Cherry
Birch Bark Cherry
Autumn Higan Cherry
Yoshino Cherry
Staghorn Sumac
Tall Stewartia
Japanese Stewartia
Japanese Snowbell



CONIFERS/BROADLEAVED TREES

Abies grandis
Arbutus unedo
Cedrus deodara
Chamaecyparis lawsoniana
Chamaecyparis nootkatensis
Calocedrus decurrens
Cryptomeria japonica
Laurus nobilis
Magnolia grandiflora
Myrica californica
Photinia serrulata
Pinus contorta latifolia
Pinus densiflora
Pinus monticola
Pinus ponderosa
Pinus sylvestris
Pinus thunbergii
Pseudotsuga menziesii
Sequoiadendron giganteum
Taxus brevifolia
Thuja plicata
Tsuga heterophylla

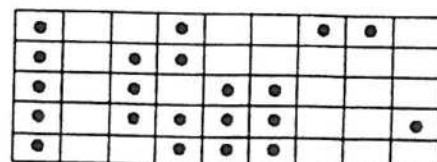
Grand Fir
Strawberry Tree
Deodar Cedar
Port Orford Cedar
Alaska Cedar
Incense Cedar
Japanese Cryptomeria
Sweet Bay
Southern Magnolia
Pacific Wax Myrtle
Chinese Photinia
Lodgepole Pine
Japanese Red Pine
Western White Pine
Ponderosa Pine
Scots Pine
Japanese Black Pine
Douglas Fir
Giant Sequoia
Western Yew
Western Red Cedar
Western Hemlock



DECIDUOUS SHRUBS

Amelanchier alnifolia
Callicarpa japonica
Cornus alba 'Sibirica'
Cornus stolonifera
Enkianthus campanulatus

Western Serviceberry
Japanese Beautyberry
Siberian Dogwood
Red-Osier Dogwood
Red-veined Enkianthus



BOTANICAL NAME

COMMON NAME

LANDSCAPE ZONES

1 2 3 4 5 6 7 8 9

Euonymus alata 'Compacta'
Fuschia magellanica
Hamamelis mollis
Holodiscus discolor
Hydrangea, lacecap varieties
Hydrangea quercifolia
Magnolia stellata
Oemleria cerasiformis
Potentilla fruticosa
Rhamnus purshiana
Rhododendron mucronulatum
Rhododendron occidentale
Rhododendron schlippenbachii
Ribes sanguineum
Rosa nutkana
Rosa rugosa
Salix discolor
Sambucus racemosa
Spiraea douglasii
Spiraea thunbergii
Symphoricarpos albus
Symphoricarpos x chenaultii
Syringa vulgaris cultivars
Vaccinium corymbosum
Vaccinium parvifolium
'burnum x burkwoodii
Viburnum plicatum tomentosum
'Mariesii'

Winged Euonymus
Fuschia
Chinese Witch Hazel
Ocean Spray
Lacecap Hydrangea
Oakleaf Hydrangea
Star Magnolia
Indian Plum
Potentilla
Cascara Sagrada
Korean Rhododendron
Western Azalea
Royal Azalea
Red-flowering Currant
Nootka Rose
Rugosa Rose
Pussy Willow
Red Elderberry
Western Spiraea
Thunberg Spiraea
Snowberry
Chenault Coralberry
Lilacs
Highbush Blueberry
Red Huckleberry
Burkwood Viburnum
Double-file Viburnum

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EVERGREEN SHRUBS

Abelia 'Edward Goucher'
Abelia grandiflora
Abelia x grandiflora 'Sherwoodii'
Arbutus unedo compacta
Arctostaphylos columbiana
Camellia japonica
Camellia sasanqua
Camellia x williamsii cultivars
Ceanothus 'Julia Phelps'
Cistus x hybridus
Cotoneaster salicifolia
Escallonia 'Fradesii'
Escallonia 'Apple Blossom'
Hebe buxifolia
Ilex crenata
Kalmia latifolia
Ledum groenlandicum
Osmanthus x burkwoodii
Osmanthus delavayi
Osmanthus heterophyllis 'Illicifolius'
Pernettya mucronata
Photinia glabra
Pieris floribunda
Pieris formosa var. forrestii
Pieris japonica
Prunus lusitanica

Pink Abelia
Glossy Abelia
Sherwood Dwarf Abelia
Compact Strawberry Tree
Hairy Manzanita
Japanese Camellia
Sasanqua Camellia
Camellia
Ceanothus
White Rock Rose
Willowleaf Cotoneaster
Escallonia
Escallonia
Boxleaf Hebe
Japanese Holly
Mountain Laurel
Labrador Tea
Burkwood Osmanthus
Delavay Osmanthus
Holly-leaf Osmanthus
Pernettya
Japanese Photinia
Mountain Pieris
Chinese Andromeda
Japanese Pieris
Portuguese Laurel

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LANDSCAPE ZONES

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GROUNDCOVERS

GROUNDCOVERS

Arctostaphylos uva-ursi
Berberis nervosa
Calluna vulgaris
Ceanothus gloriosus
Cornus canadensis
Cotoneaster microphyllus
'Cochleatus'
Daboecia cantabrica
Epimedium grandiflorum
Epimedium x rubrum
Epimedium x youngianum 'Niveum'
Erica carnea
Erica cinerea
Erica x darleyensis
Euonymus fortunei
Fragaria chiloensis
Gaultheria shallon
Grass—seed and sod
Ilex crenata varieties and cultivars
Leucothoe fontanesiana
Oxalis oregana
Prunus laurocerasus 'Zabeliana'
Rosa 'Max Graaf'
Rosa wichuriana
Sagina subulata
Sarcococca hookerana
Vinca minor
Waldsteinia fragarioides

VINES

Akebia quinata
Clematis armandii
Clematis cultivars
X Fatsia lizei
Hydrangea anomala petiolaris
Lonicera periclymenum
Lonicera japonica 'Halliana'
Parthenocissus quinquefolia
Parthenocissus tricuspidata
Wisteria sinensis

Kinnicinnick

Cascade Mahonia
 Scotch Heather
 Point Reyes Ceanothus
 Bunchberry
 Rockspray Cotoneaster

 Irish Bell Heather
 Bishop's Hat
 Red Epimedium
 Snowy Epimedium
 Winter Heath
 Bell Heather
 Mediterranean Heather
 Winter Creeper Euonymus
 Wild Strawberry
 Salal
 Grass
 Japanese Holly
 Drooping Leucothoe
 Redwood Sorrel
 Zabel Laurel
 Rose
 Memorial Rose
 Irish Moss
 Sarcococca
 Periwinkle
 Barren Strawberry

Fiveleaf Akebia

Evergreen Clematis
 Clematis
 Botanical Wonder
 Climbing Hydrangea
 Woodbine
 Hall's Honeysuckle
 Virginia Creeper
 Boston Ivy
 Chinese Wisteria

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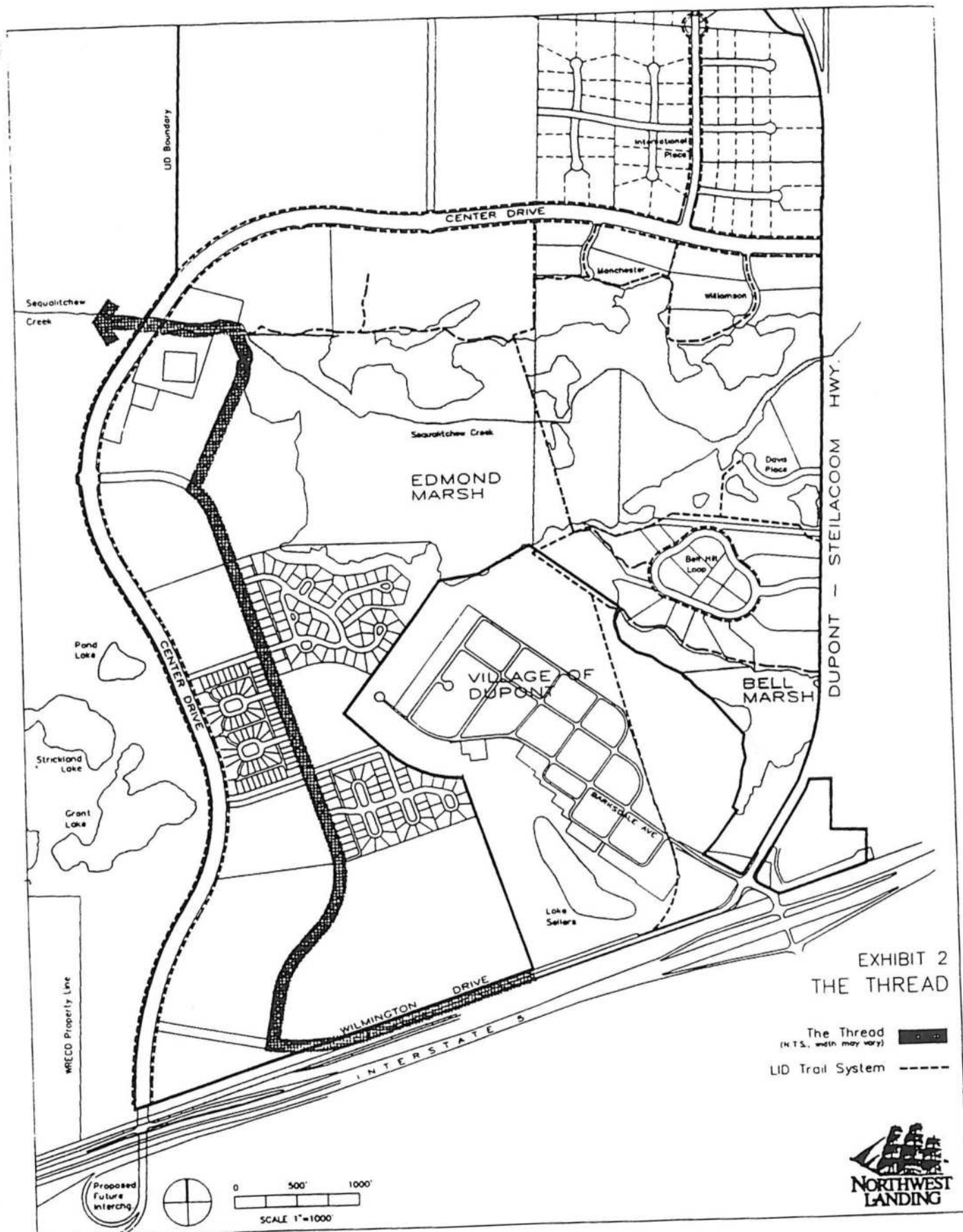


EXHIBIT 2
THE THREAD

The Thread
(N.T.S., width may vary)

LID Trail System



PROJECT INFORMATION

Date _____

Land Parcel Description _____

Project Address _____

Applicant _____ Telephone _____

Address _____

City _____ State _____ Zip _____

Owner _____ Telephone _____

Address _____

City _____ State _____ Zip _____

Description of Proposed Use _____

Gross Site Area _____ Net (Usable) Site Area _____

Building Sq. Footage _____ Building Height _____

| %Gross Site Area | Required/Allowed | Provided |
|---------------------------|------------------|----------|
| Building Coverage | _____ | _____ |
| Parking and Road Coverage | _____ | _____ |
| Open Space Coverage | _____ | _____ |
| Landscape Coverage | _____ | _____ |
| Parking Spaces | _____ | _____ |

FOR NEW CONSTRUCTION COMMITTEE OR MODIFICATIONS COMMITTEE USE ONLY

Preliminary Review _____ Final Review _____

Begin Construction _____ Certificate of Compliance _____

| Received (Date) | Preliminary | Final |
|------------------------------------|-------------|-------|
| Site Plan | _____ | _____ |
| Architectural Plans and Elevations | _____ | _____ |
| Landscape Plans | _____ | _____ |
| Color/Material Schedule | _____ | _____ |
| Lighting Schedule | _____ | _____ |
| Sign Program | _____ | _____ |



PARCEL DESIGN GUIDELINES

Northwest Landing contains eleven mixed use parcels. Rather than dictate a single or limited set of architectural styles, building materials, colors, and landscape concepts for all of these varied sites, the Design Guidelines for Commercial Properties recommend that the master developer of each of these parcels formulate a set of Parcel Design Guidelines for each separate parcel.

The Parcel Design Guidelines can establish a certain unity within the parcel, while recognizing and respecting the differences in site conditions, landscapes, and land use programs of other parcels. Weyerhaeuser Real Estate Company reserves the right to serve as, or designate the master developer of each parcel.

The elements of the Parcel Design Guidelines are relatively straightforward, and are listed in the form below. The proposed Parcel Design Guidelines must be submitted to and approved by the New Construction Committee. Once approved, they shall serve as a recommendation for all future development within that particular parcel. The New Construction Committee should incorporate those Parcel Design Guidelines along with the Design Guidelines for Commercial Properties in the review of all subsequent development applications.



PARCEL NAME

Please list the suggested name of the parcel:

PARCEL THEME

Please describe the proposed theme for the above named parcel. The theme for the parcel should describe what the overall character of the parcel will be and how it will be achieved. What proposed elements will help to unify the parcel and make it unique?

SITE PLAN

Provide a site plan for the entire parcel at 1" = 100' indicating streets, lots, building envelope, parcel open space, public walks and trails, storm drainage facilities, and major site constraints.

LANDSCAPE

Name of proposed collector road(s):

Street tree(s) to be used on collector road(s):

Street tree(s) to be used on local access road(s):

LIGHTING STANDARDS

Provide copies of manufacturer's catalog or custom design detail for the following:

Collector Road:

Local Access Road:

Parking Areas:

Bollards: