



City of Portland, Oregon
Bureau of Development Services
Land Use Services

FROM CONCEPT TO CONSTRUCTION

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FINAL FINDINGS AND DECISION BY THE DESIGN
COMMISSION RENDERED ON June 7, 2012

CASE FILE NUMBER: LU 12-115245 DZ
PC # 11-171488

Glisan Commons

BUREAU OF DEVELOPMENT SERVICES STAFF: Chris Caruso 503-823-5747 /
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GENERAL INFORMATION

Applicant: Dave Otte/HOLST Architecture
110 SE 8th/Portland, OR 97214

Owner: City of Portland Housing Bureau
421 SW 6th Ave #500/Portland, OR 97204-1620

Site Address: 9999 NE GLISAN ST

Legal Description: TL 3100 0.86 ACRES, SECTION 33 1N 2E; TL 3700 0.54 ACRES, SECTION 33 1N 2E; TL 3500 0.10 ACRES, SECTION 33 1N 2E; TL 3400 0.10 ACRES, SECTION 33 1N 2E

Tax Account No.: R942330810, R942331660, R942334560, R942334690

State ID No.: 1N2E33AD 03100, 1N2E33AD 03700, 1N2E33AD 03500, 1N2E33AD 03400

Quarter Section: 2940

Neighborhood: Hazelwood, contact Arlene Kimura at 503-252-9429.

Business District: Gateway Area Business Association, contact Fred Sanchez at 503-256-3910.

District Coalition: East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

Plan District: Gateway

Zoning: RXd, Central Residential with design overlay

Case Type: DZ, Design Review

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

PROPOSAL

The applicant seeks Design Review approval for Phase I of a two-phase development on a 62,898 square foot site in the Gateway Plan District. The site is bounded by NE 99th Avenue, NE Glisan Street, and NE 100th Avenue. The proposal is called Glisan Commons and is a mixed-use development partnership between Human Solutions, Ride Connection, and REACH Community Development. The proposal is being managed by the Housing Development Center. A concurrent Gateway Master Plan is being reviewed as case LU 12-116420 MS. Gateway

Master Plan approval is required for this two-phase development to delay meeting the Portland Zoning Code's RX zone Minimum Density Requirement (Chapter 33.120, Table 120-3). Complete build-out of the site is expected to take between three and four years.

Phase I contains the following elements:

- A five-story, LEED-certified 73,235 square foot mixed-use building with approximately 16,000 SF of ground floor commercial office space for Ride Connection, oriented toward NE Glisan Street. The southeast corner of the ground floor will have a suite of meeting spaces that Ride Connection will own, but which could be used for community events, public meetings, and outreach.
- The upper four stories will have 67 affordable apartments. Sixty-three of the apartments are one-bedroom units and four of the apartments are studio units. The residential lobby, office, and utility services are located along NE 100th Avenue.
- A parking court and outdoor spaces will be located between the proposed buildings. The parking court has space for eight automobiles, ten fleet vans, and eight small buses. The outdoor spaces are for both employees and residents of both Phase I and Phase II, and include a walkway connecting to NE 100th Avenue, plazas with built-in seating, and covered bicycle parking for thirty bicycles.
- Enhanced public rights-of-way on NE Glisan Street and NE 100th Avenue, including all new, wider public sidewalks with voluntary Green Street improvements on both frontages.
- Exterior building materials will include metal panels, cement lap siding, aluminum panels, aluminum storefront, porcelain tile, concrete stemwalls, and fiberglass composite windows.

A Type III design review is required for new construction above a certain valuation in the Gateway Plan District.

ANALYSIS

Site and Vicinity: The subject site is 62,898 square feet in area and is made up of four parcels. Streets adjacent to the site are NE 100th Avenue to the east, NE 99th Avenue to the west, and NE Glisan Street to the south. The site is flat with no obvious slope. It was originally developed with three single-family homes, one commercial building, and one barn. All the buildings will be demolished prior to construction of Glisan Commons. There are currently sidewalks along NE Glisan Street and portions of NE 99th Avenue but none along NE 100th Avenue. All three site frontages will be improved with sidewalks and street trees as required.

Surrounding uses include single- and multi-family residences to the east, north and west, and multi-family residences and retail offices to the south. The Gateway Transit Center and light rail MAX lines are located approximately four-tenths of a mile northwest of the site. Tri-Met bus service is available on NE Glisan Street and NE 99th Avenue.

The City of Portland's Transportation System Plan (TSP) classifies NE Glisan Street a Regional Corridor, Major City Traffic Street, Transit Access Street, City Bikeway, and City Walkway. Northeast 99th Avenue is classified as a Neighborhood Collector Street, Transit Access Street, Local Service Bikeway, and City Walkway. Northeast 100th Avenue is classified as a Local Service Bikeway. The site is located within the Gateway Pedestrian District.

Zoning: The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the

center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate that prior land use reviews include:

1. MCF 84-76 BA (LU 76-100030) – Approve a 72 SF sign set 5 feet from property line.
2. MCF 155-57 ZC (LU 57-100235) – Rezone properties from R-7 to C-3.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed April 27, 2012. The following Bureaus have responded with no issue or concerns:

- Site Development Section of BDS
- Life Safety Review Section of BDS (Exhibit E-1)
- Water Bureau (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Parks Bureau, Urban Forestry (Exhibit E-4)
- Bureau of Environmental Services (Exhibit E-5)

The Bureau of Transportation Engineering responded with the following comments: Exhibit E-6 contains additional details.

1. Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.
2. The site plan accurately reflects the dedications and street improvements identified in PBOT's Pre-Application response. Based on review by PBOT traffic engineering during the public works permit review, changes to the driveway designs and parking lot layout will be required as a condition of building permit and public works permit approval. The current design with two driveways in close proximity on NE 100th Avenue has the potential to create unsafe conflicts with pedestrians and vehicle circulation at the driveway entrances within NE 100th Avenue. If a vehicle in the southern driveway was turning northbound on NE 100 at the same time a vehicle leaving the northern driveway was turning southbound, unacceptable vehicle conflicts would occur. In addition, by adding 6 parking spaces in the double loaded lane between the driveways all the way up to the frontage, the design uses the public right-of-way for parking lot circulation which is not allowed. To mitigate for these impacts, the following three conditions of approval will be required. These conditions of approval have no impact on the Phase 1 parking layout and operation.
 - The northern driveway on NE 100th Avenue shall be eliminated from the plans.
 - The 6 double loaded parking spaces between the driveways closest to NE 100th Avenue shall be eliminated to provide for internal parking lot circulation.
 - The applicant for Phase II may propose an alternative parking lot layout that mitigates for the above stated concerns and must be approved by the City Traffic Engineer.
3. Transportation System Development Charges (Chapter 17.15)
 - System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at 503-823-7080.
4. Driveways and Curb Cuts (Section 17.28)

- Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

5. Recommendation. No objection to approval subject to the following conditions:

- The dedications and a bond and contract for the public works permit must be completed prior to building permit approval for Phase I. *(This will be met with Condition of Approval D.)*
- The northern driveway on NE 100th Avenue shall be eliminated from the plans.
- The 6 double loaded parking spaces between the driveways closest to NE 100th Avenue shall be eliminated to provide for internal parking lot circulation.
- The applicant for Phase II may propose an alternative parking lot layout that mitigates for the above stated concerns and must be approved by the City Traffic Engineer.

PBOT response to applicant inquiry and sketch proposal: The applicant has changed the Gateway Master Plan drawings of the parking area to indicate the removal of the northern driveway, removal of one of the six parking spaces in question, and striping of a second of the six parking spaces to allow backing up, all to be done as part of Phase II construction. The Portland Bureau of Transportation has indicated via email that these changes are acceptable (Exhibit E-7). The last three conditions requested by the Portland Bureau of Transportation in their Item 5. Recommendation. above, are therefore no longer necessary.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on April 27, 2012. A total of one written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Bob Earnest & Jackie Putnam, Gateway Program Advisory Committee, April 27, 2012 – in support of the project.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit. The applicable standards of the Portland Zoning Code are as follows:

Primary Uses (Table 120-1)

Development Standard

Household Living uses as proposed are allowed by right.

Retail Sales and Service Uses (33.526.120)

Development Standard

In the RX zone, 40% of the net building area of a new residential building may be in Retail Sales and Service or Office uses.

Proposal

- Twenty-two percent (22%) of the net building area will be in Office uses. This standard is met.

Floor Area Ratios (FAR) (Map 526-3)

Development Standard

Maximum FAR is 6:1. Minimum FAR 1:1. Bonus options are available on sites with a Master Plan.

Proposal

- Proposed FAR Phase 1 is 1.2:1. No bonuses are being requested. This standard is met.

Maximum Height (Map 526-2)

Development Standard

Maximum height 120 feet. Bonus options are available on sites with a Master Plan.

Proposal

- Proposed building height is 70 feet. No bonuses are being requested. This standard is met.

Minimum Density (Table 120-3)

Development Standard

Minimum density is 1 unit per 500 SF of site area or 126 units for this site.

Proposal

- Proposed density for Phase 1 is 67 units. A Gateway Master Plan is being reviewed concurrently under LU 12-116420 MS to allow a delay of construction of the remaining 59 housing units to Phase II of development.
- A Condition of Approval (B) for the Master Plan is recommended in order to allow phased construction of the required minimum number of dwelling units. With an approved Gateway Master Plan, this standard is met.

Minimum and Maximum Setbacks (33.120.220, Table 120-3 & 120-4)

Development Standard

Minimum 0' on all sides of lot.

Maximum 10' on Transit Streets or in Pedestrian Districts

Proposal

- The maximum building setback is 7 feet to the transit streets. The standard is met.

Building Coverage (33.120.225, Table 120-3)

Development Standard

100% of site area.

Proposal

- Building coverage is 50%. This standard is met.

Connectivity (33.526.250)

Purpose

This regulation implements the Gateway Master Street Plan and is reviewed by the Portland Bureau of Transportation (PBOT).

Proposal

- PBOT has reviewed the proposal. No new streets are required and sidewalks will be upgraded to City standards. This standard is met.

Pedestrian Standards (33.526.260.B.2.b)

Development Standard

The area between an Enhanced Pedestrian Street (NE 99th & NE Glisan) must be hardscaped and provide amenities such as benches, trees, planters, kiosks, and/or drinking fountains for every 100 SF of pedestrian area within the setbacks.

Proposal

- Both frontages will provide benches, planters, and trees as required. This standard is met.

Main Entrances (33.526.270)

Development Standard

At least one main entrance to each tenant space and/or lobby must face a public street and must be within 15 feet of the public street.

Proposal

- At least one main entrance to each tenant space and/or lobby is within 15 feet of and face public streets. This standard is met.

Enhanced Pedestrian Street Standards (33.526.280 & Map 526-4)

Development Standard

The building must extend to the street lot line for 75% of its length or 75% of the building façade must be within 12 feet of the street lot line and hardscaped for active uses. The ground floor spaces must be specifically designed for active uses.

Proposal

- Building walls will be within the regulated setbacks and ground floor spaces will be designed for active uses. This standard is met.

Ground Floor Windows (33.526.290 & 33.130.230) and Street-Facing Façades (33.120.232)

Development Standard

Portions of buildings in the RX zone that have non-residential development must meet the ground floor window requirements of the CX zone. 50% of the length and 25% of the wall area up to 9 feet above grade must be windows or doors.

Proposal

- Proposed windows facing both NE 100th and NE Glisan meet the standard.

Landscaping (33.120.235 & 33.266)

Development Standard

The area between a building and street lot line must be landscaped to L1 standards or paved for pedestrian use. Parking lots are required to have interior and perimeter landscaping.

Proposal

- Areas between the building and streets will be hardscaped as an extension of the pedestrian realm. The parking lots will be appropriately landscaped. These standards are met.

Parking (33.526.340 & Table 266-2)

Development Standard

There is no minimum required parking or maximum for residential uses. Office use has a maximum of 48 spaces. Parking on a lot with three frontages may be located between a primary structure and one Local Service Transit Street.

Proposal

- Thirty-eight (38) parking spaces are being provided for the Office use and parking is provided between a primary structure and only one Local Service Transit Street. This standard is met.

Bicycle Parking (33.266.210 & Table 266-6)

Development Standard

The project consists of 67 apartments and 10,000 SF of Office use. Bicycle Parking requirements are:

Proposal

- | | | |
|---------------------------------|----------|-------------|
| ▪ Residential Long-Term Spaces | 74 req'd | 86 provided |
| ▪ Office Long-Term Spaces | 2 req'd | 2 provided |
| ▪ Residential Short-Term Spaces | 4 req'd | 10 provided |
| ▪ Office Short-Term Spaces | 2 req'd | 2 provided |

This standard is met.

Loading Spaces (33.266.310)

Development Standard

One Standard B loading space at least 18 feet long, 9 feet wide and having a clearance of 10 feet is required on site.

Proposal

- One correctly sized loading space is provided on site. This standard is met.

Signs (33.140.300 & Title 32] No signs are proposed for approval in this review.

Street Trees (33.140.305) Street Trees will be provided as required by the City Forester.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Gateway Regional Center Design Guidelines.

Gateway Regional Center Design Guidelines

The Gateway Regional Center is the City of Portland's only designated regional center. The area is envisioned to redevelop into a highly urbanized, pedestrian-oriented center, with an overall built size and scale second only to Portland's Central City.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

Gateway Regional Center Design Goals

Ten goals for design review in the Gateway Regional Center have been established to enhance the area's design quality, support its livability, and guide its transition to a pedestrian-oriented, active, urban regional center. They are:

1. Encourage urban design excellence.
2. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Gateway Regional Center as a whole.
3. Provide for a pleasant, rich, and diverse experience for pedestrians.
4. Assist in creating a regional center that emphasizes a mix of active uses and experiences and is safe, lively, and prosperous.
5. Provide for the humanization of the Gateway Regional Center through the promotion of parks, plazas, open spaces, public art, and trees.
6. Integrate and honor the diversity and history of Gateway.
7. Integrate sustainable principles into the development process.
8. Encourage the development of a distinctive character for subdistricts within the regional center, and link them.
9. Encourage and incorporate transit orientation and usage.
10. Enhance the physical and visual linkages between the Gateway Regional Center and adjacent neighborhoods.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A Pedestrian Emphasis

A1. Strengthen Relationships Between Buildings and the Street. Integrate building setback areas with adjacent streets.

A2. Enhance Visual and Physical Connections. Enhance visual and physical connections between buildings and adjacent sidewalks. Orient semi-public building spaces to the sidewalk and street.

B1. Convey Design Quality and Building Permanence. Use design principles and building materials that convey quality and permanence.

Findings for A1, A2, & B1: The proposed building extends very close to the lot line for much of its two street frontages. The areas that are set back a few feet are integrated into the adjacent streetscape by being paved as an extension of the sidewalks and containing easily accessible racks for short-term bicycle parking. There are multiple entries from the public sidewalks to the ground-floor office, community, and residential spaces directly from NE Glisan Street and NE 100th Avenue. These entries are prominently marked with a variety of canopies, overhanging framed box forms, and large glazed areas. Semi-public building spaces that are oriented to the sidewalks and streets include the main office lobby, meeting rooms, offices, and the residential lobby, all of which feature floor-to-ceiling clear glazed windows with views onto the streets.

The proposed building materials include two widths of cement board siding, two types of composite metal panels, aluminum storefront, fiberglass composite windows, custom metal grilles, porcelain tile, and cast-in-place concrete stemwalls. All of these materials are durable and high-quality items used throughout the area that will convey a sense of quality and permanence. *These guidelines are therefore met.*

A3. Integrate Building Mechanical Equipment and Service Areas. Incorporate building mechanical equipment and/or service areas in a manner that does not detract from the pedestrian environment.

B5. Integrate Roofs, Rooftop Lighting, and Signs. Integrate rooftop components, functions and related screening elements with the building's architecture. Integrate exterior lighting, signs and any related structural equipment at or near the roof with the building's architecture. Orient lighting to highlight the building's architecture.

Findings for A3 & B5: Individual air handling units are integrated into the overall window pattern of each elevation and are hidden behind custom-designed metal grilles that will match the color of the adjacent window unit, creating a cohesive design element. No direct exhaust will impact the sidewalks or passersby. The few rooftop units provided are located on top of the Glisan Street central entry and the southwestern corner box element. The central entry units are placed far back from surrounding parapets so they units will not be visible from surrounding streets or sidewalks. The southwestern box element rooftop units are also placed far from the street lot line and are also hidden by a parapet that is as tall as the tops of the units so they will not be visible from the surrounding area.

Lighting of the building exterior is minimal, occurring only with recessed downlights at each public entry canopy or overhang. This lighting is carried around the back of the building to light two recessed areas along each rear façade. Additional lighting is provided within the parking court and around the outdoor seating area by pole lights, step lights, and light columns. Signs are not included in the review. *These guidelines are therefore met.*

B Development Design

B2. Integrate Ground-Level Building Elements. Integrate the different ground-level building elements with the building's architecture.

B3. Design for Coherency. Integrate the different parts of a building to achieve a coherent design.

Findings for B2 & B3: The ground level building elements of Glisan Commons Phase I are made up of storefront glazing, punched opening windows, cement board siding, metal accent fins, pre-finished metal paneling, and porcelain tile that work together to create a cohesive pattern around the entire building. The cement board siding and metal accent fins break the building walls up into geometric shapes that wrap up and down around the recessed vertical metal panel elements. The metal paneling is carried down to the street level so it helps integrate the upper and lower sections of the building. Three projecting box shapes are framed with dark grayish-black porcelain tile. These are placed along the front façade to highlight important entries and interior spaces. The rectangular form of the boxes is carried to the upper floors by the repetitive pattern of residential unit windows and their integrated metal mechanical grilles. The building steps down at both ends of the Glisan Street façade so as to reduce its overall mass at the corners and not overwhelm nearby smaller buildings while providing visually dynamic design features. The ground floor materials and patterning repeats what has been established up above and provides a regular series of storefront windows. *These guidelines are therefore met.*

B4. Integrate Encroachments. Size and place encroachments to enhance the pedestrian environment. Where permitted, integrate skybridges that are visually level and transparent toward the middle of the block, where they will be most unobtrusive.

Findings: This Phase I building has three encroachments: two box elements and one canopy. All three have been located to not impede pedestrian movement along the sidewalks as the elements are at the second floor line. *This guideline is therefore met.*

B6. Integrate Ecological / Sustainable Concepts. Integrate ecological/sustainable features or concepts with site and development designs.

Findings: The proposal integrates stormwater treatment not only in the central courtyard area, but also at some perimeter areas within the voluntary green street improvements along NE Glisan and NE 100th Avenue. The building itself is seeking LEED (Leadership in Energy and Environmental Design) status through a variety of energy and sustainable construction practices. *This guideline is therefore met.*

C Context Enhancement

C1. Provide Opportunities for Active Uses at Major Street Intersections. Integrate flexible, active-use space opportunities at building corners facing major street intersections. Locate access to the upper floors of buildings at these intersections toward the middle of the block.

C5. Transition to Adjacent Neighborhoods. Orient the building mass of new development toward the higher-density areas and/or active streets of the regional center.

Findings for C1 & C5: Glisan Commons Phase I provides a suite of meeting spaces at the corner of NE Glisan and NE 100th Avenue that are framed on the building exterior by one of the visually prominent box elements. These rooms will be used for training, outreach, social events, and conferences, and they will be available for use by residents and the general public. Its location on the corner will provide visibility and connection of active-use areas to the public realm. The main residential entry to the upper floors is located mid-block along NE 100th Avenue. The proposed building is oriented toward the streets and away from the adjacent neighbors. Phase I steps up and away from a two story party wall at the property boundary with its only neighbor on the SW corner lot, to its full five story height more than 60 feet away from its neighbor. *These guidelines are therefore met.*

C4. Develop Complementary Parking Areas. Develop, orient and screen parking area to complement adjacent buildings and the pedestrian environment.

Findings: All on-site parking is located behind the building, away from the street and pedestrian realm so views of vehicles are minimized. The parking areas will be landscaped to provide screening between this new development and an existing house to the west as well as the multi-family structures to the north and east. The parking is accessed from NE 100th Avenue, a residential street without appreciable traffic. *This guideline is therefore met.*

C6. Build on View Opportunities. Incorporate semi-public building spaces to facilitate views to and from public amenities. Develop new buildings to emphasize pedestrian views down streets or corridors at focal points or wayfinding markers.

Findings: The intersection of NE Glisan Street and NE 100th Avenue has been addressed with the strong, dark colored box form that projects above the corner and is then offset by recessed walls above, giving this portion of the building strong visual prominence. Large areas of glazing below and within the box frame provide view opportunities to the east and south from this large corner community room. The corner also demarcates the intersection, providing a visual cue to pedestrians that will help with wayfinding in the area. *This guideline is therefore met.*

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Glisan Commons Phase I mixed-use building with its parking court and outdoor areas is a comprehensive design of high-quality materials that will be a significant contribution to the Gateway Regional Center. The strong building massing highlighted by changes in materials, different window treatments, and large glazed storefront areas form an interesting building design appropriate to this location. The proposal meets the applicable design guidelines and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for Phase I of the Glisan Commons development in the Gateway Plan District, as shown in Exhibits C1-C49, to contain the following elements:

- A five-story, LEED-certified 73,235 square foot mixed-use building with approximately 16,000 SF of ground floor commercial office space and 67 apartments;
- A parking court for eight automobiles, ten fleet vans, and eight small buses;
- Outdoor spaces on and around the parking court for both employees and residents, including a walkway connecting to NE 100th Avenue, plazas with built-in seating, and covered bicycle parking for thirty bicycles;
- Enhanced public rights-of-way on NE Glisan Street and NE 100th Avenue, including all new, wider public sidewalks with voluntary Green Street improvements on both frontages; and
- Exterior building materials will include metal panels, cement lap siding, aluminum panels, aluminum storefront, porcelain tile, concrete stemwalls, and fiberglass composite windows.

Approvals per Exhibits C.1-C-xx, signed, stamped, and dated XXX, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (A–E) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled “ZONING COMPLIANCE PAGE-Case File LU 12-115245 DZ. All requirements must

be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

- B.** Approval of the concurrent Gateway Master Plan Review LU 12-116420 MS.
- C.** All future phases of development identified in this Gateway Master Plan must also be approved through separate Design Review land use applications.
- D.** Per the Bureau of Transportation requirements, the dedications and a bond and contract for the public works permit will be completed prior to building permit approval for Phase I.
- E.** No field changes allowed.

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By: _____
Guenevere Millius, Design Commission Chair

Application Filed:

Decision Rendered: June 7, 2012

Decision Filed: June 8, 2012

Decision Mailed: June 15, 2012

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 23, 2012, and was determined to be complete on March 27, 2012.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 23, 2012.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit (A-2).

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the

use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on date at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor in the Development Services Center until 3 p.m. After 3 p.m. and on Monday, appeals must be submitted to the receptionist at the front desk on the fifth floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

Chris Caruso
June 12, 2012

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

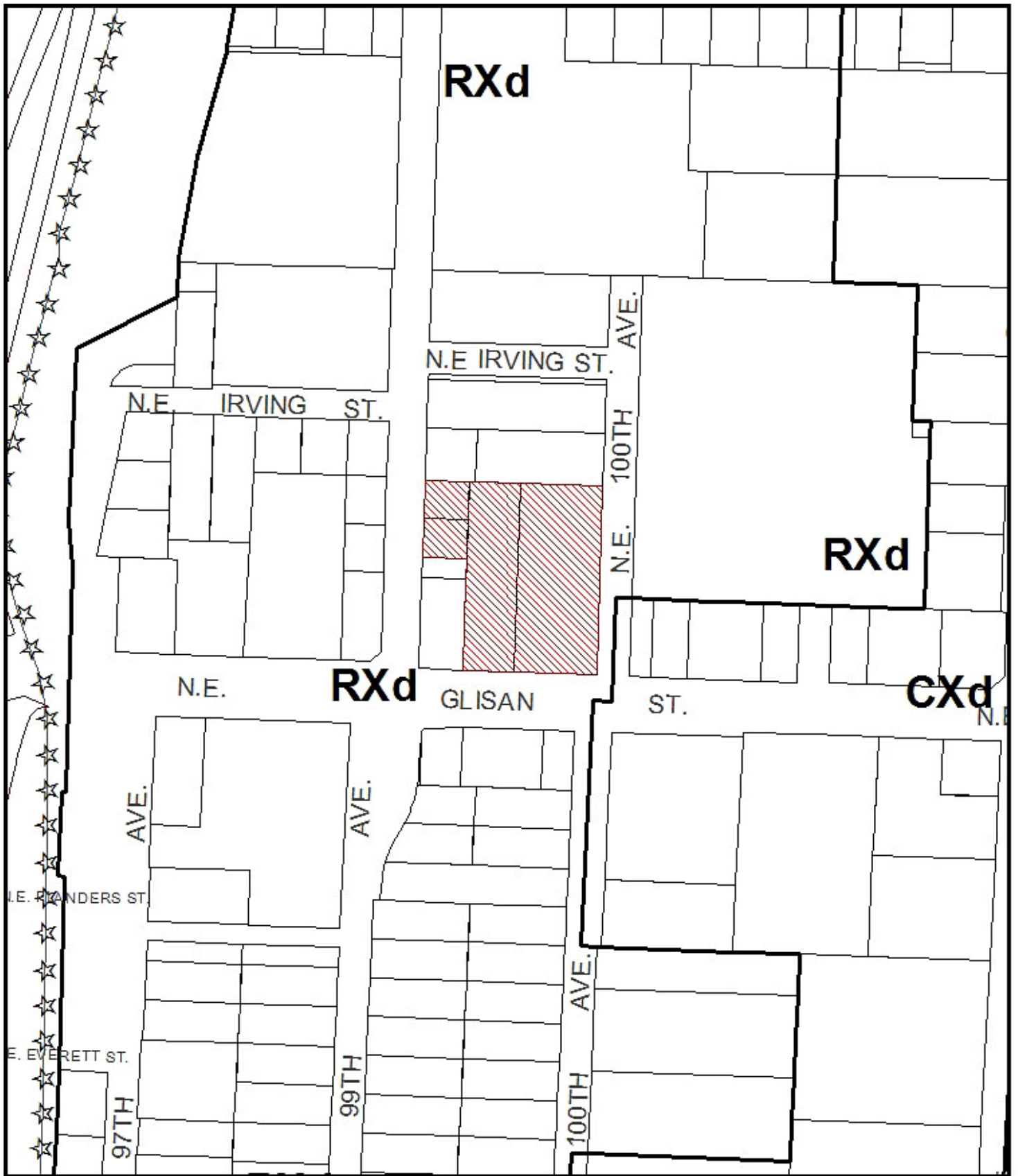
EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Written narrative (Revised May 3, 2012)
 2. 120-day Waiver
 3. MGH Associates Stormwater Report
- B. Zoning Map (attached)
- C. Plan & Drawings
 1. C.6 Master Site Plan (attached)
 2. Cover Sheet
 3. C.3 Vicinity Plan and Area Photos
 4. C.4 Existing Site Plan
 5. C.5 Master Plan Diagram (attached)
 6. Rendering (attached)
 7. C.7 NE Glisan-View From the Southwest
 8. C.8 NE Glisan-Office Entry
 9. C.9 NE Glisan-View From the South
 10. C.10 NE Glisan-Elevation of Office Entry
 11. C.11 Intersection of NE Glisan and 100th-View From the Southwest
 12. C.12 Intersection of NE Glisan and 100th=View of Training Room From the Southwest
 13. C.13 NE 100th-View of Housing Entry
 14. C.14 NE 100th-View From the Northeast
 15. C.15 NE 100th-View From the Northeast
 16. C.16 Parking Piazza for Fleet Vehicles-View From the North
 17. C.17 Plaza and Path Through the Site-View From the Northeast
 18. C.18 Floor 01-Plan
 19. C.19 Floor 02 Plan and Floor 03 Plan

20. C.20 Floor 04-05 Plan and Roof Plan
 21. C.21 Elevation-South (attached)
 22. C.22 Elevation-East (attached)
 23. C.23 Elevation/Section-Courtyard Looking South (attached)
 24. C.24 Elevation/Section-Looking East (attached)
 25. C.25 Building Section-East/West
 26. C.26 Wall Section @ South Entry
 27. C.27 Wall Section-South Roof Deck
 28. C.28 Wall Sections
 29. C.29 South Elevation (For Detail Reference)
 30. C.30 Sections Details and Plan Detail
 31. C.31 Exterior Lighting Plan
 32. C.32 Luminaire Specifications
 33. C.33 Luminaire Specifications
 34. C.34 Utility Plan
 35. C.35 Site Plan
 36. C.36 Site Planting Plan (attached)
 37. C.37 Partial South Elevation
 38. C.38 Partial South Elevation-Office Entrance
 39. C.39 Partial South Elevation
 40. C.40 Partial East Elevation
 41. C.41 Partial East Elevation-Housing Entrance
 42. C.42 Partial North Elevation-Utility Entrance
 43. C.43 Diagram-Sightlines to Rooftop Equipment at Adjacent House (Looking North)
 44. C.44 Diagram-Sightlines to Rooftop Equipment at NE Glisan Looking East
 45. C.45 Details
 46. C.46 Details
 47. C.47 Details
 48. C.48 Details
 49. Manufacturer's Cutsheets
- D. Notification information:
1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice
 6. Mailing list
- E. Agency Responses:
1. Life Safety Review Section of BDS
 2. Water Bureau
 3. Fire Bureau
 4. Parks Bureau, Urban Forestry
 5. Bureau of Environmental Services
 6. Bureau of Transportation Engineering and Development Review
 7. PBOT email
- F. Letters
1. Gateway Program Advisory Committee, April 27, 2012 – in support.
- G. Other
1. Original LUR Application
 2. Site History Research
 3. Incomplete Letter
 4. Request for Completeness Review
 5. Pre-Application Conference Summary
 6. Design Advice Request Summary
- H. Other

1. Staff Report
2. Commission Packet Memo, May 7, 2012
(Received During Hearing)
3. PowerPoint Presentation
(Received After Hearing)
4. Hathaway Koback Connors memo May 17, 2012
5. Commission Packet memo May 29, 2012
6. Staff Response May 29, 2012
7. Applicant Record Close Request email June 1, 2012

cc: Applicants and Representatives
Neighborhood Associations
Those who testified, orally or in writing
City Auditor's Office
Development Services Center
BDS Staff for Bureau of Buildings
BDS Staff for Commission Book



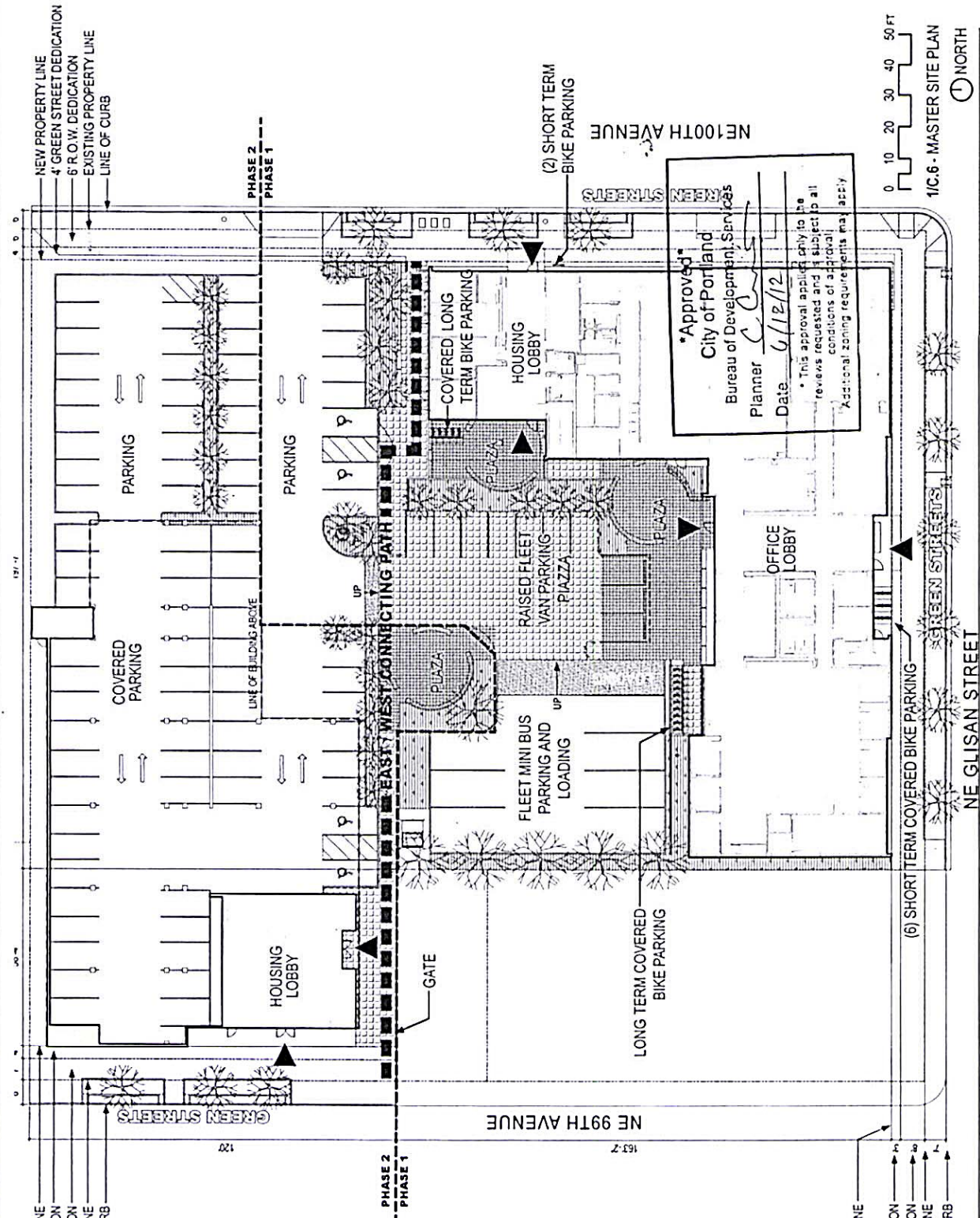
ZONING

 Site



This site lies within the:
GATEWAY PLAN DISTRICT

File No. LU 12-115245 DZ
 1/4 Section 2940,3040
 Scale 1 inch = 200 feet
 State_Id 1N2E33AD 3700
 Exhibit B (Feb 28,2012)



ZONING INFORMATION

PHASE I
 ZONE: RX
 MAX. FAR: 6:1
 PROPOSED FAR: 1.2 to 1
 BUILDING USE:
 67 Units (63 One Bedroom, 4 Studio)
 16,000 SF of Commercial Office

BICYCLE PARKING:
 88 Long Term Spaces (76 Req.)
 8 Short Term Bicycle Parking Spaces (6 Req.)

VEHICLE PARKING TOTALS
 8 Autos
 10 Fleet Vans
 8 Small Busses

LOADING SPACE TOTALS
 1 Required, Standard B

PHASE II
 ZONE: RX
 MAX. FAR: 6:1
 PROPOSED FAR: 2.1 to 1 (PHASE II)

BUILDING USE:
 60 One Bedroom Units

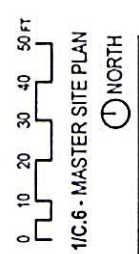
VEHICLE PARKING TOTALS:
 77 Autos

NEW PROPERTY LINE
 4' GREEN STREET DEDICATION
 7' R.O.W. DEDICATION
 EXISTING PROPERTY LINE
 LINE OF CURB

NEW PROPERTY LINE
 3' GREEN STREET DEDICATION
 8' R.O.W. DEDICATION
 EXISTING PROPERTY LINE
 LINE OF CURB

Approved
 City of Portland
 Bureau of Development Services
 Planner: [Signature]
 Date: 6/12/12

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



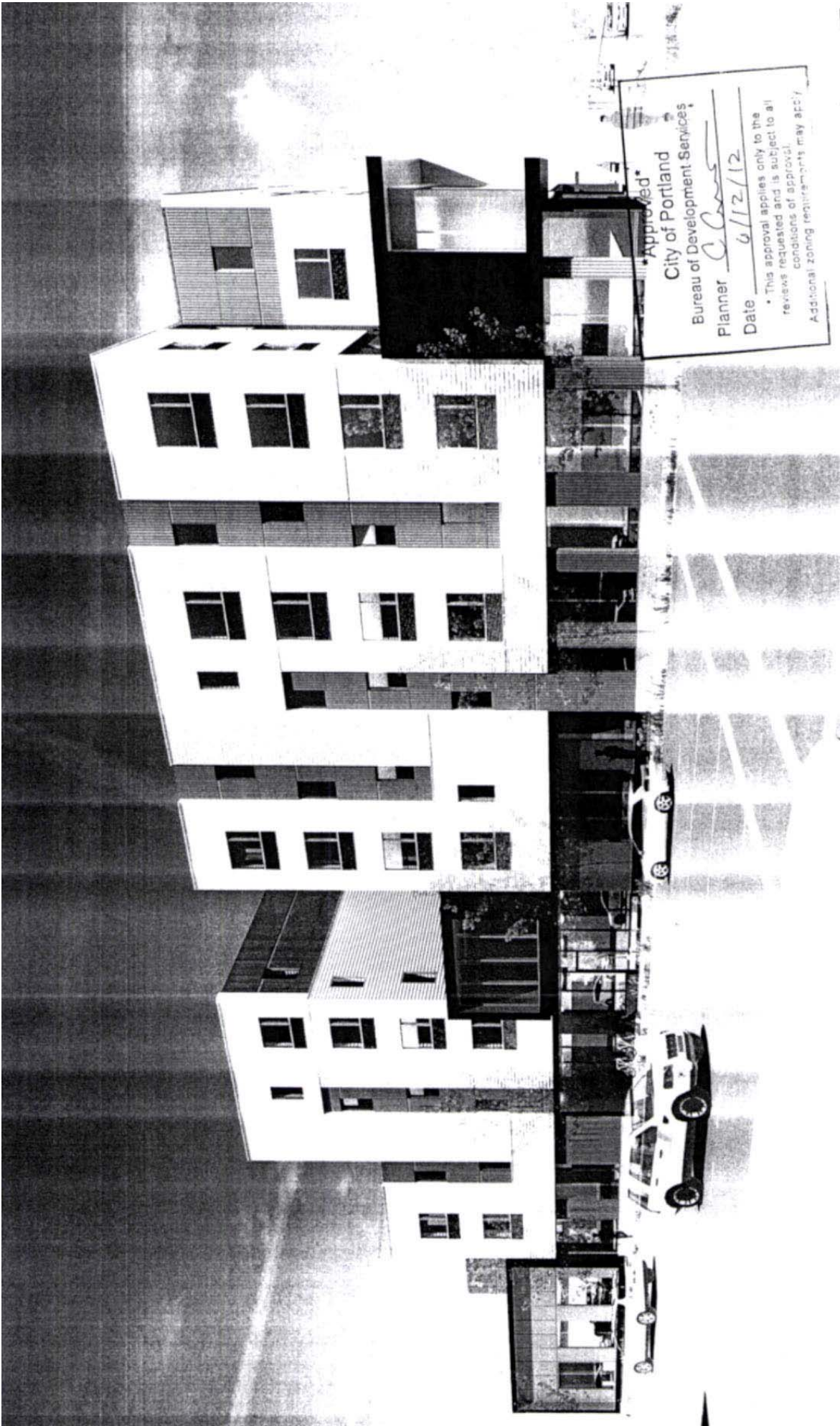
PROPOSED PHASE 1
5 STORIES
67 UNITS
GROUND FLOOR OFFICE

PROPOSED PHASE 2
6 STORIES
60 UNITS

Approved*
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date 4/12/12
* This approval applies only to the
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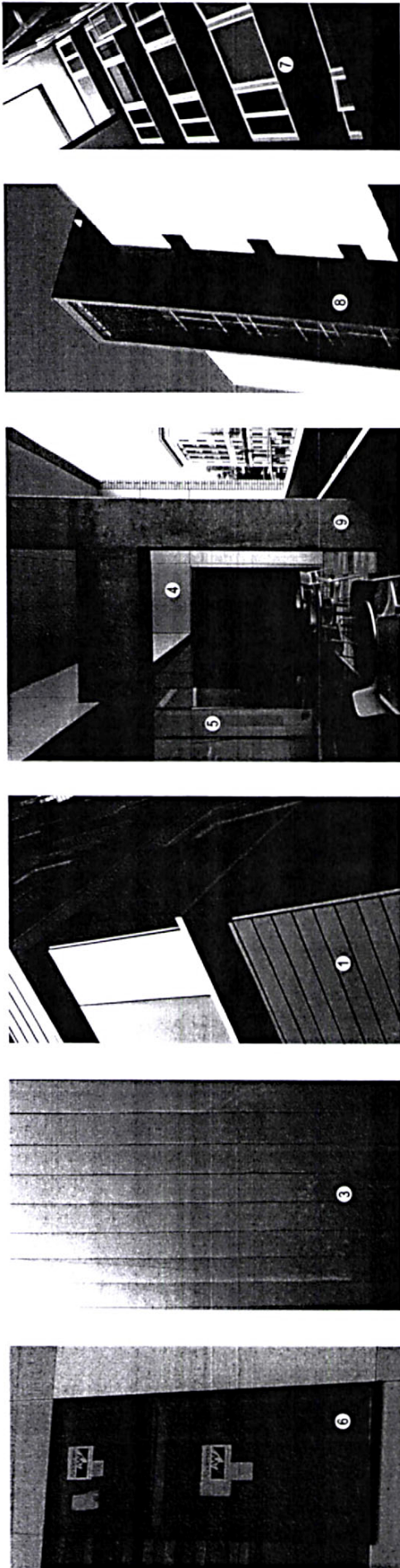
1C.5 - MASTER PLAN DIAGRAM



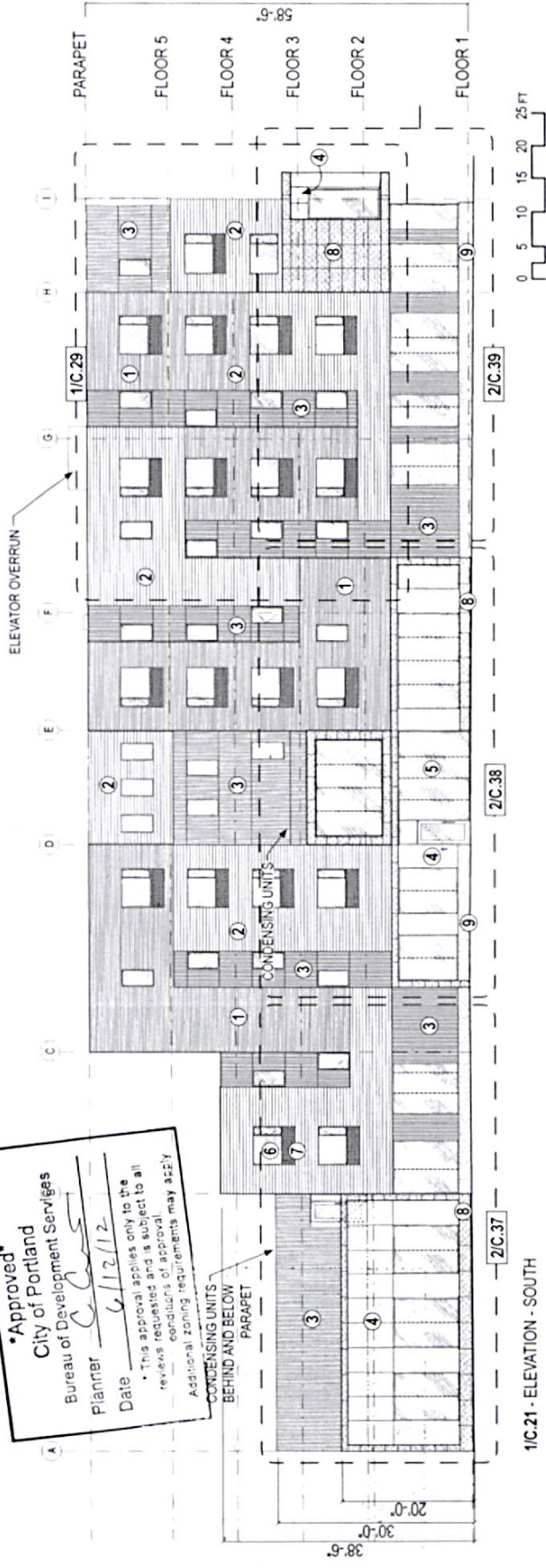


EXH. C.2
GLISAN COMMONS C.2

ARCHITECTURE SUBMITTAL EB 11-008 SED 11-AY-03 2013 LU 12-115245 DZ LU 12-115245 DZ Master Plan H.O. Case 411-008 LU 12



Approved
 City of Portland Services
 Bureau of Development Services
 Planner C. G. [Signature]
 Date 6/12/12
 • This approval applies only to the reviews requested and is subject to all conditions of approval.
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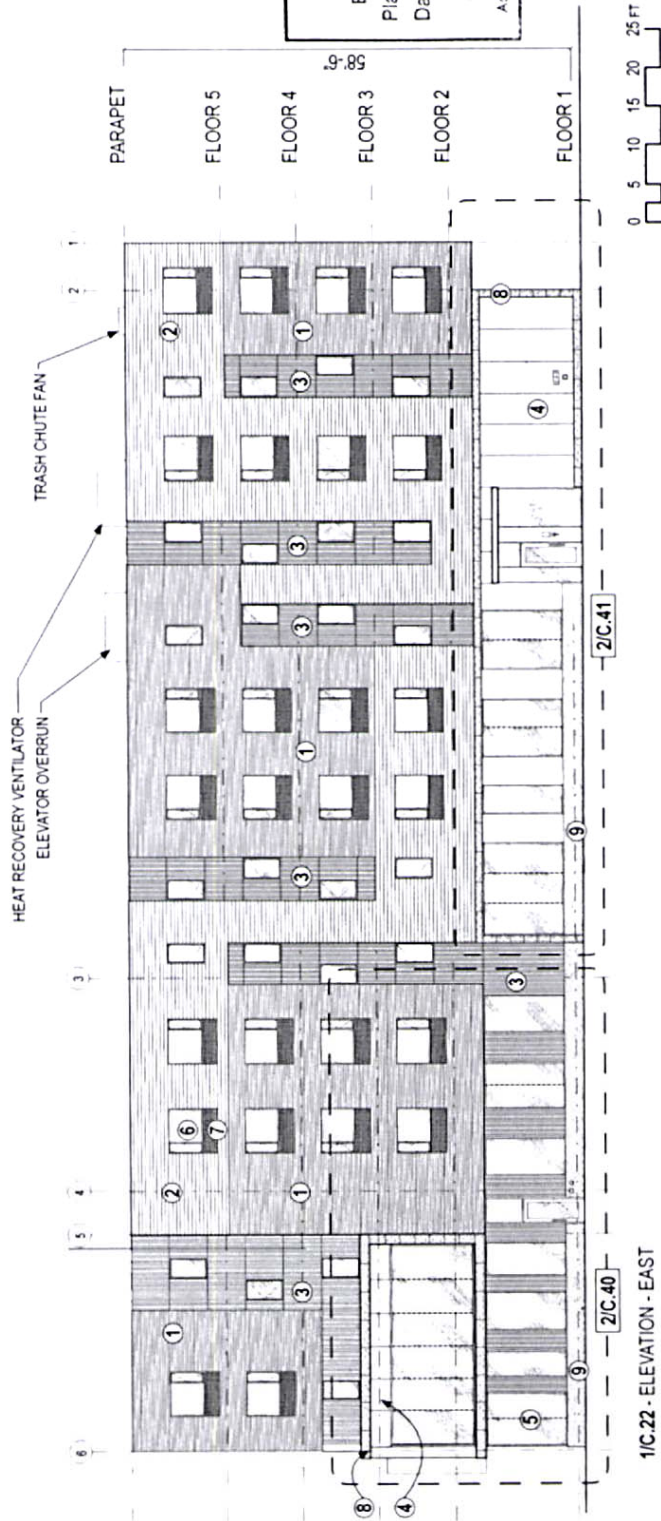
EX. 44

GLISAN COMMONS C.21

HOLST ARCHITECTURE SUBMITTED FEB 23, 2012 REVISED MAY 03, 2012 LU 12-115245 DZ Master Plan: H.O. Case 4120008 LU 12-116420 MS



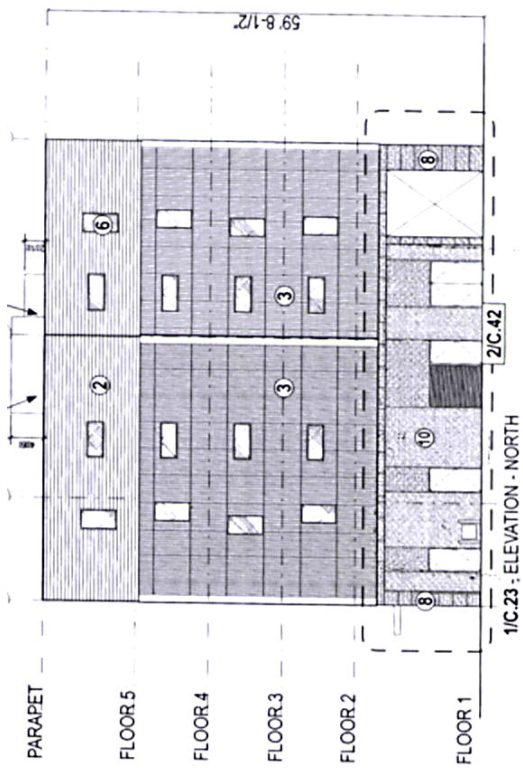
- ① 4" CEMENT BOARD SIDING - PREFINISHED
- ② 6" CEMENT BOARD SIDING - PREFINISHED
- ③ 4" THIN LINE MEAL PANEL - PREFINISHED
- ④ COMPOSITE ALUMINUM PANEL - KYNAR FINISH
- ⑤ ALUMINUM STOREFRONT SYSTEM
- ⑥ FIBREX WINDOWS
- ⑦ CUSTOM PTHP GRILLE TO MATCH WINDOW FRAME COLOR
- ⑧ PORCELAIN TILE
- ⑨ C.I.P CONCRETE STEMWALL



Approved
 City of Portland
 Bureau of Development Services
 Planner *C.C.*
 Date *6/12/12*

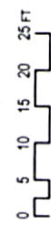
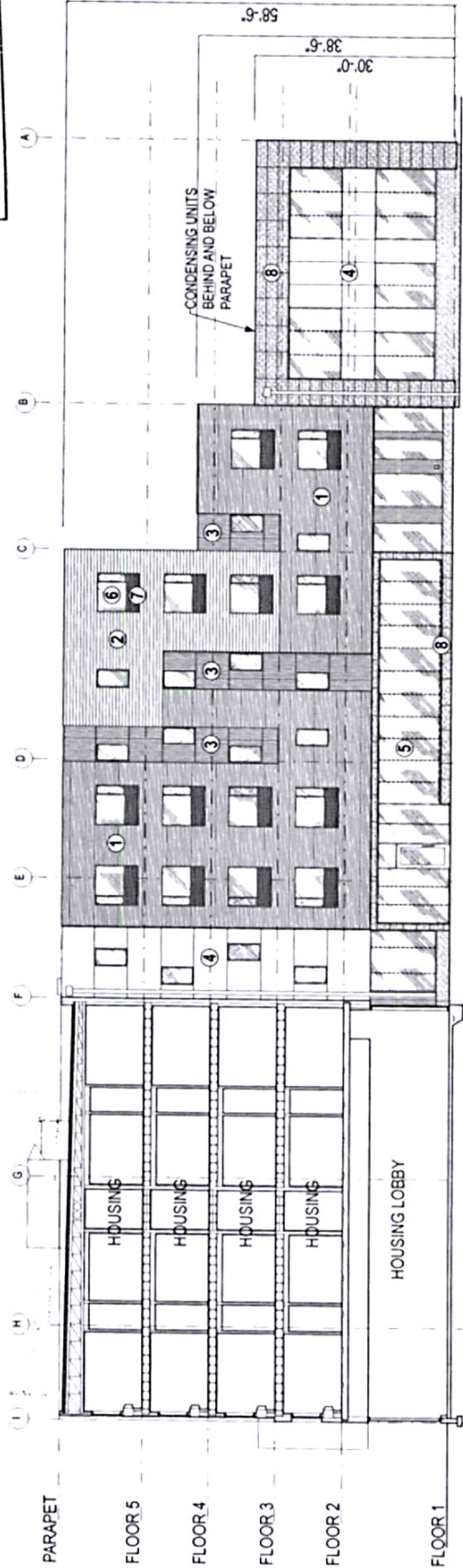
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EXD
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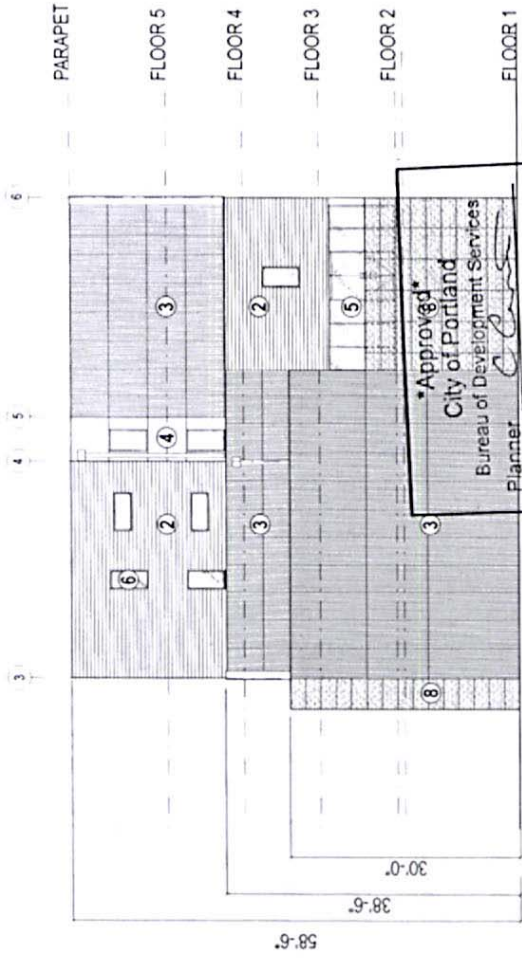


Approved
 City of Portland
 Bureau of Development Services
 Planner C. Cas
 Date 6/12/12

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- ① 4" CEMENT BOARD SIDING - PREFINISHED
- ② 6" CEMENT BOARD SIDING - PREFINISHED
- ③ 4" THIN LINE MEAL PANEL - PREFINISHED
- ④ COMPOSITE ALUMINUM PANEL - KYNAR FINISH
- ⑤ ALUMINUM STOREFRONT SYSTEM
- ⑥ FIBREX WINDOWS
- ⑦ CUSTOM PTHP GRILLE TO MATCH WINDOW FRAME COLOR
- ⑧ PORCELAIN TILE
- ⑨ C.I.P. CONCRETE STEMWALL
- ⑩ C.I.P. CONCRETE WALL, PAINTED

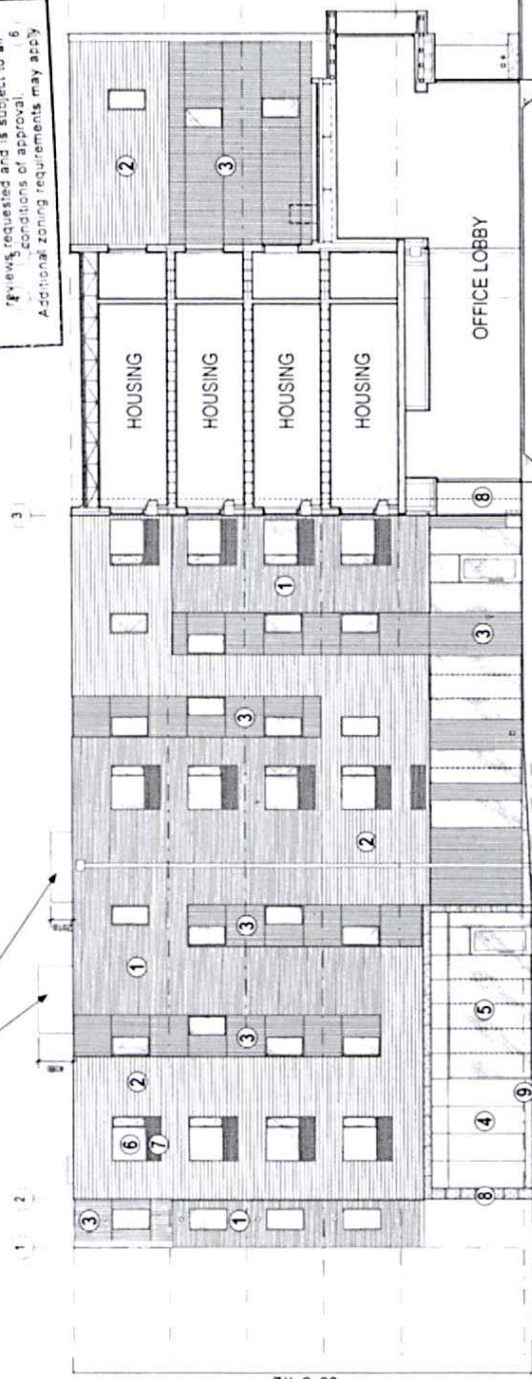


1/C.24 - ELEVATION - WEST

ELEVATOR OVERRUN
HEAT RECOVERY VENTILATOR

Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date 6/12/12

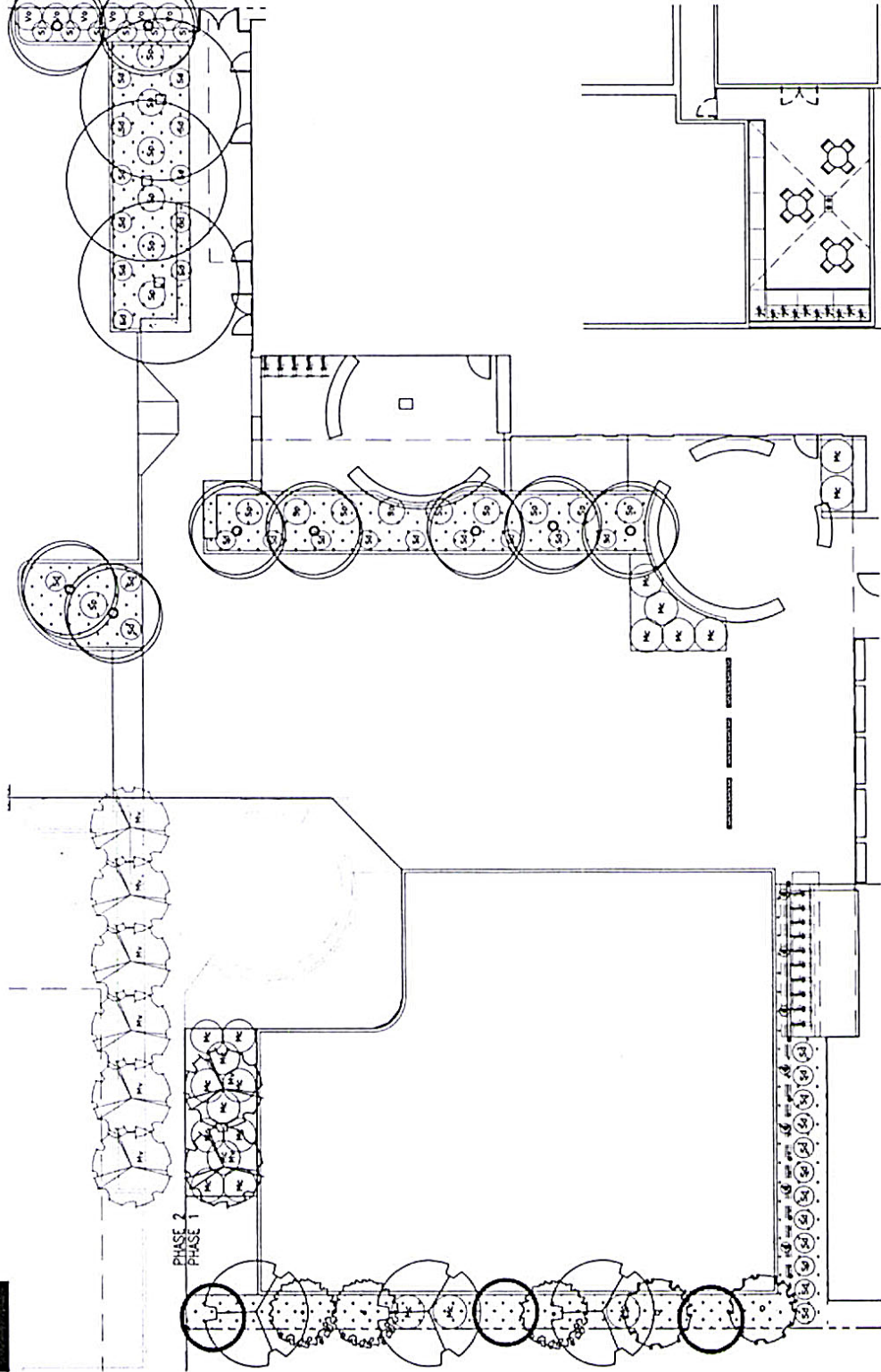
* This approval only to the reviews requested and is subject to all conditions of approval. *
Additional zoning requirements may apply.



2/C.24 - ELEVATION/SECTION - LOOKING EAST



GLISAN COMMONS



SITE PLANTING PLAN

LANDO AND ASSOCIATES | landscape architecture

FLOOR 2 ROOF PLANTING PLAN

PLANT SCHEDULE - GROUND COVERS AND PLANT NOTES

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
	PLANT 1: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 1	4" POT
	PLANT 2: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 2	4" POT
	PLANT 3: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 3	4" POT
	PLANT 4: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 4	4" POT
	PLANT 5: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 5	4" POT
	PLANT 6: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 6	4" POT
	PLANT 7: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 7	4" POT
	PLANT 8: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 8	4" POT
	PLANT 9: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 9	4" POT
	PLANT 10: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 10	4" POT
	PLANT 11: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 11	4" POT
	PLANT 12: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 12	4" POT
	PLANT 13: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 13	4" POT
	PLANT 14: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 14	4" POT
	PLANT 15: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 15	4" POT
	PLANT 16: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 16	4" POT
	PLANT 17: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 17	4" POT
	PLANT 18: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 18	4" POT
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	PLANT 22: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 22	4" POT
	PLANT 23: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 23	4" POT
	PLANT 24: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 24	4" POT
	PLANT 25: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 25	4" POT
	PLANT 26: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 26	4" POT
	PLANT 27: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 27	4" POT
	PLANT 28: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 28	4" POT
	PLANT 29: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 29	4" POT
	PLANT 30: <i>HELIOPSIS SCABERRIMA</i> WATSON & SUTCLIFFE	PLANT 30	4" POT

PLANT SCHEDULE - GROUND COVERS AND PLANT NOTES

SYM	SCIENTIFIC NAME	COMMON NAME	SIZE
1	<i>AGAVE AMERICA</i>	AGAVE AME	1' DIA
2	<i>IMPATIENS</i>	IMPATIENS	3' DIA
3	<i>IMPATIENS</i>	IMPATIENS	3' DIA
4	<i>IMPATIENS</i>	IMPATIENS	3' DIA
5	<i>IMPATIENS</i>	IMPATIENS	3' DIA
6	<i>IMPATIENS</i>	IMPATIENS	3' DIA
7	<i>IMPATIENS</i>	IMPATIENS	3' DIA
8	<i>IMPATIENS</i>	IMPATIENS	3' DIA
9	<i>IMPATIENS</i>	IMPATIENS	3' DIA
10	<i>IMPATIENS</i>	IMPATIENS	3' DIA
11	<i>IMPATIENS</i>	IMPATIENS	3' DIA
12	<i>IMPATIENS</i>	IMPATIENS	3' DIA
13	<i>IMPATIENS</i>	IMPATIENS	3' DIA
14	<i>IMPATIENS</i>	IMPATIENS	3' DIA
15	<i>IMPATIENS</i>	IMPATIENS	3' DIA
16	<i>IMPATIENS</i>	IMPATIENS	3' DIA
17	<i>IMPATIENS</i>	IMPATIENS	3' DIA
18	<i>IMPATIENS</i>	IMPATIENS	3' DIA
19	<i>IMPATIENS</i>	IMPATIENS	3' DIA
20	<i>IMPATIENS</i>	IMPATIENS	3' DIA
21	<i>IMPATIENS</i>	IMPATIENS	3' DIA
22	<i>IMPATIENS</i>	IMPATIENS	3' DIA
23	<i>IMPATIENS</i>	IMPATIENS	3' DIA
24	<i>IMPATIENS</i>	IMPATIENS	3' DIA
25	<i>IMPATIENS</i>	IMPATIENS	3' DIA
26	<i>IMPATIENS</i>	IMPATIENS	3' DIA
27	<i>IMPATIENS</i>	IMPATIENS	3' DIA
28	<i>IMPATIENS</i>	IMPATIENS	3' DIA
29	<i>IMPATIENS</i>	IMPATIENS	3' DIA
30	<i>IMPATIENS</i>	IMPATIENS	3' DIA

TREE SCHEDULE

SYM	SCIENTIFIC NAME	COMMON NAME	SIZE
1	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
2	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
3	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
4	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
5	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
6	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
7	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
8	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
9	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
10	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
11	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
12	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
13	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
14	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
15	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
16	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
17	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
18	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
19	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
20	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
21	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
22	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
23	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
24	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
25	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
26	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
27	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
28	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
29	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA
30	<i>AMALANCHOCA</i>	AMALANCHOCA	2" DIA

Approved
 City of Portland
 Bureau of Development Services
 Planner *C. [Signature]*
 Date 6/12/12

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