

**PORTLAND
INTERNATIONAL
CENTER**

**Development Requirements and Standards
for Subdistrict B of the
CascadeStation/Portland International Center
Plan District**

**Property and Development Services
April 2001
Port of Portland**



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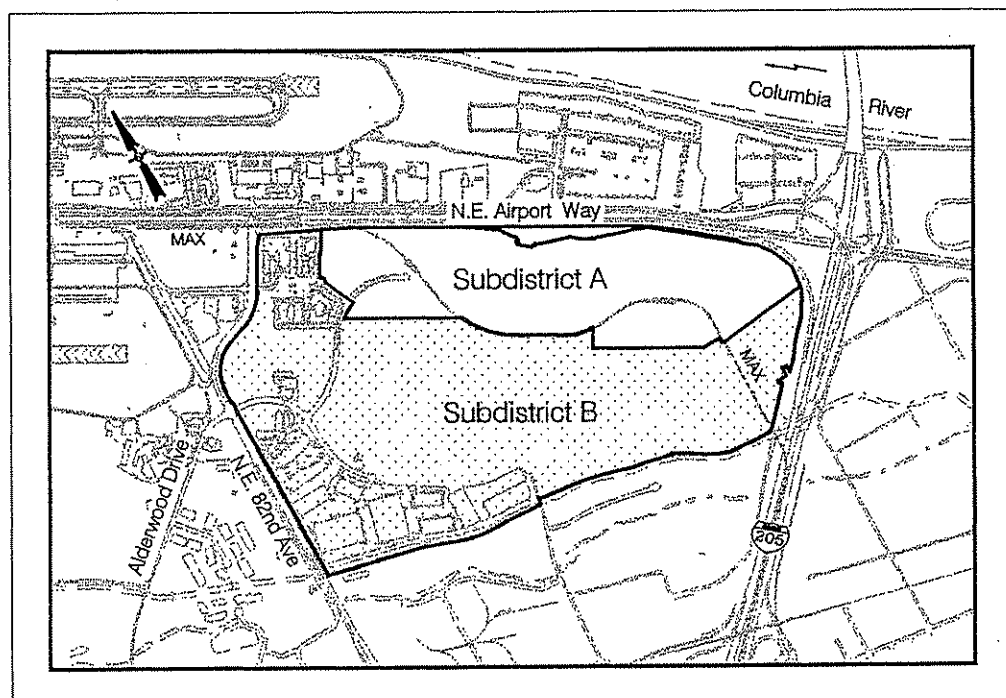
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I. INTRODUCTION

All uses and activities within the CascadeStation/Portland International Center (CS/PIC) Plan District are intended to complement and serve rather than conflict with existing and future airport operations and related airport services within and outside of the district boundaries. The primary development objective for Subdistrict B of the Plan District is to facilitate a wide range of industrial and industrial-related uses, airport-related services and other business and employment opportunities that are compatible with airport operations and related uses. The Plan District includes environmental and open space resources within its boundaries, and maintains or enhances the capacity of public and private infrastructure within and serving the District.

These Development Requirements and Standards (Development Standards) were prepared to ensure that the highest quality site planning, architecture, engineering, and landscape architecture are developed and maintained throughout Subdistrict B. The Port of Portland (Port) considers the Development Standards to be the minimum necessary to accomplish the objectives of the City of Portland ordinance establishing the CS/PIC Plan District. The intent of the Port is to encourage creativity and quality in design, which will enhance all future development. This assumes firms locating within CascadeStation/PIC will wish to do the finest possible job in their own self-interest. The Development Standards (Design, Performance, and Maintenance) will be enforced to ensure the long-term quality of development and maintenance of property values in CascadeStation/PIC, and compliance with the adopted Plan District regulations.

Figure II-A Map of CascadeStation/PIC Plan District and Subdistricts



II. PLAN REVIEW

A. Policies - The following policies indicate the intent of the plan review process:

- The development of sites in Subdistrict B of CascadeStation/PIC shall conform to the Development Standards of the Port and other appropriate governing bodies. If city, county, state or federal code requirements conflict with the Port's interpretation of these Development Standards, the more restrictive requirements shall prevail. In the event of any conflict between jurisdictional requirements, the FAA regulation shall prevail.
- The Port will evaluate the proposed plans based upon the intent of the Development Standards, the available facts regarding the particular project, and the interests of tenants. This review covers site planning, architecture, landscape architecture, signing, and exterior lighting for new construction, remodeling, alterations, or additions.
- Improvements to building interiors are not subject to these Development Standards except for significant changes in the type of use or to the extent the interior is highly visible from the exterior.
- It is not the Port's intent to dictate design features. Plans will be reviewed for compatibility with surrounding development, functional site design, distinctive architecture, the use of attractive exterior building materials, landscaping which enhances the site, and consistency with the intent of the City of Portland's CascadeStation/PIC Plan District; as well as FAA regulations and guidelines.

B. Port Contact

All plans and correspondence concerning submissions for Preliminary and Final Design Review shall be sent to the following individual, unless otherwise directed by the Port:

Site Development Landscape Architect
The Port of Portland
Property and Development Services Dept.
P.O. Box 3529
Portland, OR 97208

Located at:
121 N.W. Everett Street
Phone: (503) 944-7531
Fax: (503) 944-7466

C. Land Use and Zoning

These Development Standards should meet or exceed the requirements of the City of Portland zoning code and the approved CascadeStation/PIC Plan District. Since codes change periodically, these Development Standards may not conform with the above mentioned City documents. In the event of discrepancies between these standards and other codes, the more restrictive requirement will apply.

1. Permitted Square Footage

Transportation constraints and opportunities limit development in Subdistrict B. In order to achieve the desired character of the district, and to encourage transit use, limits have been set on the amount and type of development allowed in the district. Based on trip generation calculations, a series of allowed use charts have been developed by the City of Portland. These charts were adopted in the CS/PIC plan district document. (Table 503-1 "Maximum square footage or acreage allowed by use"). The Port will adhere to these guidelines and standards for all development in Subdistrict B.

2. Permitted Uses

Subdistrict B is comprised of two zoning designations, IG2 (General Industrial 2), and EG2 (General Employment 2). All uses permitted in these zones, as indicated in the Portland zoning code are allowed. In the IG2 zone, the following additional uses *are* allowed.

- (a.) office uses
- (b.) aviation and surface passenger terminals, except parking for passengers; and
- (c.) car rental facilities including operations, service, storage and refueling facilities.

In the IG2 zones, the following additional uses *are* allowed.

- a.) office uses, and
- b.) retail sales and service uses

3. Prohibited Uses

Subdistrict B is comprised of two zoning designations, IG2 (General Industrial 2), and EG2 (General Employment 2). All uses prohibited in these zones, as indicated in the Portland Zoning Code are not allowed. In the IG2 and EG2 zones, the following additional uses *are not* allowed.

- a.) Household or group living
- b.) Self service storage
- c.) Commercial outdoor recreation
- d.) Community service
- e.) Schools
- f.) Medical centers
- g.) Religious institutions
- h.) Vehicle repair
- i.) Detention facilities
- j.) Quick vehicle servicing
- k.) Parking for passengers using aviation and surface passenger terminals
- l.) Noxious or offensive trade, business, or activity shall *not* be conducted within CascadeStation/PIC, nor shall anything be done therein which unreasonably interferes with the beneficial use and enjoyment of other portions of PIC, or any portion of CascadeStation or the Portland International Airport.

- m.) Uses which conflict with the Port's PDX Wildlife Management Plan, relative to attracting birds and other forms of wildlife, are prohibited.
- n.) Entertainment activities which include an adult arcade, adult bookstore, adult cabaret, adult video stores, escort agency, nude modeling establishment or other sexually oriented adult businesses are prohibited.
- o.) As used in this Section, the term an "adult book store " or "adult video store" shall not prevent a full-line book store or a full-line video store from carrying adult materials so long as such materials are incidental to its over-all operations and are discretely stocked and handled.
- p.) Nothing contained within this Section shall be construed to restrict or preclude the use of the property as a "bar", "tavern", or "cocktail lounge", nor shall this Section be construed to prevent the sale of alcoholic beverages on the property where any of these uses are permitted by local and state regulations.

D. Review Process

1. Pre-design/Orientation Meeting Between the Applicant and the Port

A pre-design and orientation meeting will be held by the Port staff with the Applicant to present the Development Standards and to review procedures and the Pre-Design Checklist. The Applicant will also have the opportunity to discuss the design concept and specific issues affecting the particular site and to ask questions of Port staff concerning any aspect of the Development Standards or design review process. The information required for Pre-Design Checklist submittal is outlined in "Exhibit A".

2. Preliminary Review by the Port and FAA

Preliminary plan review will focus on reaching agreement between the Applicant and the Port on the design concept for the site. Resolution of specific site issues or concerns will be part of this review process, including building height limitations to be reviewed by FAA.

- a.) There are four key submittal requirements for preliminary plan review. See "Exhibit B" for Preliminary Plan Submittal Requirements

(i.) **The first requirement** is the submittal of a proposed Project Description. This description should include information such as, site size, percent lot coverage, building height, percent landscape and impervious surfaces, number of parking spaces provided, projected number of employees, and the use. Information may be incorporated onto the drawings, as appropriate.

(ii.) **The second requirement** is the submittal of preliminary plan sets. These plans should focus on the main site planning issues, such as approximate building footprint(s), setbacks, the relationship of buildings to the adjacent site, truck and vehicular traffic patterns, access and parking, outdoor storage areas, pedestrian circulation, utility layout, site landscape and grading plans etc.

(iii.) **The third requirement** is the submittal of a completed Form 7460, attached to one set of the preliminary plans and project description, for transmittal to the FAA for their review. A sample copy of the FAA Form 7460 is attached in this document as "Exhibit D." This Form may change from time to time. Prior to completing the Form, the Applicant shall contact the Port to obtain the current FAA Form.

(iv.) **The fourth requirement** is the submittal of the Port of Portland Tenant Construction Permit Application. A sample of the Tenant Construction Permit is attached in this document as "Exhibit E."

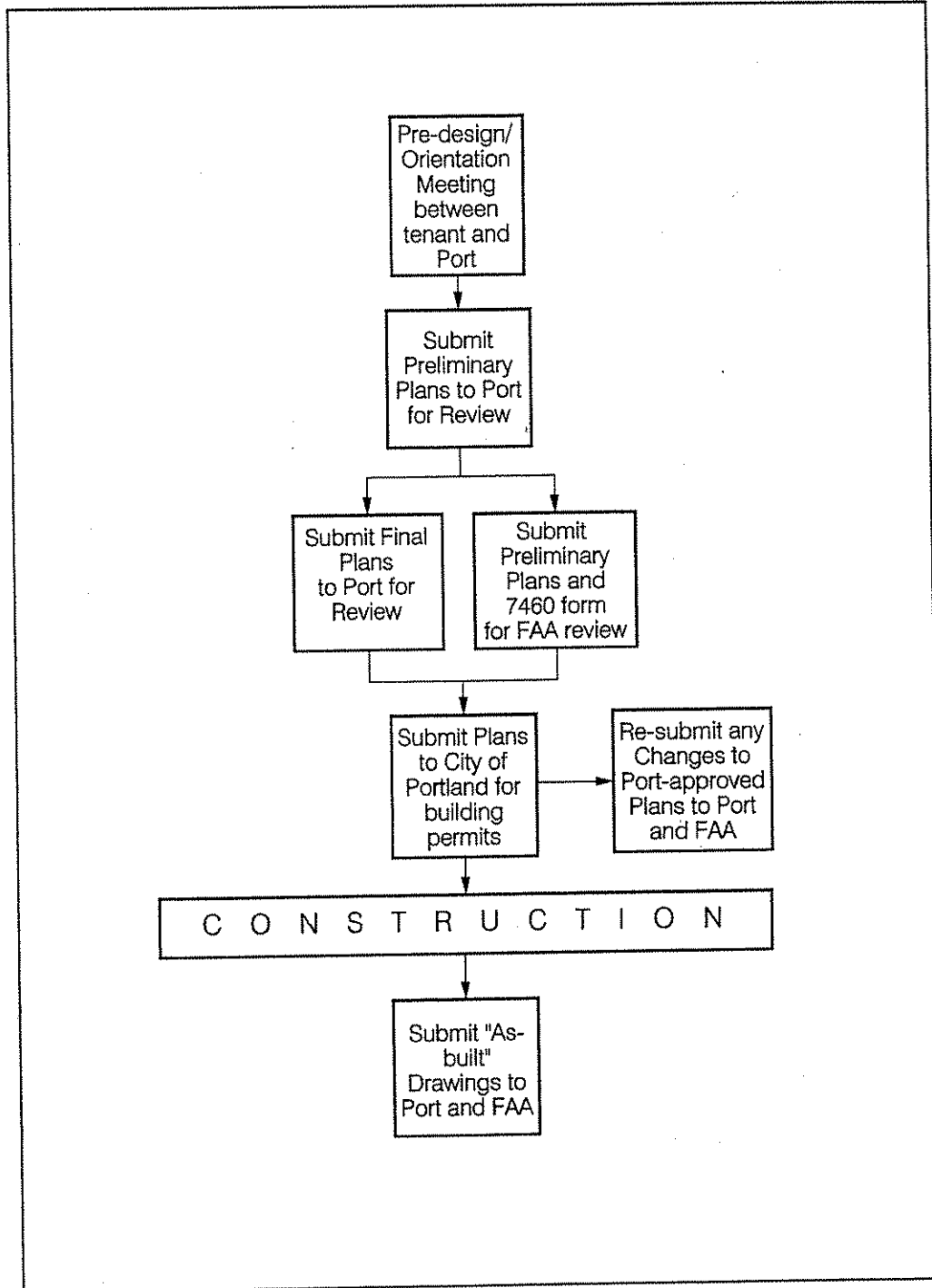
- b.) The Applicant shall submit three sets of all preliminary plans containing the required information to the Port for design review. (Not including the single set package to be forwarded to the FAA.) If submittal requirements are met, the Port will review preliminary plans within fifteen business days. Review and approval by FAA may extend this time period.

3. Final Review by the Port and FAA

The purpose of final plan review is to examine and review the final bid documents and/or construction drawings. The final plans need to specifically identify how the changes made correct, or adequately address, issues identified in the preliminary review process. All drawings in the final construction package must be stamped by professional engineers, architects, land surveyors, and landscape architects, licensed in the state of Oregon.

- a.) The Applicant shall submit three sets of final plans to the Port for review. See "Exhibit C" for Final Plan Submittal Requirements
- b.) The Port will review complete final plan packages within thirty (30) days of submittal. Review and approval by FAA may exceed this time period. If final plans do not satisfy identified preliminary review issues, and/or do not conform to all applicable development standards, further revisions and review will be required before the Port and FAA give final acceptance.
- c.) The final plans approved by the Port will be stamped "Acceptable." The Port will return one copy of the stamped final plans to the Applicant.

Figure II-B Review Process Diagram



4. Project Completion

- a.) If changes are made to any portion of Port-stamped construction plans during the City building permit review process or during construction, the Applicant shall submit the portion(s) of the plans that are proposed for change to the Port for acceptance and for submittal to FAA for approval.
- b.) The Port may conduct inspections of the site during the construction period to determine conformance with the approved final plans.
- c.) As-built drawings of all site development shall be furnished to the Port no more than 30 days after the City of Portland issues the Certificate of Occupancy permit(s).

E. City Building Permit Review

It will be the responsibility of the Applicant to obtain all necessary City permits. The Applicant will submit Port Accepted Final Plans to the City for building permits, unless the Applicant receives a written waiver to this requirement from the Port.

F. VariANCES

The Port recognizes that situations arise which may warrant variations from these Development Standards. A written request for an exception shall be submitted by the Applicant to the Port describing the proposed variance, the reason for the proposed variance, and citing the applicable section of the Development Standards.

1. Schedule

The Port will evaluate each request and determine if other regulatory agencies need to be involved. The Port will then notify the Applicant, in writing, within ten working days of receiving Applicant's request, of a proposed schedule for determination of the request.

2. Approval Criteria

A variance request will not be *considered* by the Port of Portland unless it is determined to be in conformance with the adopted CascadeStation/PIC Plan District. Variance requests not in conformance with adopted CascadeStation/PIC Plan District regulations are subject to the City of Portland Adjustment provision in the Zoning Code Chapter 33.805. In the event that the City of Portland grants the variance request, the same request must then be submitted to the Port for review as outlined in this section and FAA review when appropriate.

The variance request may be *approved* by the Port of Portland only if it can be determined that:

- a.) enforcement of the Development Standard in question would cause development constraints which would make the site significantly more difficult to develop than other sites subject to the same Development Standards;

- b.) the nature of the proposed use/business requires special consideration in the development of the site;
- c.) there would be minimal adverse impacts to adjacent existing development or to the provision of basic services or operations to CascadeStation/PIC and its tenants;
- d.) conditions related to the variance can be required as part of the variance approval;

3. Port Exemption

Notwithstanding any other provisions in this section, the Port has the right to grant variances to the Port for its airport operations and aviation-related uses within Subdistrict B of CascadeStation/PIC.

III. DESIGN STANDARDS

A. Site Planning

The site planning of individual parcels within the Portland International Center is intended to reflect the general design concept, which has been established for the CascadeStation/PIC Plan District. Key elements of this concept which will be addressed in this section include setbacks, building orientation, landscaping, storm drainage, service and loading areas, pedestrian access and circulation, vehicular access, circulation and parking, and the preservation of existing significant vegetation.

1. Building Orientation

Building main entries and administrative (office) activities should be located along the public street front to maintain the desired image of the area, to promote walking and convenient use of transit and to provide maximum utilization of the site. Main entries are those with the greatest business, employee and public usage. The Port will determine the front property line of corner properties based on these factors.

2. Setbacks

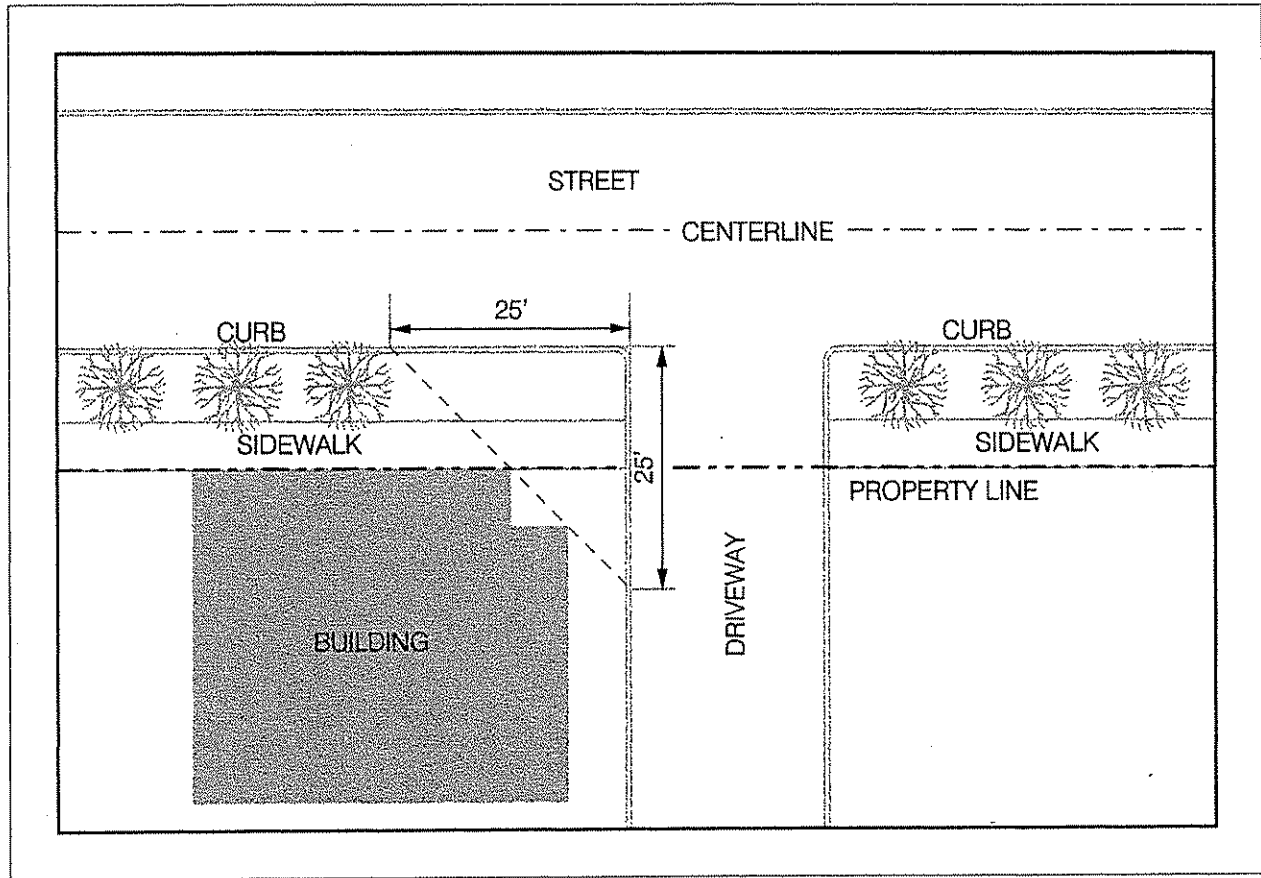
a) Building

- (i.) **Front Yard Setback:** There is no minimum setback for buildings from the front property line. Certain parts of buildings shall be set back no more than 10 feet from the front property line, including offices, other administrative areas with a high concentration of employees, public entries and other similar functions. Maximum allowed setback for portions of the building used for non-administrative uses is 20 feet. Exceptions to these setbacks may be made for the preservation of significant vegetation and for

parts of buildings within 25 feet of a driveway or roadway intersection to preserve sight distances. See figure III-A.

(ii.) Side and Rear Yard Setbacks: There are no minimum or maximum setbacks from the rear and side property lines.

Figure III-A, Vision Clearance for Driveways

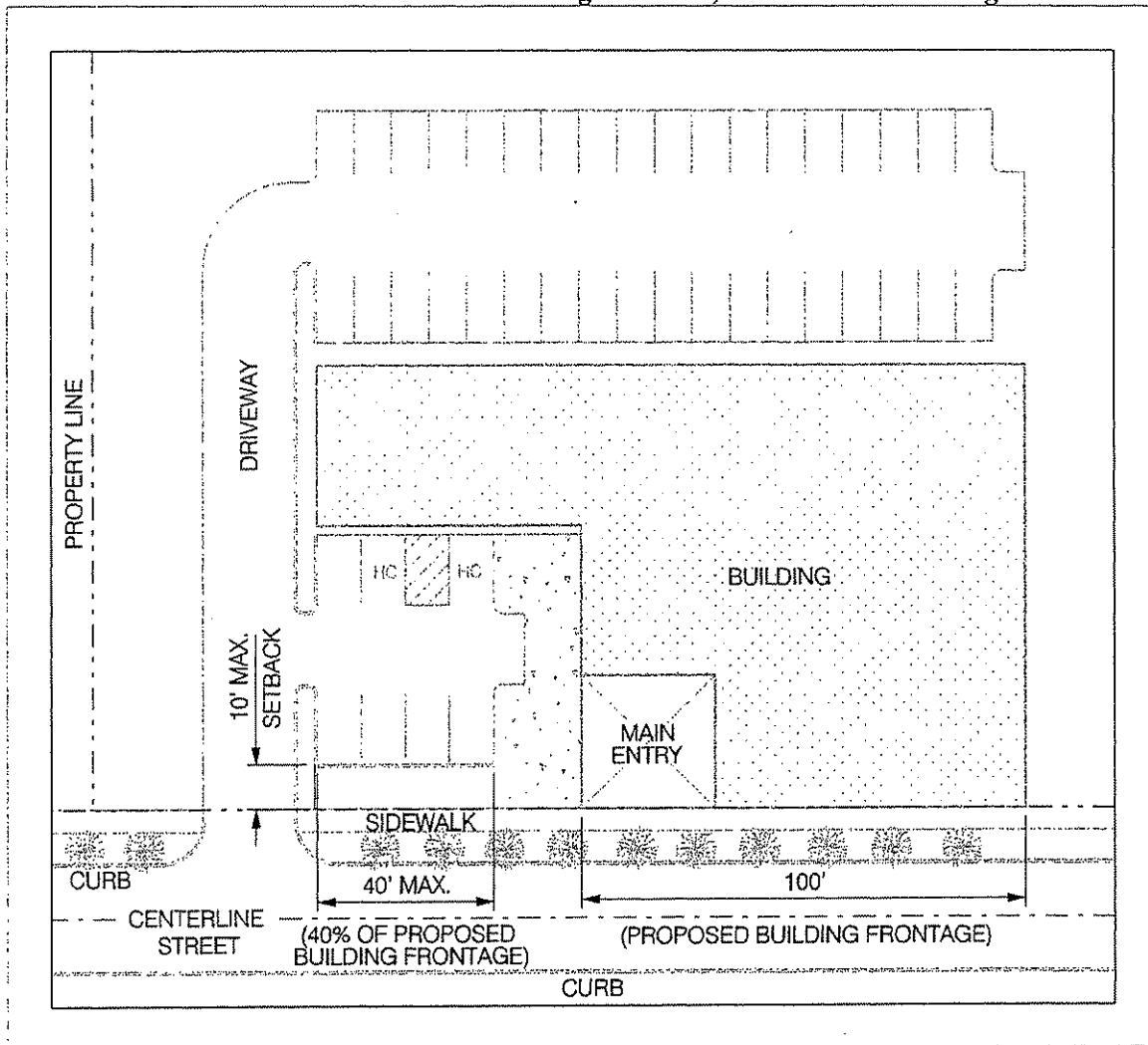


b) Parking Lot

(i.) **Front Yard Setback:** There is no minimum setback for parking areas, from the front property line. Front yard parking will be set back no more than 10 feet from the front property line. Front yard parking lots will cover no more than 40 percent of the *proposed building frontage*. Additionally, proposed front yard parking may contain no more than two parking bays, for a maximum width of 60 feet. (18 feet per each auto parking stall length and 24 foot aisle between). See figure III-B.

(ii.) **Side and Rear Yard Setback:** All parking lots, loading, and vehicular circulation areas shall be set back a minimum of 10 feet from the side and rear property lines. There are no maximum side or rear yard setbacks.

Figure III-B, Front Yard Parking



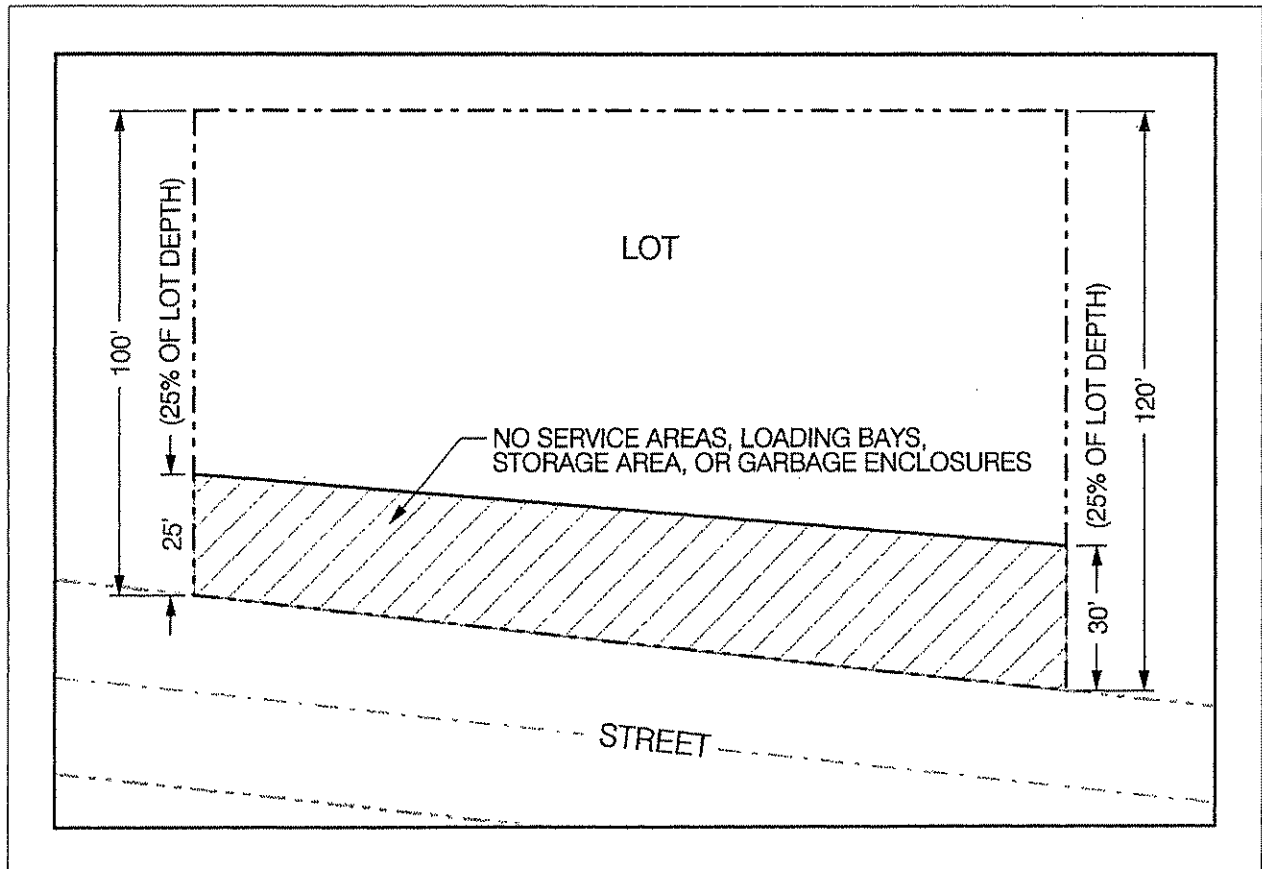
c) **Service Area**

(i) **Front Yard Setback:** No service areas, loading bays, storage areas or garbage enclosures are permitted within 25 % of the depth of the lot adjacent to the street. See figure III-C.

(ii) **Side Yard Setback:** All service areas, loading bays, storage areas and garbage enclosures shall be set back a minimum of 10 feet from the side property lines.

(iii) **Rear Yard Setback:** All service areas, loading bays, storage areas and garbage enclosures shall be set back a minimum of 10 feet from the rear property lines.

Figure III-C, Service Side Yard Setback



3. Grant of Easement

Site development is subject to a Grant of Easement to Tri-Met for the operation and maintenance of the Airport Max Light Rail facilities. Tri-Met is allowed, under the Easement, to drive vehicles (up to approximately one ton GVW) across roadways and parking lots adjacent to or nearby the light rail trackway. Access to the track is allowed not less than every one-eighth mile (660 feet). The access shall be provided at no cost to Tri-Met, except that Tri-Met shall be responsible for the cost of any curb cuts, gateways, driveways, access ways or other upgrades necessary to reach the trackway from the adjacent or nearby roadway or parking lot. Design of these easements to be approved by Tri-Met prior to Port review.

4. Pedestrian Access and Circulation

The following pedestrian access and circulation standards encourage an attractive and usable pedestrian circulation system. They ensure direct pedestrian connection between the street and building entrances and other activities within the site. Where feasible, they provide for connections between adjacent sites.

a.) Sidewalks

(i.) Sidewalks are required on both sides of all public and private roads

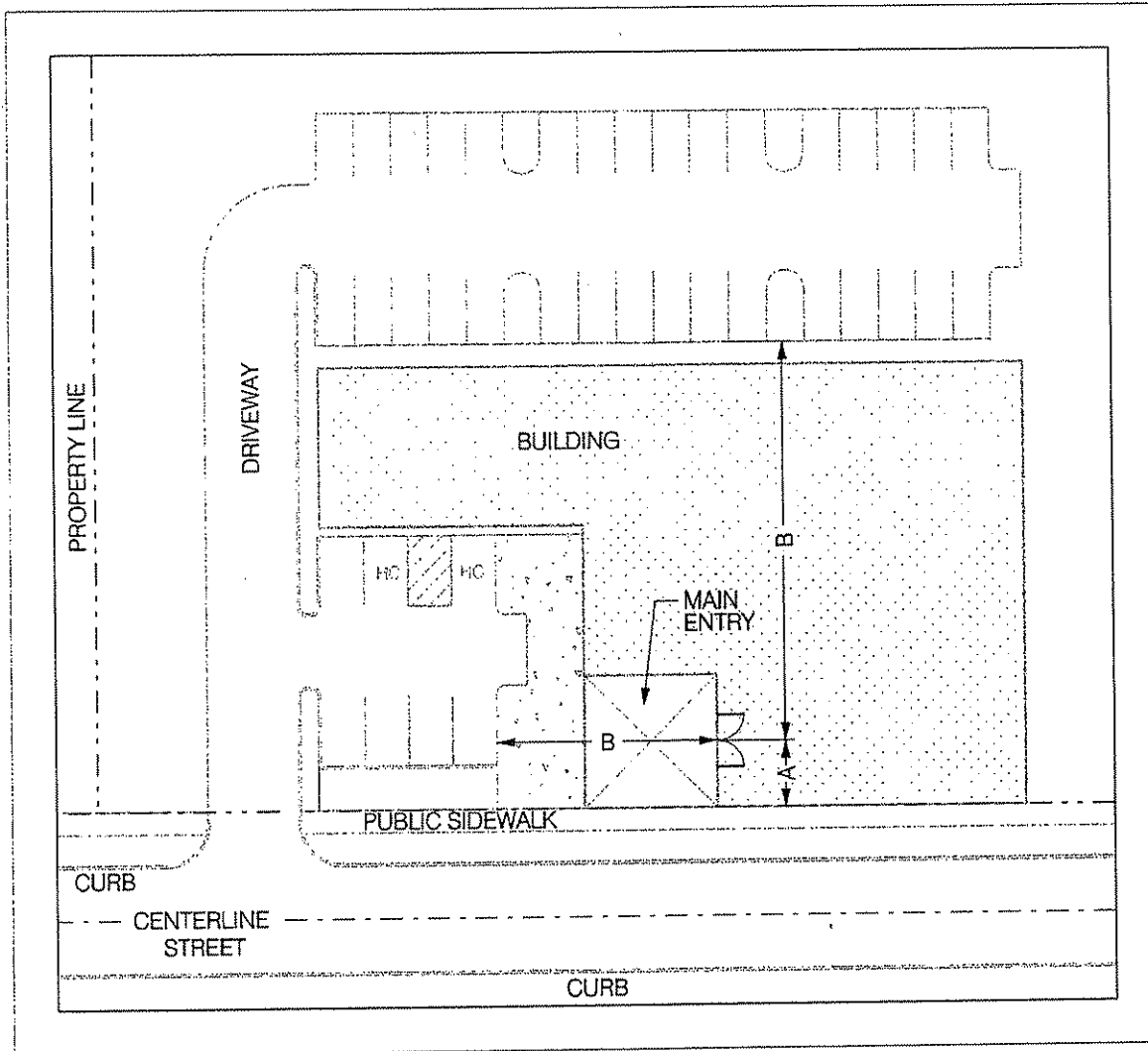
(ii.) All sidewalks shall meet all City of Portland standards. Sidewalks wider than 6 feet are encouraged, and are required in locations with street trees to ensure compliance with the requirements of the Americans with Disabilities Act (ADA).

(iii.) Designated pedestrian access shall be provided from parking and vehicular circulation areas to building entrances.

(iv.) Pedestrian linkages between adjacent sites and business are encouraged where possible to facilitate the efficient movement of people, reduce traffic conflicts, and facilitate access to light rail stations and transit stops.

- b.) Where a building has a single main entrance serving either a single or multiple tenants, the connection between the main entrance to the primary public sidewalk should be no longer than the straight line distance between that entrance and the straight line distance between the closest parking area. The main entrance is that with the greatest business, employee and public usage. See figure III-D.

Figure III-D, Single Entry Pedestrian Connections.



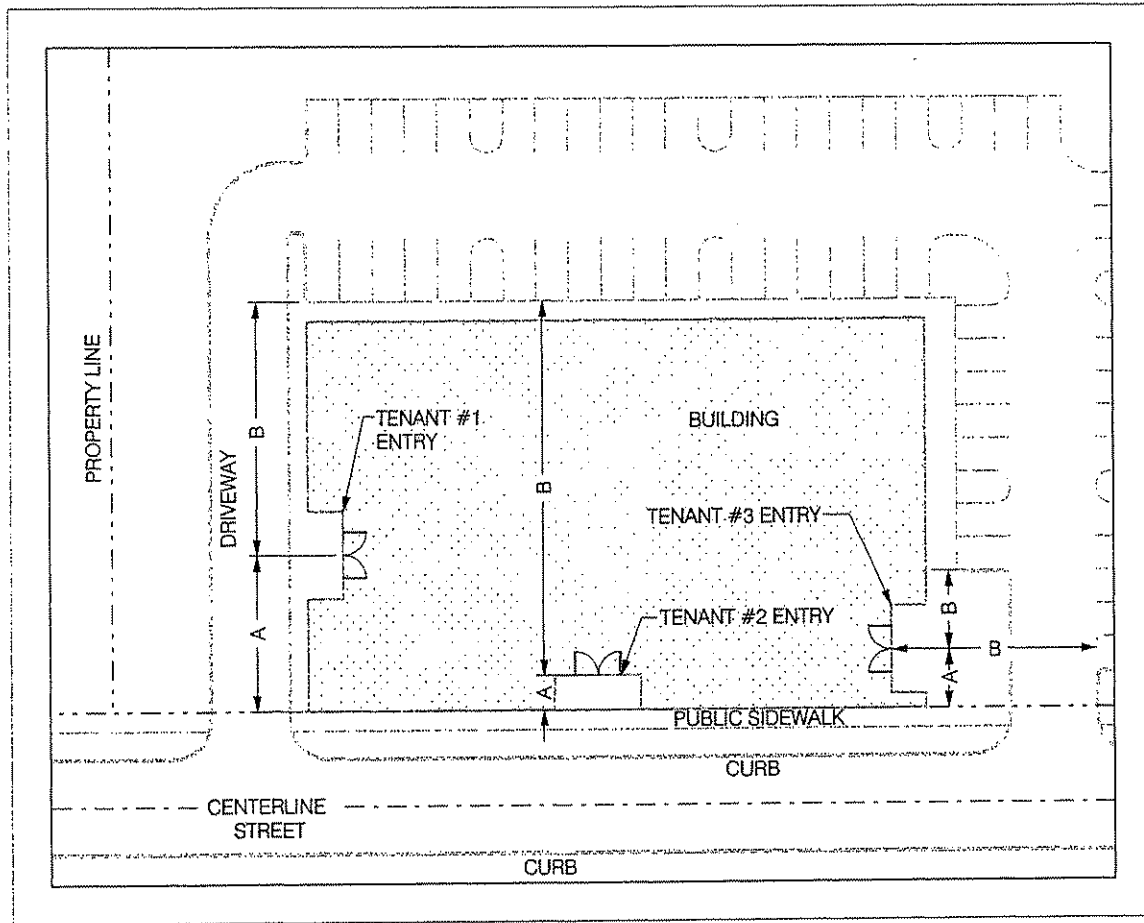
'A' – Straight line distance to closest public walkway

'B' – Straight line distance to closest parking

'A' distance must be less than 'B' distance from same entry.

- c.) Where a building has separate main entrances for each tenant, direct pedestrian connections, separated from vehicular circulation areas, shall be provided from the public sidewalk to each entrance. The connections between each tenant entrance to the primary public sidewalk should be no longer than the straight line distance between that entrance and the straight line distance between the closest parking area. See figure III-E.

Figure III-E, Multiple Entry Pedestrian Connections



'A' – Straight line distance to closest public walkway

'B' – Straight line distance to closest parking

'A' distance must be less than 'B' distance from same entry.

d.) Columbia Slough Trail

The Columbia Slough Trail is a significant open space resource as well as means of pedestrian and bicycle access. A bicycle and pedestrian circulation system of bike lanes and signed routes must be accommodated as specified in the City's CS/PIC Plan District document. If the trail is located within an Environmental Overlay zone, the trail must also comply with the requirements in Sections 33.508.300 - .340 of the City's Zoning Code. See "Exhibit F."

5. Vehicular Access and Circulation

a.) Curb cuts

(i.) Curb cuts for access drives shall meet City of Portland standards and requirements.

(ii.) Curb cuts providing vehicular access to and from a site shall be a minimum of 25 feet from adjacent property lines.

(iii.) Corner lots shall have a minimum distance of 50 feet between the tangent point of a corner radius and the closest edge of a driveway.

(iv.) All curb cuts on the same site shall be at least 100 feet apart.

(v.) Driveways accommodating truck traffic shall have an unobstructed minimum width of 20 feet for one-way traffic and 30 feet for two-way traffic.

(vi.) Driveways used only by automobiles may be a minimum of 12 feet wide for one-way traffic and 24 feet wide for two-way traffic.

(vii.) Curb cuts on Alderwood and Mt. St. Helens Roads are restricted in number and location.

b.) Access for emergency vehicles shall be provided and must meet the City of Portland requirements for fire and emergency vehicle access.

6. Parking

All parking needs for the development, including but not limited to employee, visitor and other associated business trips, deliveries, and company vehicles, must be accommodated on site. On-street parking is not permitted. All City of Portland parking requirements shall be met. (Chapter 33.266, Parking and Loading)

a.) General Standards;

(i.) Standard parking stalls, aisle widths, and maneuvering areas shall adhere to City of Portland standards.

(ii.) Front yard parking shall be limited to 2 bays of parking that does not exceed a length of 40 percent of the building frontage. See Section III.A.2.b. of this document for further setback information.

(iii.) Direct and convenient pedestrian connections between building main entries and the public street shall be maintained through front yard parking areas.

(iv.) All parking areas shall be paved with asphalt or concrete; properly graded and drained and of adequate strength for the expected traffic.

(v.) All parking stalls and direction of traffic shall be clearly marked on the paved surface.

(vi.) All parking lots shall incorporate a hierarchical vehicular circulation system (i.e., collector and feeder aisles) in order to make efficient, safe use of the lot. Parking lots shall also be designed to maximize the safe, efficient movement of pedestrians from their vehicles to the building(s) with minimal conflict with vehicular movements.

b.) Parking lot Water Quality Features

Successful treatment of storm water is particularly important due to the proximity of the Columbia Slough. Storm water management in surface parking lots must meet all applicable City and BES standards.

c.) Screening

Parking lot screening and landscape must conform with requirements of the City of Portland zoning code, Chapter 33.266, except as modified by section 33.508. "Parking lot landscape used for stormwater management".

d.) Quantity of Spaces per Use

Refer to City of Portland zoning code section 33.266, for both minimum and maximum number of allowed parking spaces.

7. Service, Loading, and Special Equipment Areas

a.) General Standards

(i.) All loading operations shall be located on site. Off-site loading is prohibited

(ii.) All loading areas shall be designed with adequate maneuvering areas to accommodate all vehicle movements within the property setbacks

(iii.) No equipment, material, or supplies shall be stored on-site, except within a closed building or a Port approved screened outdoor storage area.

(iv.) All service and loading areas shall be paved with asphalt or concrete.

(v.) Permitted storage tanks shall comply with Federal, State, City of Portland and Port of Portland requirements, and shall be approved by the FAA and accepted by the Port.

b.) Screening

(i.) Loading and service areas shall be completely screened from streets and adjacent properties with vegetation or a combination of vegetation and a maximum of 8-foot high fencing.

(ii.) Refuse collection areas may only be located within internal courtyards or rear or side yards and shall not extend into required setbacks. All refuse collection shall be fully screened from streets and adjacent properties, and gated with a solid perimeter wall, using materials and colors which are compatible with the adjacent building. The wall shall be a minimum of 6 feet in height.

(iii.) Screened outdoor storage may only be located in a side or rear yard (see section III A. 2., Setbacks) and shall not extend into setback areas. The area shall be completely screened from view from the street and adjacent property, by using a combination of a solid landscape screen and fencing or a solid perimeter wall constructed of materials compatible with the adjacent building. The screen or wall shall be a minimum of 8 feet in height.

(iv.) Permitted tanks shall be screened from the street and adjacent properties to the extent possible with a solid perimeter wall, using materials and colors compatible with the adjacent building. The wall shall be a minimum of 6 feet in height.

8. Utilities

a.) General Standards

(i.) All utilities shall be brought underground into the site and to the buildings.

b.) Screening

(i.) Pad-mounted transformers and other utility and mechanical equipment, installed above ground, shall be *completely screened* from

view of adjacent property and streets with plant material or by Port accepted fences or walls that are consistent with utility company regulations and compatible with the surrounding landscaping.

9. Site Drainage

All site drainage design shall meet Port, FAA, City of Portland, and Multnomah County Drainage District #1 requirements, and comply with the terms of the lease agreement.

10. Mailboxes

The location of all mailboxes shall be illustrated on the building and/or landscape plan. Residential-type mailboxes are not permitted.

11. Electronic and Communication Equipment

- a.) Proposed electronic and communication equipment, including but not limited to antennae, satellite dishes, telephone communication towers and microwave towers, must be submitted to the FAA for review and approval, concurrently with submission to the Port for review and approval.
- b.) Permitted electronic and communication equipment are not permitted on top of building roofs. Permitted electronic and communication equipment shall only be located in interior yards and with the exception of regulated entry equipment, shall not be located within 50 feet of the front property line.
- c.) Permitted electronic and communication equipment (excluding regulatory entry equipment) shall be completely screened from view with solid landscaping and/or fencing or a perimeter wall designed and constructed of materials compatible with the building. The site must appear to be free of such devices. To aid in screening, it is suggested the equipment be painted/coated black or dark brown.
- d.) Use of the equipment for the transmission, reception or relay for or by a third party is not permitted. Permitted electronic and communication equipment is solely for use in Applicant's business operation.

B. Building Standards

1. General

- a.) All buildings shall be designed and plans stamped by an Oregon-registered architect and shall meet all City of Portland building codes and standards, as well as the Oregon State Energy Code, the Americans with Disabilities Act standards, and other applicable state, local, and federal standards.
- b.) Trailers, mobile offices, and other temporary structures will not be permitted, except during construction. All temporary buildings shall be removed from the site after the certificate of occupancy is issued

2. FAA Height Restrictions

- a.) Building height restrictions are dictated by FAA requirements. "Exhibit G" is a Portland International Airport Height Restriction Map. Information in this exhibit is subject to change. Prior to preparing and submitting plans to the Port for review, Applicant is responsible for contacting the Port to obtain the most current height restrictions.
- b.) The height restrictions apply to all building features and improvements, including penthouses, utility enclosures, flag poles, lighting fixtures, and poles and to all landscaping.

3. Design

a.) Encouraged Design Elements

Special consideration should be given to the following elements in the building design

- (i.) the use of contemporary, innovative architectural styles.
- (ii.) orientation of the building's public entrance toward and close to major streets and thoroughfares.
- (iii.) the character of surrounding development.
- (iv.) optimization of views of the surrounding natural environment.
- (v.) arcades, awnings, entry plazas, and interior courtyards.
- (vi.) accent and architectural lighting.
- (vii.) dynamic building and roof forms.
- (viii.) striking window patterns.

4. Exteriors

a.) General

- (i.) The use of canopies, parapets, and fascias is encouraged to break up large, uniform wall surfaces. Such features shall be in proportion to wall heights and building mass
- (ii.) Pre-engineered metal buildings or metal-clad buildings or buildings with a metal exterior are prohibited.
- (iii.) There must be an awning or other projection from the building at the main entrance to provide weather protection. It must project at least 6 feet from the building, and maintain a distance of 6 feet from the curb and be a minimum of 48 square feet in area.

(iv.) All roof drain, overflow, and gutter systems shall be internal. No external gutters shall be allowed.

b.) Colors and Materials

(i.) High quality building materials shall be used on all exterior walls of a building. Colors, form, and texture shall be used consistently throughout each site. Textures and finishes that collect particles from jet fall-out are discouraged due to maintenance difficulties.

(ii.) All colors are to be harmonious. Bright, primary colors shall be used with restraint and shall be integrated with the overall building design. Light colors are subject to discoloration due to jet fuel fallout and require high maintenance.

(iii.) The use of two or more exterior colors and textures is strongly encouraged to enhance the building and to create design accents. Varying the exterior texture can reduce the reflection of radar waves. Accent colors shall complement the main building color and shall not be highly contrasting.

(iv.) Concrete block construction must use a minimum of two colors and/or textures. Proposed block materials/samples must be submitted for review, and use is contingent on Port approval.

c.) Roof

(i.) Roofs shall be attractively designed and constructed. All mechanical equipment located on roofs shall be fully screened from street views through use of parapets. Penthouses shall be an integrated part of the building facade and shall be constructed of compatible materials.

(ii.) Signs, letters, designs, or other graphics shall not be painted or placed on roofs. Materials used for roofs shall have a non-glare surface.

(iii.) If approved through the Design Review process by the Port and FAA for use on site, satellite dishes, antennas, or other electronic communication equipment may be mounted on the roof.

C. Landscape Design

1. General

a.) All landscape and irrigation plans shall be designed and stamped by an Oregon-registered landscape architect and shall meet all Port or City of Portland standards, whichever is greater.

- b.) The minimum landscaped area per site shall equal 7.5 percent of the total site area.
- c.) An underground, automatic irrigation system shall be provided for all shrub, ground cover, and lawn areas.

2. Design

- a.) Site landscaping shall be designed to contribute to the visual unity of the project as a whole, rather than call attention to individual parcels by accenting of the property lines. Plant materials shall be selected to integrate the building with surrounding landscaping and adjacent building sites
- b.) Landscape plans should provide areas for annual or seasonal colors that create accents and emphasize the building entries.
- c.) When used, berms should vary in height and shall be fully landscaped with lawn and/or ground covers and shrubs. The maximum slope of a berm shall be 5:1.
- d.) Street trees are required, and shall conform to the City of Portland's Urban Forestry Guidelines. Generally they shall be planted in formal rows with appropriate spacing to achieve an interlocking canopy. All remaining landscaping shall be designed to integrate with adjacent street landscaping. No shrubs greater than 4 feet in height are allowed at intersections and driveways.
- e.) Exterior yard landscaping shall emphasize views into the site and an edge that is consistent with adjacent properties and streetscapes.
- f.) Mow strips shall be provided to separate grass areas from ground cover or shrub beds. If constructed of concrete, the mow strip should be a minimum of 4 inches wide and 6 inches deep. If constructed of wood, the mow strip shall be a minimum of 1-1/2 inches wide and 5-1/2 inches deep.

3. **Alderwood Road, International Parkway, Mt. St. Helens Avenue Landscape**
Landscaping within these right of ways shall be designed, installed and maintained by the Port of Portland. Additional landscape provided in the setback areas adjacent to these three streets, must be design in such a manner as to blend and compliment the right of way landscape, and *not* accent individual property lines. Certain properties abutting Alderwood Road may be required to install and maintain a hedge along the back of the sidewalk to match existing Landscape design adjacent to these streets will receive close scrutiny by the Port to assure the desired image for Portland International Industrial Park is achieved.

4. **Plant Material Selection**

Due to the close proximity to the airport, the bird population in the area must be minimized for aviation safety. Choosing plant materials which are not attractive to wildlife, in that they do not provide attractive roosting habitat for species posing a threat to aviation safety and are generally non-seeding and/or non-fruited, is crucial.

To do so, the following landscape requirements shall be met:

- a.) Plant selection must be consistent with the "Port of Portland Wildlife Hazard Management Plan". Refer to Exhibit H, the PIC Plant List for plant material selection. This list is subject to change. Applicant is responsible for contacting the Port to obtain the most current PIC plant list. Materials selected must be on this list.
- b.) A complete plant list with scientific names, installation, sizes - including plant heights at maturity, and quantities shall be included on the landscape drawings.
- c.) Preserving and integrating significant existing vegetation into the landscape plans is strongly encouraged.
- d.) Native plant materials shall be used adjacent to stormwater facilities' drainage courses. Refer to Exhibit H for a list of acceptable plant materials.
- e.) The minimum planting size for deciduous trees and street trees is 2" caliper. Ornamental trees used for accent may be smaller but must be in scale with the surrounding plant materials. Minimum evergreen tree height shall be 8 to 10 feet. Shrubs shall have a minimum planting size of 3 gallons, a height of 12 to 24 inches, with a spread of 12 inches. At least 50 percent of the shrubbery shall have a minimum height of 24 inches at planting time. Ground cover shall be of a size and density to completely fill planting beds within two years of installation.
- f.) All rough-seeded areas shall be mown or maintained at a height of less than 6 inches. Landscaping and signage shall not obstruct lines of sight for traffic entering and exiting driveways.

D. Fences and Walls

Fence and wall design, color, and materials shall complement the landscaping and architecture.

1. Prohibited

- a.) Perimeter fencing and walls around an entire site shall be prohibited except at sites exclusively used for Port of Portland airport operations.
- b.) Chain link fencing is prohibited along street frontage except on sites used for Port of Portland airport operations and related uses. Black or dark colored chain link fencing with vegetative screening shall be used along any such street frontage.
- c.) Black or dark colored chain link fencing is acceptable along side yards and back yards with required landscape screening. Chain link fencing in general is discouraged unless needed for security related reasons.
- d.) No fence or wall shall exceed 8 feet in height, except to screen mechanical equipment, outdoor storage areas, and storage tanks, where they must be used in conjunction with vegetative screens.

2. Screening

- a.) Evergreen trees, shrubs, or vines shall be provided on the exterior side of all screening walls and fences, and shall screen the entire length of fence or wall surface to at least 50 percent opacity.
- b.) Additional screening of side yard chain link fencing may be required under certain circumstances.

E. Lighting

1. Site Lighting

Street lighting shall conform to City of Portland standards and FAA standards.

- a.) High-pressure sodium lamps are recommended for exterior lamp sources. High pressure sodium lamps shall be used for all street lighting, area parking and general site lighting.
- b.) Lighting levels, colors, and fixture types shall be consistent throughout the site and shall complement the architecture and landscaping. Street lighting, area parking and general site lighting shall be designed in accordance with the latest edition of the Illuminating Engineering Society (IES) Reference and Application Handbook.
- c.) All lighting shall use cut-off type fixtures. No lighting shall cast glare onto adjacent parking lots, buildings, and streets.

- d.) All site lighting and other illumination effects producing glare shall be designed to prevent interference with nighttime vision of the Portland International Airport air traffic controllers and of aircraft pilots.
- e.) Wooden light poles shall not be permitted. Poles shall be either steel or aluminum. Poles shall have a painted or anodized finish to match site-lighting fixture housing.
- f.) All light levels are to be considered "Average Maintained," utilizing factory certified maintenance factors.
- g.) Retail commercial parking areas shall have pole-mounted, cut-off lamp fixtures to create a washing effect. Pole heights shall be 20 to 30 feet, unless FAA requires shorter heights. Foot-candle range shall be 2-3, with a 4:1 average to minimum with a 1 foot-candle minimum.
- h.) Main entrances to parking lots shall have pole-mounted, cut-off type fixtures. Required foot-candle range (3 to 5) shall be higher to provide a visual signal of entry and provide additional illumination for safety purposes. Pole height shall be consistent with parking lot lights (20 to 30 feet) or as additionally restricted by the FAA.

2. Building Lighting

- a.) Lighting shall be designed to highlight, not dominate, the design of the building.
- b.) Exposed lamp source light fixtures are prohibited. No visible light source will be permitted.
- c.) All architectural lighting shall be indirect wall lighting (i.e., "wall washing"), overhead down lighting, or interior illumination which spills outside.
- d.) Formal entries of buildings shall use recessed or controlled cut-off wall fixtures to create an indirect "wall washing" effect, with a foot-candle range of 5 to 10. Side entries shall use recessed or controlled cut-off, wall fixtures, with a foot-candle range of 3 to 5.

3. Service Areas/Loading Areas Lighting

- a.) Service area lighting shall be contained within the boundaries of the screening wall (no light shall spill over to areas outside of the service or loading areas).
- b.) The light source shall not be visible from the street or adjacent property.
- c.) Service/loading area lighting shall use controlled cut-off type wall or pole-mounted light fixtures with a 3-to-5 foot-candle range, with a minimum of .5 foot-candle.

4. Pedestrian Paths and Pedestrian Area Lighting

- a.) Low-level, point-to-point lighting is acceptable for pedestrian paths. Emphasis shall be placed on clearly defining the path.
- b.) Outdoor pedestrian areas (i.e., courtyards, entries, etc.) and paths shall use either lamps mounted in bollards or on 8- to 10-foot posts, or other treatments which provide adequate illumination. Foot-candle ranges shall be 2 to 3 for areas; 0.5 to 1 for paths.

F. Signs

Signs are intended to add to the aesthetic appeal of the area. The use and design of signage shall be coordinated with landscape and building elements and shall complement the overall design of the site. Consistent colors, materials, and typography for signs within a project will contribute to the high quality image.

1. General Requirements

- a.) All signs shall be integrated with the architectural and landscape design of the site and shall be in scale with their surroundings.
- b.) All signs shall conform to City of Portland requirements unless superseded by more restrictive Port and/or FAA standards.
- c.) The Port shall review and approve all sign designs prior to obtaining sign permits from the City.
- d.) All tenant signs shall be mounted on tenant property; tenant signs are not permitted in the right-of-way.
- e.) Tenants must remove damaged, worn, or otherwise unsightly signs.

2. Prohibited Signs

- a.) flashing, moving image and rotating signs including, but not limited to electronic reader boards; billboards - of any material or technology.
- b.) roof signs, including mansard roof signs; temporary signs, including, but not limited to banners, electronic reader boards, and A-frames.
- c.) signs placed on fences.
- d.) signs painted on exterior surfaces of any building (except inset letters or symbols).
- e.) serial or sequential signage; e.g., Burma-Shave signs.
- f.) vehicles used as signs.
- g.) projecting signs.

- h.) and any sign advertising or promoting a product or service and not the same as the actual business name.

3. **Freestanding *Single Tenant* Business Identification Signs**

a.) **Design**

(i.) The sign shall not exceed 32 square feet in sign area and 6 feet in height from finished grade level, with a width-to-height ratio not to exceed 2:1. The base or pedestal of the sign is not included in the sign area calculation but is included in the height.

(ii.) All freestanding signs shall be constructed of concrete, brick, or stone.

(iii.) Individual letters shall be constructed from reinforced 1/8 inch aluminum, 1/4-inch plastic, or 3/16-inch lexan.

b.) **Location**

(i.) One freestanding, solid base, monument-type sign will be permitted for each street frontage on a single-tenant site.

(ii.) All freestanding business identification signs shall be located behind the property line.

(iii.) Freestanding signs shall not be placed on top of berms but may be set into a berm.

c.) **Illumination**

(i.) Freestanding signs may be internally illuminated, back-lit or lit by low-intensity, floodlights, up lights, or spotlights with FAA approval.

(ii.) All external light fixtures shall be screened from view.

d.) **Prohibited**

No other freestanding sign or billboard shall be permitted.

4. Freestanding *Multi - Tenant* Business Identification Signs

a.) Design

(i.) The sign shall not exceed 48 square feet in sign area and 6 feet 6 inches in height from finished grade, with a width-to-height ratio not to exceed 2:1. The base or pedestal of the sign is not included in the sign area calculation but is included in the height.

(ii.) All freestanding signs shall be constructed of concrete, brick, or stone.

(iii.) Individual letters shall be constructed from reinforced 1/8 inch aluminum, 1/4-inch plastic, or 3/16-inch lexan.

b.) Location

(i.) One freestanding, solid base, monument-type sign will be permitted for each street frontage on a multiple-tenant site for the purpose of identifying the building(s) and its tenants.

(ii.) All freestanding business identification signs shall be located behind the property line.

(iii.) Freestanding signs shall not be placed on top of berms but may be set into a berm.

c.) Illumination

(i.) Freestanding signs may be internally illuminated, back-lit or lit by low-intensity, floodlights, up lights, or spotlights with FAA approval.

(ii.) All external light fixtures shall be screened from view.

d.) Prohibited

No other freestanding sign or billboard shall be permitted.

5. Business Identification Wall Signs and Logos

a.) Design

(i.) Wall signs shall be made up of individual letters. The letters may be raised, inset, or flush-mounted.

(ii.) Letter/logo height shall not exceed 24 inches. Sign area shall not exceed 30 square feet.

(iii.) All wall signs shall be constructed of durable materials, which convey a high quality visual appearance, such as 1/8-inch aluminum, 1/4-inch plastic, or 3/16-inch lexan. Signs constructed of plywood are

prohibited. Signs constructed of sheet metal, galvanized metal, high-density foam, or other materials not listed above will require acceptance and prior written approval from the Port.

b.) Location

One logo or building identification sign may be placed on an exterior wall. A secondary identification sign, smaller in scale, may be placed on another exterior wall with prior written Port approval.

c.) Illumination

(i.) Only backlighting of individual letters, by internally illuminating individual letters, by an exposed raceway fabricated system, or by low intensity spotlights shall illuminate wall signs.

(ii.) No sign illumination shall create glare.

(iii.) All light fixture components shall be screened from view.

d.) Prohibited Signs

(i.) No wall billboards are permitted.

(ii.) No box or can signs or signs painted or pasted on a board or similar surface and mounted on a building are permitted.

6. Directional Signs

a.) Design

(i.) Directional signs shall not exceed 4 feet in height from grade and 6 square feet in sign area.

(ii.) All lettering shall be Helvetica Medium. Letters shall not exceed 6 inches in height.

(iii.) All directional signs shall be uniform in design, using a post-and-panel design or sign system of equal design, which is approved in writing by the Port. Posts and panels shall have a durable finish.

(iv.) Materials used shall be reviewed for durability and visual appearance and approved by the Port.

(v.) Only a business name, symbol, or logo shall be permitted on any directional sign in addition to the directional wording or symbol. No other advertising will be allowed.

b.) Location

(i.) Directional signs, such as "enter," "exit," "shipping," etc., shall only be located adjacent to driveways.

(ii.) Sign location shall not interfere with vehicle and pedestrian safety.

c.) Illumination

Directional signs shall not be illuminated, but the letters may consist of reflective material.

7. Building Address

a.) Design

Number height shall not exceed 10 inches and shall not be less than 8 inches, or as per City of Portland standards, whichever is more restrictive.

b.) Location

(i.) All buildings shall have address numbers placed at or as close as possible to the main entrance.

(ii.) The numbers shall face the street or entrance walkway. In multi-tenant buildings, which do not have a principal entrance, the address shall be placed at a prominent location on the building, easily visible from the main access route. The numbers shall be constructed of a design, material, and color consistent with the building and business identification signs.

8. Window and Door Signs

a.) Design

The total sign area for all incidental signs shall not exceed a total of 2 square feet. The maximum letter height shall be 1 inch.

b.) Location

Incidental signs for business hours, telephone numbers, etc. may be placed on windows and doors.

9. Temporary Signs (Including real estate and construction)

a.) Design

(i.) Signs shall not exceed 32 square feet in sign area, 6 feet in height from finish grade and 9 feet in total height including base support; e.g., posts.

(ii.) All signs shall be constructed of durable materials and visually anchored at ground level. An 18-inch black border at the base of the sign may accomplish this.

b.) Location and Duration

- (i.) Display period for temporary signs shall be limited to 120 days. Renewals require written Port approval and approval from the City of Portland.
- (ii.) No more than two temporary signs may be erected on a single site per calendar year. Regarding real estate signs; all signs shall be removed promptly upon completion of the property transaction. Regarding construction signs; all signs shall be removed after the certificate of occupancy has been issued.
- (iii.) Real estate signs shall be limited to one sign per street frontage of a site and located behind the right-of-way line.
- (iv.) Signs shall be located behind the right-of-way line.
- (v.) Signs shall not be mounted on a building or in windows.

IV. MAINTENANCE STANDARDS

The maintenance standards outline the required level of upkeep and repair for structures and the surrounding property.

A. Buildings

Exterior walls, facings, canopies, and trim, which have been painted or similarly treated, shall not be allowed to become cracked, chipped, faded, or in any way visibly deteriorated. Materials that have been stained or otherwise treated to age naturally will be allowed to do so. The Tenant shall be responsible for repainting building exterior surfaces once every five years or as required to meet the standards set forth in this standard. The Port may extend the time period on a case-by-case basis. Broken windows, doors, or other damaged exterior elements shall be replaced promptly.

B. Landscaped Areas

The following standards shall be used for the maintenance of landscaped areas throughout the site. Maintenance will be the responsibility of the tenants' association or individual tenants, depending upon the location of the landscaped areas.

1. Tenant Obligations

- a.) All landscaping, excluding right of way landscape shall be maintained and replaced as necessary, by the Tenant, Tenant Association, or owner.
- b.) All setback areas shall be maintained by the Tenant and shall include all landscaping, signs, lighting, and other facilities located within these setback areas.
- c.) Landscaping in all parts of the site shall be continuously maintained to ensure an orderly, attractive appearance and to meet specific demands of all plant materials. The following tasks shall be performed:
 - (i.) Establish a regular mowing schedule for all turf areas. Fertilize on a scheduled basis to maintain good color and health.
 - (ii.) All shrubs and trees planted near entries, exits, and signs shall be pruned to avoid blocking driver sight distance and views.
 - (iii.) Trim ground cover as necessary to keep borders neat.
 - (iv.) Apply fertilizer and insecticide to trees, shrubs, and ground covers on a scheduled basis to maintain plant health. Insecticides shall be applied by a state licensed and certified applicator.
 - (v.) Apply herbicides to planting beds and turf areas to control established weeds and weed seeds. Herbicides shall be applied by a state licensed and certified applicator.
 - (vi.) Clean up and remove all litter, debris, trimmings, and clippings from all landscaped areas.
 - (vii.) Replace all diseased or dead plant material promptly.

C. Fences/Walls

Fences and walls shall have damaged, broken, or rotted members repaired or replaced. Painted or similarly treated surfaces that are subject to weathering shall not be allowed to crack, chip, fade, or visibly deteriorate.

D. Paved Areas and Other Surfaces

Paved areas for loading, parking, driveways, and pedestrian paths shall be kept in good repair at all times. Any cracked, broken, settled, or otherwise damaged pavement shall be promptly repaired. Dirt and litter shall not be allowed to accumulate on paved surfaces. Paved areas shall be swept on a regular basis. Grass, weeds, and other plant materials that grow through joints and cracks shall be removed. Areas covered with gravel, bark dust, or wood chips and all other open areas shall be kept free of weeds and litter. All markings painted on paved surfaces shall be maintained so as to be clearly visible.

E. **Signs**

Signs shall be repaired or replaced if damaged or if they have significantly deteriorated. Sign lighting shall be maintained, with burned-out fixtures placed promptly. Signs that are no longer appropriate due to a change of tenant shall be removed promptly.

F. **Lighting**

All exterior lighting shall be maintained at adequate levels of illumination. Broken or burned-out elements shall be replaced promptly.

V. **ENFORCEMENT OF STANDARDS**

Failure to comply with these Development Standards shall constitute a violation of the lease. Cure of such a violation shall be governed by the lease. The Port's remedies for such Default shall be as set forth in the lease.

EXHIBIT A
Pre-Design Checklist

Proposed use _____

Number of employees to be employed initially _____

Number of employees to be employed after one-year _____

Number of shifts for first year _____

Number of shifts after first year _____

Time periods of the shift _____

Number of employees on each shift:

First shift _____

Second shift _____

Third shift _____

Total number of trips each day:

Trips in _____

Trips out _____

Number of heavy trucks, common carrier:

Trips in each day _____

Trips out each day _____

Pre-Design Checklist - continued

Number of truck trips:

In during PM peak hours (3-5 p.m.) _____

Out during PM peak hours (3-5 p.m.) _____

In during AM peak hours (6-9 a.m.) _____

Out during AM peak hours (6-9 a.m.) _____

Total acreage of site _____

Total developed acreage _____

Total Building Square Footage _____

EXHIBIT B
Preliminary Plan Submittal Requirements

The preliminary plan submittal shall include, but is not limited to, the following:

1. Project title, date, address and phone number of owner, architect, engineer, and landscape architect. A vicinity map as defined in the City of Portland Zoning Code, a location map, north arrow, and scale, drawing index, symbols, legends, and abbreviations shall also be included.
2. Site plan(s), drawn to an appropriate scale. The same base drawing should be used consistently for all site information shown on overlays. The site plan drawings should include the following information:
 - a. The location and dimensions of property lines, tax lots, zoning, street rights-of-way, easements, and setbacks (buildings, parking, fencing, etc.).
 - b. Building location(s), heights, and dimensions showing the relationship of the proposed development to adjacent development and/or vacant parcels.
 - c. Approximate driveway and curb cut locations and sizes, with arrows indicating vehicular traffic patterns into and out of the site, and to and from all loading and parking areas.
 - d. The approximate location of sidewalks and pedestrian circulation.
 - e. Parking and loading areas, including designated parking areas (employee, visitor, etc.), loading and delivery areas, maneuvering areas, and future parking expansion areas.
 - f. Outdoor storage areas and refuse collection locations and appropriate screening.
 - g. Landscape plans indicating the general character ("deciduous trees," "lawn," etc.), height, and areas of proposed plant materials. Any transformers or vaults requiring vegetative screening should be shown on this plan; as should the location of additional screening, berms, signage, mailboxes, and lighting. The location, type, and size of any existing trees (1-1/2-inch caliper and larger) to remain and those which would be removed should be shown on the plan.
 - h. A concept drawing for all utilities, including gas, electricity, telephone, water, and storm and sanitary sewers. The approximate location of transformers or other similar facilities should also be noted, with appropriate screening
 - i. Preliminary erosion control and grading plan developed in accordance with the standards specified in the City of Portland's Ordinance No. 3927. The grading plan should include existing and proposed topography at two-foot contour intervals, relevant floodplain information, geotechnical hazard areas, etc.

3. Building layout information including heights, generalized floor plans, and conceptual drawings which indicate the scale of construction and the type of use for the building(s), as well as an indication of proposed exterior wall and roof materials, colors (if known) and structural screening of rooftop mechanical and electrical equipment.
4. Phasing concept (if appropriate).

EXHIBIT C
Final Plan Review Submittal Requirements

The final plan submittal shall be complete and include, but is not limited to, the following information. All drawings should be stamped with the appropriate professional license and signed.

1. General drawing information (see preliminary plan review).
2. Building information including, but not limited to, detailed floor plans, dimensions, heights, sections, elevations, exterior wall and roof materials, colors, and structural screening of rooftop mechanical and electrical equipment.
3. Detailed site plans including dimensions, property information, easements, setbacks, buildings, service and storage areas, roads, parking, sidewalks, and circulation, etc.
 - a. Detailed site grading and utility plans.
 - b. Landscape plans indicating the botanical and common name of all trees, shrubs and ground covers; planting sizes, locations, quantities, and spacing. Note all existing trees on the site that will be retained and those that require removal. Other site improvements such as hardscaping, site amenities, site furnishings berms, and other typical landscape construction elements should be shown on these plans.
 - c. Irrigation plan including information on water availability and pressure, showing the following: locations of all sprinklers zoned for each plant type, control valves, system controller, backflow prevention, and other appurtenances of the irrigation system. Include all system component specifications and details as necessary to construct a fully operational system meeting standards normal for the industry.
 - d. Signage plan. Provide illustrations that include dimensions, materials, copy, footing details, lighting details, and location of all signs. Color samples shall also be submitted.
 - e. Underground or aboveground storage tank and piping system plans, if appropriate.
 - f. Exterior lighting plan including location of fixtures, details and specifications.
 - g. Erosion control plan.
4. Phasing concept (if appropriate)
5. Construction schedule (one copy).

6. Construction specifications may be required for clarification by special Port request.
7. Exterior material samples and color board (one copy).
8. A rendering of proposed buildings may be required.
9. A copy of all geotechnical and/or environmental analyses performed for the site.



Notice of Proposed Construction or Alteration
Failure To Provide All Requested Information May Delay Processing Of Your Notice

Aeronautical Study Number
Exhibit D

1. Nature of Proposal

A. Type <input type="checkbox"/> New Construction <input type="checkbox"/> Alteration *	B. Class <input type="checkbox"/> Permanent <input type="checkbox"/> Temporary (Duration _____ months)	C. Work Schedule Dates Beginning _____ End _____
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* If Alteration, provide previous FAA Aeronautical Study Number, if available :

3A. Name, address, and telephone number of individual, company corporation, etc. proposing the construction or alteration. (Number, Street, City, State, and Zip Code)

(Area Code) _____ Telephone Number _____

3B. Name, address and telephone number of proponent's representative, if different than 3A. above.

(Area Code) _____ Telephone Number _____

2. Complete Description of Structure

Please describe the proposed construction or alteration.

A. For proposals involving transmitting stations, include effective radiated power (ERP) and assigned frequency. If not known, give frequency band and maximum ERP.

B. For proposals involving overhead wire, transmission lines, etc., include the size and the configuration of the wires and their supporting structures.

C. For buildings, include site orientation, dimensions, and construction materials.

D. **Optional**— Describe the type of obstruction marking and lighting system desired. The FAA will consider this in their study.

4. Location Of Structure

A. Coordinates (to hundredths of seconds, if known) Latitude 0 ' "	B. Nearest City or Town and State	C. Nearest public or military airport, heliport, flight deck, or seaplane base
Longitude 0 ' "	(1). Distance to 4B	(1). Distance from structure to nearest end of nearest runway
4D. Source for item 4A data. <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Survey <input type="checkbox"/> Other Specify _____	(2). Direction to 4B	(2). Direction from structure to airport
Indicate the reference datum. <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other Specify _____	4E. Description of site location with respect to highways, street, airports, prominent terrain, features, existing structures, etc. Please attach a U.S. Geological Survey Map (or equivalent) showing the construction site. If available, attach a copy of a documented site survey with the surveyor's certification.	

5. Height and Elevation (to nearest foot)

A. Elevation of ground above mean sea level.	
B. Height of structure including all appurtenances and lighting above ground or water.	
C. Overall height above mean sea level	

Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1501). Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to Section 901(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1471(a)) as well as the fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1472(a)).

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature
------	---	-----------

FOR FAA USE ONLY *FAA will either return this form or issue a separate acknowledgement.*

<p>The Proposal:</p> <p><input type="checkbox"/> Does not require a notice to FAA</p> <p><input type="checkbox"/> Is not identified as an obstruction under any standard of FAR Part 77 Subpart C, and would not be a hazard to air navigation.</p> <p><input type="checkbox"/> Is identified as an obstruction under the standards of FAR Part 77 Subpart C, but would not be a hazard to air navigation.</p> <p><input type="checkbox"/> Should be obstruction <input type="checkbox"/> marked <input type="checkbox"/> lighted per FAA Advisory Circular 70-7460-1, Chapters _____</p> <p><input type="checkbox"/> Obstruction marking and lighting are not necessary.</p>	<p>Supplemental Notice of Construction—FAA Form 7460-2 is required any time the project is abandoned or</p> <p><input type="checkbox"/> At least 48 hours before the start of construction</p> <p><input type="checkbox"/> Within 75 days after the construction reaches its greatest height</p> <p>This determination expires on _____ unless</p> <p>(a) evidence is raised or terminated by the issuing office</p> <p>(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit is made to the FCC on or before the above expiration date. (In such cases the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.)</p> <p>NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.</p> <p>If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that agency.</p>
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Remarks: **This form is part of Submittal Packet 7460-1 which contains additional information that may be required.**

NAD 83 Coordinates (Coordinate correspondence with the FAA)	Latitude	Longitude	Date
Issued in	Signature	D - 1	



AVIATION TENANT CONSTRUCTION PERMIT APPLICATION

Application No.: _____
(By Port)

Lessee: _____ Date: _____

Lessee Address: _____
(street)

_____ (city) (state) (zip code)

Project Manager: _____ Phone No.: _____
(area code)

Local Contact: _____ Phone No.: _____
(area code)

Local Address: _____
(street)

_____ (city) (state) (zip code)

The lessee does hereby request a permit from the Port of Portland to make alterations, modifications, changes, or additions to Port property or facility and agrees to abide by the conditions setforth on the back of this application. Please read and sign the back of this application.

Scope of proposed change/alteration/modification (attach additional sheet if necessary): _____

Proposed Start Date: _____ Estimated Completion Date: _____

Contractor Co. Name: _____ City/Metro License No.: _____

Contractor Address: _____
(street)

_____ (city) (state) (zip code)

Contractor Contact: _____ Phone Number: _____
(area code)

Six (6) copies of detailed plans, specifications, maps, or drawings (material samples as applicable) are required to be submitted with this application for an Aviation Tenant Construction Permit.

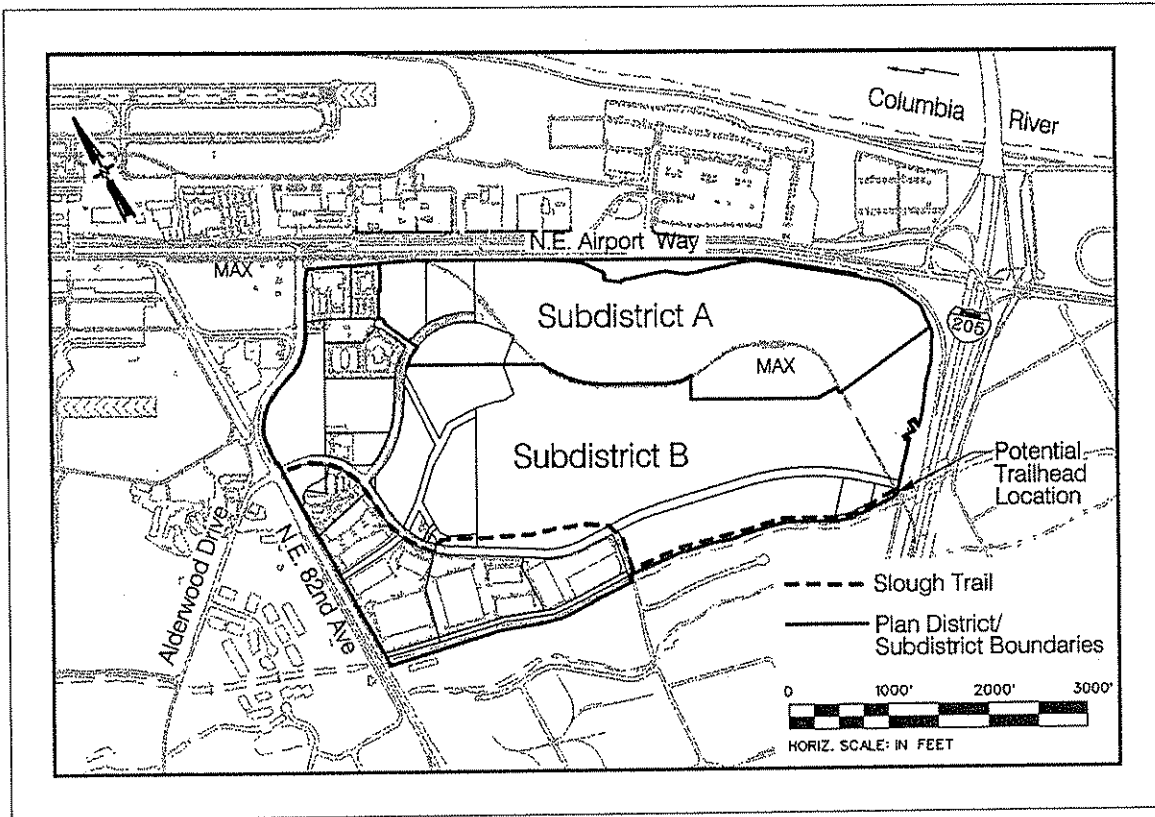
CONDITIONS: In consideration of the issuance of a permit by the Port of Portland the lessee:

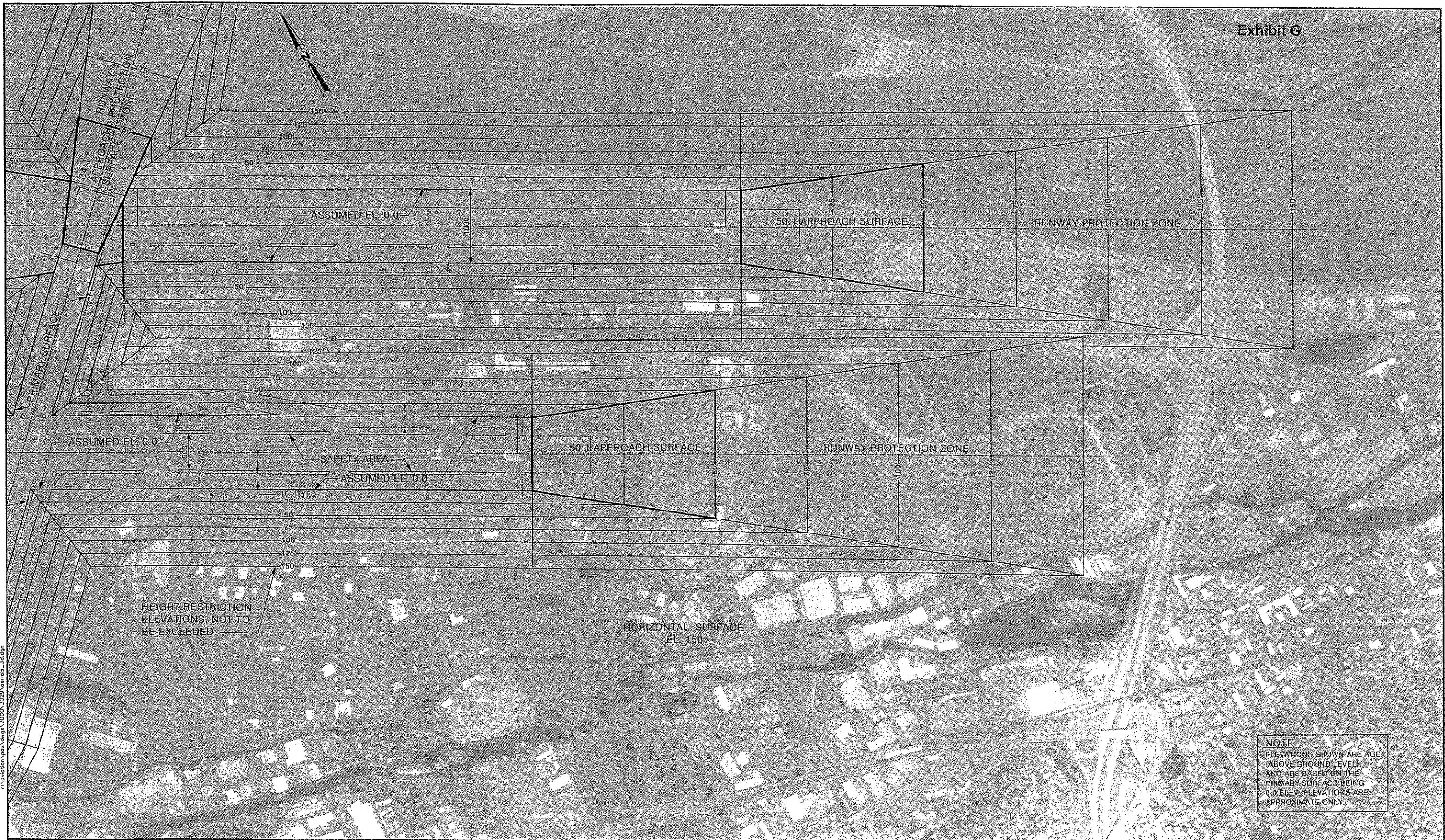
1. Will make such alterations, modifications or additions strictly in accordance with the permit and approved plans. Improvements will commence within three (3) months of issuance of the permit and be completed in a timely manner. Lessee will restore contiguous areas affected by the improvements to original condition.
2. Shall obtain all necessary federal, state, county and city permits and shall comply with all applicable laws, codes, and regulations in addition to Port of Portland airport rules and regulations including security badging. Contractors working on Port of Portland-controlled facilities or property must be duly licensed by a local jurisdiction and provide proof of adequate insurances.
3. Agrees to indemnify and save harmless the Port of Portland, its commissioners, agents and employees from any and all claims, costs and damages which may arise directly or indirectly from any of lessee's work or from lessee's representations made pursuant to a permit or the work, action or negligence of lessee's contractors, agents or employees. It is lessee's sole responsibility to ensure the indemnification provided for in this paragraph in addition to Oregon's Worker's Compensation statutes commensurate with the project.
4. Understands that the issuance of a permit, approval of plans or inspections of the work by the Port of Portland, its commissioners, agents or employees shall in no way be construed as approval of the design or method of construction as far as structural soundness or compliance with applicable codes or regulations is concerned.
5. Agrees that the issuance of a permit is not to be construed as an alteration or amendment of any lease or operating agreement with the Port of Portland.
6. Understands that hazardous or toxic building materials may exist in areas planned for construction. Even minor construction activity may potentially cause worker or occupant exposure. Lessee agrees to conduct a thorough survey for such conditions/materials prior to starting any construction. The Port of Portland shall be notified in writing that the survey has been completed and of its findings.
7. Agrees to notify the Port of Portland seven (7) days prior to commencement of construction. The Port of Portland will schedule a pre-construction meeting when applicable and understands that all work is subject to Port of Portland inspection and further agrees to notify the Port of Portland twenty-four (24) hours prior to completion of work for a final inspection by Port of Portland.
8. Agrees to accomplish the work described in the permit application without interference with any other construction, maintenance, operation or other activity authorized by the Port of Portland and understands that the Port of Portland has the right to suspend the permitted work when any conflicts or interferences occur for such time as it deems necessary.
9. Agrees to submit to the Port of Portland, within 60 days of completion of the work, two (2) copies of as constructed plans, two (2) copies of any equipment Operating & Maintenance manuals and one (1) copy of the final inspection signed-off City of Portland permit.

By signature below I ensure that I have read, understand and agree to abide by the conditions as listed above as well as those that might be specified in the permit. I also agree not to start any work as identified on the application prior to the issuance of a permit and if so do accept the responsibility of meeting any conditions specified in the permit and if a permit is not granted to restore any affected area to original condition.

Authorized Lessee Signature: _____

EXHIBIT F
Columbia Slough Trail





C-2-BK
 C-2-BK
 C-2-AR
 11/14/2000 10:29:13 AM 11/14/2000 10:29:13 AM

HEIGHT RESTRICTION ELEVATIONS, NOT TO BE EXCEEDED

HORIZONTAL SURFACE
EL. 150

NOTE:
 ELEVATIONS SHOWN ARE AGL
 (ABOVE GROUND LEVEL)
 AND ARE BASED ON THE
 PRIMARY SURFACE BEING
 0.0 ELEV. ELEVATIONS ARE
 APPROXIMATE ONLY.

NO.	DATE	BY	REVISIONS	CK'D	APP'VD	NO.	DATE	BY	REVISIONS	CK'D	APP'VD



PORT OF PORTLAND
 PORTLAND, OREGON

1998049 DESIGN NUMBER 51899 PROJECT NUMBER

DESIGNED BY: R. SIMPSON
 DRAWN BY: R. SIMPSON
 CHECKED BY: R. SUSTELLO
 DATE: OCT 2000
 SCALE: 1" = 600'

PORTLAND INTERNATIONAL AIRPORT
 MASTER HEIGHT RESTRICTIONS MAP
G - 1 RUNWAY PROTECTION ZONES, SAFETY AREA & HEIGHT RESTRICTION ELEVATIONS
 SUBMITTED BY: *[Signature]*
 TYPE: MD DRAWING NO: PDX 2000-3029 2/3 (C-2)

EXHIBIT H
PIC Acceptable Plant Materials List

DRAFT PLANT LIST
PORTLAND INTERNATIONAL CENTER

Street and Parking Lot Trees

Scientific Name

Acer rubrum 'spp'
Carpinus betulus
Fagus sylvatica 'Riversii'
Fraxinus americana 'Autumn Purple'
Fraxinus pennsylvanica 'variety'
Ginkgo biloba
Gleditsia tricanthos
Liquidambar styraciflua 'Rotundiloba'
Platanus x acerifolia
Pyrus 'variety'
Tilia spp.
Quercus coccinea
Quercus frainetto 'Schmidt'
Quercus garryanna
Quercus rubra

Common Name

Red Maple
European Hornbeam
Rivers Beech
Autumn Purple Ash
Green Ash, seedless variety only
Ginkgo, males only
Thornless Honeylocust
Non fruiting Sweet gum
London Planetree
Non fruiting flowering pear
Linden
Scarlet Oak
Forest Green Oak
Oregon white Oak
Northern Red Oak

Evergreen Trees

Chamaecyparis obtusa 'gracilis'
Cupressocyparis
Cryptomeris japonica
Juniperus spp.
Metasequoia glyptostroboides
Pinus nigra
Pinus ponderosa
Taxus baccatta 'variety'

Leynder Hinoki Cypress
Leyland Cypress
Japanese Cryptomeria (dwarf var.)
Hollywood and Skyrocket
Dawn Redwood
Austrian Black Pine
Ponderosa pine
Yew

Ornamental Trees

Acer buergerianum
Acer campestre
Acer ginnala
Acer griseum
Acer palmatum
Corylopsis glabrescens

Trident Maple
Hedge Maple
Amur Maple
Paperbark Maple
Japanese Maple
Fragrant Winterhazel

Fagus sylvatica 'Tricolor'
Magnolia sculangiiana 'Variety'
Malus 'Spring Snow'
Oxydendron arboreum
Parrotia perisica
Prunus sp.
Pyrus sp.
Stewartia spp.

Tricolor European Beech
 Saucer Magnolia Varieties
 Spring Snow Crabapple, non fruiting
 Sourwood
 Persian Parrot Tree
 Flowering Cherries, non fruiting
 Ornamental Pears, non fruiting
 Stewartias

Shrubs

Abelia x grandiflora 'prostrata'
Acububa japonica 'Nana'
Azalea
Berberis thunbergii 'Atropurpurea'

Berberis thunbergii 'Crimson Pygmy'

Berberis verruculosa
Buxus spp.
Calluna
Ceanothus spp.
Chamaecyparis obtusa 'Nana Gracilis'
Chamaecyparis obtusa 'Nana Lutea'
Cornus stolonifera 'Lelsey'
Cotinus coggygria
Daphne spp.
Enkianthus companulatus
Erica
Euonymus spp.
Forsythia
Hydrangea spp.
Hemerocallis hybrid
Juniperus spp.
Kerria japonica
Leucothue fontanesiana
Pinus mugo mughus
Potentilla fruticosa
Prunus laurocerasus 'Otto Luyken'
Rhodendron spp.
Skimmia japonica
Taxus baccata 'Variety'
Viburnum davidii

Prostrate Glossy Abelia
 Dwarf Japanese Aucuba, males only
 Azalea
 Red Leaf Japanese Barberry, not in large masses
 Crimson Pygmy Barberry, not in large masses
 Warty Barberry, not in large masses
 Boxwoods
 Heather
 Wild Lilac
 Dwarf Gracilis Hinoki Cypress
 Dwarf Lutea Hinoki Dypree
 Kelsey Dwarf Dogwood
 Smoke Tree
 Daphne, no *laureola*
 Redvein Enkianthus
 Heath
 Euonymus
 Forsythia
 Hydrangea
 Day Lily
 Juniper, no *virginiana*
 Kerria
 Drooping Leucothue
 Dwarf Mugo Pine
 Bush Cinquefoil
 Otto Luyken Laurel
 Rhodendron
 Japanese Skimmia, male only
 Yew
 David viburnum

Ornamental Grasses

Festuca ovina 'Glauca'
Ophiopogon japonicus 'Nanus'
Pennisetum alopecuroides 'Hamein'

Blue Sheep Fescue
Dwarf Mondo Grass
Hamein Dwarf Fountain Grass

Groundcovers and Vines

Ajuga reptans Carpet Bugle
Arctostaphylos uva-ursi 'Massachusetta'
Calluna vulgaris
Ceanothus gloriosus
Clematis 'Varities'
Clematis armandii
Euonymus fortunei
Genista pilosa
Iberis sempervirens
Juniperas horizontalis 'Variety'
Pachysandra terminalis
Paxistima canbyi

Massachusetts Kinnikinnick
Heather
Point Reyes Ceanothus
Deciduous Flowering Clematis
Evergreen Clematis
Wintercreeper Euonymus
Pilosa Broom
Jasmine
Juniper
Japanese Spurge
Canby

Water Quality/Drainage Feature Areas

Trees and Shrubs

Vine Maple
Acer macrophyllum
Alnus rubra
Aster spp.
Brodiaea coronaria
Brodiaea howelli
Brodiaea hyacintha
Bromus earinatus
Bromus sitchensis
Bromus vulgaris
Carex sp.
Cornus stolonifera
Crataegus suksdorfii
Elocharis spp.
Elymus glaucus
Euonymous occidentalis
Festuca occidentalis
Fraxinus latifolia
Glyceria occidentalis
Holodiscus discolor
Juncus spp.
Poa compressa

Acer cicutatum
Bigleaf Maple
Red Alder
Aster, native spp.
Harvest Brodiaea
Howel's Brodiaea
Hyacinth Brodiaea
California Brome Grass
Alaska Brome
Columbia Brome
Native Sedges
Creek Dogwood
Black Hawthorn
Creeping Spike Rush
Blue Wildrye
Western Wahoo
Red Fescue
Oregon Ash
Western Manna Grass
Oceanspray
Native Rushes
Canada BlueGrass

Poa grayana
Poa howellii
Polystichum munitum
Populus trichocarpa
Potentilla anserina pacifica
Quercus garryana
Salix fluviatilis
Salix lasiandra
Salix rigida
Salix Piperi
Salix scouleriana
Salix sessilifolia
Salix sitchensis
Scirpus microcarpus
Spiraea douglasii
Symphoricarpos alba

Gay's Bluegrass
Howell's Bluegrass
Sword Fern
Black Cottonwood
Silverweed
Oregon white Oak, local stock only
Columbia River Willow
Pacific Willow
Rigid Willow
Piper's Willow
Scouler's Willow
Soft - leaved Willow
Sitka Willow
Small - fruited Bulrush
Douglas Spiraea
Snowberry

EXHIBIT H
PIC Acceptable Plant Materials List

DRAFT PLANT LIST
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Gleditsia tricanthos
Liquidambar styraciflua 'Rotundiloba'
Platanus x acerifolia
Pyrus 'variety'
Tillia spp.
Quercus coccinea
Quercus frainetto 'Schmidt'
Quercus garryanna
Quercus rubra

Common Name

Red Maple
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Autumn Purple Ash
Green Ash, seedless variety only
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Redvein Enkianthus
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Euonymus
Forsythia
Hydrangea
Day Lily
Juniper, no *virginiana*
Kerria
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