

**IN THE CITY COUNCIL OF THE
CITY OF
PORTLAND OREGON**

**IN THE MATTER OF AN APPLICATION
BY RODNEY GRINBERG FOR A
CONDITIONAL USE REVIEW AND CENTRAL CITY PARKING REVIEW
AT 4310 SW MACADAM AVENUE
LU 11-124052 CU PR**

FINDINGS AND CONCLUSIONS

**ADOPTED BY THE CITY COUNCIL ON
OCTOBER 19, 2011**

(APPROVAL OF A CONDITIONAL USE REVIEW AND CENTRAL CITY PARKING REVIEW)

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FINDINGS AND CONCLUSIONS

The findings and conclusions of the City Council in this matter are set forth below.

I. GENERAL INFORMATION

File No.: LU 11-124052 CU PR (HO 4110014)

Applicants: Rodney Grinberg, property owner
Lindquist Development Company
P.O. Box 43135
Portland, OR 97242

**Applicant's
Representatives:** Keith Skille, architect
GBD Architects
1120 NW Couch Street # 310
Portland, OR 97209

Carrie Richter, attorney
Garvey Schubert Barer
121 SW Morrison Street, 11th Floor
Portland, OR 97204

Site Address: 4310 SW Macadam Avenue

Legal Description: TL 500 1.24 Acres, Section 10 1S 1E

Tax Account No.: R991100800

State ID No.: 1S1E10CD 00500

Quarter Section: 3429

Neighborhood: South Portland

Business District: South Portland Business Association

District Neighborhood Coalition: Southwest Neighborhoods Inc.

Plan District: Central City - South Waterfront
Zoning: CXd, Central Commercial with a Design overlay
Land Use Review: Type III, Conditional Use/Central City Parking Review

II. INTRODUCTION AND PROCEDURAL HISTORY

This matter came before the City Council on an appeal by the appellant of the August 3, 2011 decision of the City of Portland Hearings Officer (HO 4110014) (herein the "Hearings Officer Decision"; Exhibit I.3). The Hearings Officer considered the appellant's Type III Conditional Use application to allow a Detention Facility at the 4310 SW Macadam Avenue building, and a Central City Parking Review. Following a public hearing and the close of a subsequent open record period, the Hearings Officer approved the application in part and denied the application in part.

The Hearings Officer Decision concluded the application for the Central City Parking Review met the applicable approval criterion of PCC 33.808.100, and approved the proposed 106-space accessory parking facility.

The Hearings Officer Decision further determined the application for a Conditional Use for a Detention Facility at the subject site met the applicable approval criterion of PCC 33.815.205, with one exception. The Hearings Officer concluded the "Safety" approval criterion (PCC 33.815.205.B) could not be met if detainees are released directly from the proposed Detention Facility, and therefore the Hearings Officer denied the Conditional Use application to allow a Detention Facility. In denying the Conditional Use application, the Hearings Officer described conditions of approval he would recommend if an appeal body disagreed with his conclusion.

On August 12, 2011, the appellant appealed the Hearings Officer Decision to the City Council (the "Appeal"; Exhibit I.2) and further supplemented the Appeal with a letter from the appellant's counsel on August 17, 2011 (Exhibit I.7). No other appeals were filed. The sole issue raised on appeal, as set forth by the appellant, is whether the Hearings Officer erred in determining the proposed tenant for the building, Immigration and Customs Enforcement/Enforcement and Removal Operations' (ICE/ERO) direct release of detainees from the building poses an unreasonable safety threat to nearby uses and residents (PCC 33.815.205.B).

On September 21, 2011, the City Council convened to hear the Appeal on the record. An issue was raised as to whether new evidence had been provided as part of the appeal and if so whether such evidence should be admitted into the record. Objections were raised that the matter should be heard on the record before the Hearings Officer and any evidence presented after the Hearings Officer's imposed deadline for submission of evidence constituted inadmissible new evidence. Specific objections of "new evidence" were directed to the appellant's August 17, 2011 supplement to appeal (including the ICE Custody Release Plan signed by Field Officer Director Nathalie R. Asher; Exhibit I.7); an August 31, 2011 Memorandum from Portland Police Bureau Commander Vincent L. Jarmer to Douglas Hardy (Exhibit I.8); and a September 20, 2011 letter to Mayor Adams and the City Commissioners from ICE Assistant Field Office Director Elizabeth Godfrey (Exhibit I.19).

In response to the objections of "new evidence" in the form of the appellant's August 17, 2011 supplement, including the ICE Custody Release Plan, the staff and the City Attorney advised that the appellant's supplement to the appeal and the ICE Custody Release Plan, were presented as part of the appeal and for purposes of proposing

conditions of approval, consistent with the Hearings Officer's Decision recommending, in the event the City Council were to approve the conditional use, that the Security Plan for the proposed Detention Facility address the issue of the direct release of detainees and that the Security Plan be a condition of approval. As such, this material was not considered "new evidence".

At the hearing on September 21, 2011, the City Council took testimony, including objections to any "new evidence" being presented, and thereafter, the City Council announced that in response to the objections of "new evidence" the record would be left open for seven days, until September 28, 2011, to allow any party to submit further evidence in response to "new evidences" and/or submittals placed in the record subsequent to the Hearings Officer's Decision. The hearing was further continued to October 5, 2011 for Council deliberation and decision.

In response to the Council's decision to allow further evidence to be submitted, on or before September 28, 2011, the following was submitted to the Council Clerk: 1) a September 27, 2011 letter from William Danneman (Exhibit I.27); 2) a September 26, 2011 letter from Jim Davis on behalf of the South Portland Neighborhood Association (Exhibit I.28); 3) a September 28, 2011 from the appellant's lawyer John Junkin (Exhibit I.29); and 4) a September 28, 2011 letter from Dan Brown on behalf of the GSA (Exhibit I.30).

On October 5, 2011, the Council reconvened to consider the Appeal. All parties having been provided an opportunity to submit further evidence in response to any "new evidence" that was submitted following the Hearings Officer's Decision, the Council determined that any objections to such evidence was moot. The Council, therefore, for purposes of its deliberation and decision accepted into the record all those submittals set forth in the City Council I Exhibit List (Exhibit I.1 through Exhibit I.31).

On October 5, 2011, the City Council made a motion to tentatively approve with conditions the Detention Facility, thereby granting the Appeal and overturning the Hearings Officer's denial of the Conditional Use Review, and to uphold the Hearings Officer's approval of the Central City Parking Review. The motion passed by a 5-0 vote of the City Council.

On October 19, 2011, the City Council reconvened and adopted Findings and Conclusions sustaining the Appeal, and approving the Conditional Use for a Detention Facility to be located at the 4310 SW Macadam property, with the addition of conditions identified below.

The City Council therefore hereby approves and accepts as its own, the below Findings and Conclusions, as modified herein, from the Hearings Officer's Decision.

The Proposal

The Applicant seeks approval of a Type III Conditional Use to allow a Detention Facility at this address, which will be operated by two Immigration and Customs Enforcement (ICE) agencies: Homeland Security Investigations; and Enforcement and Removal Operations (ERO). The Detention Facility will be located in an existing building that recently received Design Review approval (LU 10-145100 DZM) for a 64,948 square foot expansion. The Detention Facility will consist of four holding cells and support space occupying 5,198 square feet of the 114,279 square foot building. The facility will process an average of 10 to 15 detainees daily, with no detainee held at the facility for more than 12 hours. No detainees will be held overnight at the facility. No exterior

alterations to the building or site that were not approved under the recent Design Review are proposed as part of this review.

The expanded building will contain a total of 106 parking spaces in a parking structure for use by office tenants of the building and the Detention Facility. Because there will be more than 60 parking spaces on-site, some of which will be used by the Detention Facility, a Type III Central City Parking Review is also required.

Relevant Approval Criteria

In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:

33.815.205 Conditional Use Review for
Detention Facilities

33.808.100 General Approval Criteria for
Central City Parking Review

Preliminary Comments

Overview:

The Council is cognizant that many of the persons presenting testimony and comments are not regularly involved in the land use process in the City of Portland. The Council, in these preliminary comments, briefly reviews various applicable laws/rules/standards applicable to this case.

Title 33 of the Portland City Code (“PCC”) is often referred to as the City of Portland Zoning Code. PCC Title 33 contains most of the laws/rules/standards that the Council must follow in making a land use decision.

PCC 33.800.050 A states, in part, that:

“The approval criteria that are listed with a specific review reflect the findings that must be made to approve a request. The criteria set the bounds for the issues that must be addressed by the applicant and which may be raised by the City or affected parties. A proposal that complies with all of the criteria will be approved. A proposal that can comply with the criteria with mitigation measures or limitations will be approved with conditions. A proposal that cannot comply with the criteria outright or cannot comply with conditions with mitigation measures will be denied.”¹

The Council interprets PCC 33.800.050 A as outlining the parameters of issues to be addressed in a land use hearing. In the case at hand, the BDS staff report (Exhibit H.2)

¹ The balance of PCC 33.800.050 is quoted below:

- “B. The approval criteria have been derived from and are based on the Comprehensive Plan. Reviews against the goals and policies of the Comprehensive Plan are not required unless specifically stated. Fulfillment of all requirements and approval criteria means the proposal is in conformance with the Comprehensive Plan.
- C. When approval criteria refer to the request meeting a specific threshold, such as adequacy of services or no significant detrimental environmental impacts, the review body will consider any proposed improvements, mitigation measures, or limitations proposed as part of the request when reviewing whether the request meets the threshold. All proposed improvements, mitigation measures, and limitations must be submitted for consideration prior to a final decision by a review body.”

indicated that the relevant approval criteria are PCC 33.815.205 and PCC 33.308.100. Therefore, the Council's obligation is to consider the evidence in the record relating specifically to approval criteria PCC 33.815.205 and PCC 33.805. Another way to view this obligation, under PCC 33.800.050 A, is that Council should not make a decision based upon evidence and/or reasons that are not related to PCC 33.815.205 and PCC 33.805.

The Council discusses, in the findings below, issues relating to relevant approval criteria that were raised by persons who testified or submitted written documents into the record of this case. The Council does not discuss, in the findings below, issues that do not relate to the relevant approval criteria. For example, issues such as "property values" and "tax impacts" of the proposed project and "GSA" siting rules (related to proximity to schools) do not relate to applicable approval criteria and therefore were not be discussed in the findings below.

Davis Argument that Application is "fatally flawed":

Jim Davis ("Davis"), Land Use Chair of the South Portland Neighborhood Association, presented an argument at the public hearing that the application filed in this case was "fatally flawed." Davis, in written testimony (Exhibit H.56) stated that, "the application on its face is not complete and should have been rejected by staff."

The Council, lacking any additional evidence and/or argument from Davis, found that Davis' argument related to the "completeness" of the application is without merit.

PCC 33.730.030 deals with the processing of a Type III case such as exists in this instance. PCC 33.730.030 B relates to filing of a Type III case application. PCC 33.730.030 B states:

"The applicant must submit an application on the appropriate form and be accompanied by the correct fee. The application must contain all information required by 33.730.060, Application Requirements, and any additional information required for the specific type of land use review."

PCC 33.730.030 does not contain any references to what happens if "all information required by 33.730.060" is not supplied by an applicant.

PCC 33.730.060 sets forth the application requirements for land use cases. PCC 33.730.060 C sets forth the particular application requirements for this case. In part, PCC 33.730.060 C.3 states:

"unless stated elsewhere in this Title, a complete application for all land use reviews except land divisions consists of all of the materials listed in this Subsection."

PCC 33.730.060 C.3 states, in part, that the "site or development plan must be drawn accurately to scale and must show the following existing and proposed information:

"existing and proposed development with all dimensions"

For the purpose of the analysis of the Davis application argument, the Council assumes that a possible interpretation of "existing and proposed development with all dimensions" requires the site/development plan to include dimensions of all spaces (i.e. holding rooms) within the Detention Area of the building on the Site.² If such

² The Council finds that PCC 33.730.060 C.3 does not require detailed plans of the interior of the building to be located at the Site. This section of the code refers to the

interpretation is correct, and the Council was not so persuaded, it becomes necessary to review the balance of PCC 33.730.060 to determine what happens if required information is not supplied by an applicant.

PCC 33.730.060 states that if an application is not "deemed complete" within 180 days the application will be "voided on the 181st day." PCC 33.730.060 A.2.c provides that an application is deemed complete if the applicant supplies all of the missing information or, the applicant supplies some of the missing information with a writing indicating applicant will supply no additional information, or the applicant provides a writing to BDS indicating it will not provide any of the missing information. In this case, the Applicants provided a writing to BDS indicating it would not provide any additional information and "requests that the City deem these applications complete and schedule the matter for a hearing" (Exhibit H.65). BDS deemed the application complete on May 9, 2011 (date of Exhibit H.65).

The Council finds that PCC 33.700.030 requires an application to be completed consistently with PCC 33.730.060. The Council finds, even assuming an application requirement found in PCC 33.730.060 C.3 was not provided by the Applicants, that the application was deemed complete on May 9, 2011. The Council finds that BDS was obligated to process this application and that the Hearings Officer and City Council was obligated to hold a hearing and take evidence in this case.

The Council finds that the lack Applicants' submission of detailed plans of the Detention Area, while potentially important in determining if the relevant approval criteria were met, is not a procedural "fatal flaw."

III. ANALYSIS

Site and Vicinity: The application in this case relates to real property generally described as being bounded on the west by SW Macadam Avenue, on the north by SW Bancroft Street, on the east by a private tax lot with an existing rail line, and on the south by a tax lot owned by the Oregon Department of Transportation ("ODOT"). The above described real property is outlined on attached Exhibit B and shall hereafter be referred to as the "Site." The Site is approximately 52,963 square feet in size. Under development previously approved by LU 10-145100 DZM, a 20-foot wide public right-of-way dedication will be required in order to allow an extension of SW Moody Avenue south along the Site's east lot line. This extended right-of-way, which will also accommodate the streetcar line, will connect South Waterfront to the Macadam neighborhood to the south.

Existing development on the Site includes a three to four story building ("Existing Building") located in the northwest corner of the Site. The Existing Building was used by the Bank of America North Operations Center, with the bank vault included in the ground floor and surrounded by 18-inch thick concrete walls. The proposed 5,198

"site" and "development." Both "site" and "development" are terms defined in PCC 33.910. The Hearings Officer finds that the PCC 33.910 "site" definition deals with characteristics of the land and not physical improvements such as buildings. The Council finds that the PCC 33.910 definition of "development" refers generally to the physical improvements to land, including buildings, landscaping, paved and graveled areas, areas devoted to exterior display, plazas and walkways. The Council does not find that either "site" or "development," in the context of PCC 33.730.060 C.3, refer to interior dimensions or specifications of buildings located on land. The Council finds that all bullet points identified in PCC 33.730.060 C.3 refer to "exterior" matters; not interior matters.

square foot Detention Facility will be located in this ground floor space, with office space in the rest of the Existing Building.

The Existing Building and proposed additions to the Existing Building received Design Review Approval (LU 10-145100 DZM). The Design Review process and decision will be discussed in greater detail in the findings for PCC 33.815.205 A.

Regarding development in the nearby vicinity, the Site is located at the south end of the South Waterfront Design District, and is immediately north of the Macadam Plan Design District. As noted in the findings for the 2010 Design Review case, these two areas have distinctly different contexts. In much of the South Waterfront Design District, development typically consists of relatively thin towers sitting on full or partial block plinths. Towards the southern edge of the South Waterfront Design District, as it transitions into the Macadam Design District, development is largely characterized by older, more established industrial buildings that are typically one and two stories in height.

The property immediately south of the Site was a designated accessway in the original 2003 *South Waterfront District Street Plan*. With the revisions to the South Portal design sometime between 2003 and 2007, the accessway was relocated south to SW Hamilton Street. The Zoning Code has yet to be updated to reflect this new accessway location and thus still indicates an accessway in its original location – immediately south of the Site.

The streets surrounding the Site are identified in the City of Portland Transportation System Plan as follows:

- **Macadam Avenue:** Major City Traffic Street, Major Transit Priority Street, Local Service Bikeway, City Walkway, Major Truck Street, and Major Emergency Response Route. (Macadam Avenue is also a State highway located within City right-of-way.)
- **SW Bancroft Street:** Traffic Access Street, Transit Access Street, Local Service Bikeway, City Walkway, Truck Access Street, and Major Emergency Response.
- **SW Moody Avenue:** Traffic Access Street, Major Transit Priority Street, City Bikeway, Central City Transit/Pedestrian Street, Truck Access Street, and Major Emergency Response Street.

Zoning: The Site is located in a Central Commercial zone with a Design overlay (CXd). It is also located in the Central City Plan District.

The CX zone is intended to provide for commercial development within Portland's most urban and intense areas. The CX zone is not a residential zone, but rather a commercial zone where household living uses are permitted by right. Retail sales and service, offices, major event entertainment, schools, colleges, medical centers, religious institutions and daycare uses are also permitted by right. Detention Facilities may be permitted within the CX zone if approved as a Conditional Use (see PCC Table 130-1). Development within the CX zone is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development standards for the CX zone relating to height, floor area ratio ("FAR"), setbacks, building coverage, etc. are found in PCC 33.130.200 through PCC 33.130.250, and PCC 33.130.255 through PCC 33.130.310. (Table 130-3 is a summary of development standards for all commercial zones.)

The d overlay zone promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to Design Review.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City Plan District implements portions of these plans by adding code provisions that address special circumstances existing in the Central City area.

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

- **LU 10-145100 DZM:** On appeal, City Council affirmed in part the Design Commission's approval of a Design Review with Modifications for a two phase development that included a three-story addition to the Existing Building and other changes; and modified the Design Commission's decision by revising Design Commission's Conditions of Approval B and C, and designating a third primary use (Detention Facility), which requires Conditional Use Review, with a new Condition of Approval (D). As a result of Council's decision, the following conditions applied to the approval:
 - "A. As part of the building permit application submittal, the following development-related conditions (A – E) must be noted on each of the four 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 10-145100 DZM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
 - B. The applicant shall enter into a development agreement that will require property owner or designee to complete the proposed on-site SW Moody Avenue frontage improvements (noted in the approved plans as "Future Development" and including the proposed conversion of parking to ground level retail at the East Elevation and the kinetic water feature at the intersection of SW Moody and Bancroft) within 120 days of substantial completion of the adjacent half-street public right-of-way improvements. The development agreement must be executed and recorded prior to issuance of Phase I building permit.
 - C. At such time as the City Council approves the street vacation of the SW Bancroft Street frontage adjacent to the subject site, the applicant will accept the vacated area and construct the proposed on-site SW Bancroft Street frontage improvements (noted in the approved plans as "Future Development") within 6 months of Council approval of the street vacation.
 - D. If the building approved by this land use approval (LU 10-145100 DZM) includes a primary use subject to a Type III Conditional Use review per Table 130-1 (Detention Facility), the applicant may obtain and BDS may issue building permits only for the portion of the building addition, building renovation, and site work that includes the primary uses allowed by right (Office and Retail Uses) once this land use decision is final. The applicant may not obtain and BDS will not issue building permits for a Detention Facility with supporting office use and associated parking until a final City decision is made on the required Type III Conditional Use and Central City Parking Reviews.
 - E. No field changes allowed."
- **LUR 01-00667 GW, DZ:** Approval with conditions of a Greenway Review and Design Review to make exterior alterations to an existing building and its site including: relocating three existing painted metal exit doors and adding one new

similar door; replacing existing English ivy with a native species of groundcover; adding seven new planting islands at the east edge of the parking lot; locating a new generator with screening at the west edge of the site along SW Macadam Avenue.

- **LUR 01-00280 DZM:** Approval with conditions of a Design Review with Modifications for a proposal to construct a new trash enclosure as well as a new recycling storage enclosure on the east edge of the site, in an existing parking lot, and to locate three condensing units on a concrete pad against the building.
- **LUR 99-00279 DZM:** Approval with conditions of a Design Review with Modifications for a proposal to add fencing around an existing parking lot, including the addition of security gates and equipment; to add perimeter and interior parking lot landscaping; to provide bike parking, pedestrian walkways, and trash area screening.
- **LUR 93-00385 GW DZ:** Approval with conditions of a Design Review and Greenway Review for remodeled office building and new parking.

Agency Review: A Request for Response was mailed May 19, 2011. The following bureaus responded with no issues or concerns regarding the requested Conditional Use/Central City Parking Reviews:

- **Fire Bureau** (Exhibit E.1);
- **BDS/Site Development Section** (Exhibit E.2);
- **BDS/Life Safety Plans Examiner** (Exhibit E.3); and
- **Portland Police Bureau** (Exhibit E.4).

The **Portland Police Bureau** (Exhibit I.8) provided an additional memorandum dated August 31, 2011 from Commander Vincent L. Jarmer. The memorandum stated it was intended to “follow-up and clarify the Police Bureau’s position on the question of community safety posed by PCC 33.815.205(B)”. Commander Jarmer’s memorandum then states, “The Police Bureau concludes that the application of Detention Standards will protect nearby uses and residents from unreasonable safety threats. As a supplement to the Detention Standards, ICE has agreed to make additional, more rigorous safety and security review of releases that would be approved under the Detention Standards and transport some detainees to other sites for release on a case-by-case basis. This supplement to the Detention Standards provides additional assurances of safety.” The Portland Police concluded that the Detention Facility will not pose an unreasonable safety threat to nearby uses and residents.

The **Water Bureau** (Exhibit E.5) responded that it had no issues with the requested Conditional Use Review, but did identify issues related to the payment of past due water charges. The Water Bureau comments are detailed later in this decision in the PCC 33.815.205.C.4 findings.

The **Bureau of Environmental Services** (“BES”) reviewed the proposal and recommended a condition of approval regarding stormwater management (Exhibit E.6). The BES proposed condition would require, prior to issuance of the building permit for work allowed under CO 10-188250, that the Applicants either receive permission to connect to the ODOT storm system, or extend/improve a public storm system to the satisfaction of BES Development Engineering. More detail on this condition is provided later in this decision in the PCC 33.815.205.C.4 findings.

The **Portland Bureau of Transportation (“PBOT”)/Transportation Engineering and Development** reviewed the proposal for its potential impact(s) on the public right-of-way, traffic impacts, and conformance with adopted policies, street designations, Title

33 (Zoning Code), Title 17 (Public Improvements), and for potential impacts on transportation services (Exhibit E.7). PBOT's comments are referenced in PCC 33.815.205 C and PCC 33.808.100 findings. PBOT determined that the applicable transportation-related approval criteria for the two reviews are met with a recommended condition that the Applicants' Transportation Demand Management Strategies (Exhibit A.6) be implemented.

The **Bureau of Parks/Urban Forestry Division** responded with a comment that existing street trees should be protected (Exhibit E.8).

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on June 3, 2011. Extensive testimony, relating to this application, was received at the July 6, 2011 public hearing and during the open record period. Additional testimony was received during the Council public hearing period. The Council responds to comments/concerns/issues raised in the hearing testimony and submitted written evidence related to relevant approval criteria in the findings below.

ZONING CODE APPROVAL CRITERIA

33.815.205 Detention Facilities

These approval criteria ensure that the facility is physically compatible with the area in which it is to be located and that the safety concerns of people on neighboring properties are addressed. The approval criteria are:

- A. Appearance.** The appearance of the facility is consistent with the intent of the zone in which it will be located and with the character of the surrounding uses and development; and

Findings: The City Council notes that the introductory language of PCC 33.815.205, as quoted above, states in part that "these approval criteria ensure the facility is physically compatible with the area it is to be located..." This language, in the Council's opinion, establishes the focus and also the limitations of the "appearance" approval criteria. The Council finds that this approval criterion requires a review/analysis of what the exterior of the proposed building, including landscaping, looks like in the context of other buildings in the general vicinity of the Site.

The Existing Building and proposed expansion of the Existing Building were recently subjected to a public land use review process (LU 10-145100 DZM; hereafter the "Design Review Case"; Exhibit G.2).

The relevant approval criteria reviewed by the City Council in the Design Review Case are found in PCC 33.825. PCC 33.285.010 (Purpose of Design Review) states the following:

"Design review ensures that development conserves and enhances 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."

The Council finds that it reviewed and issued findings, in the Design Review Case, for the relevant approval criteria in PCC 33.825.055 and PCC 33.825.040. The City Council, in its decision rendered February 23, 2011, found that if conditions of approval were imposed, the application met all relevant design review approval criteria. The City Council decision, in the Design Review Case, approved the design review elements of development described in this application.

The plans approved as part of the Design Review Case included securing portions of the site perimeter with a fence. The applicant indicates no razor wire will be used on the fence. However, to ensure that the appearance of the fence (and the Detention Facility) remain consistent with the appearance of the surrounding area, the City Council finds it appropriate to add a condition of approval that states no razor wire or barbed wire be used on the perimeter fence.

The City Council finds that its decision in the Design Review Case squarely addressed the appearance aspects of development proposed in this case. The Council finds that its decision in the Design Review Case concluded that the proposed development would conserve and/or enhance the special design characteristics of the surrounding area. The Council finds that its decision in the Design Review Case concluded that the proposed development was physically compatible with the neighborhood. In conclusion, the Council finds that with the condition of approval prohibiting the use of razor wire or barbed wire on the perimeter fence, its decision in the Design Review Case concluding the appearance of the proposed development is consistent with the character of the surrounding uses.

The Council finds that this particular approval criterion is focused on "appearance" and not "use." The Council finds character of the neighborhood relates only to the appearance of the development and not the uses occurring within the development. The Council finds, primarily based on the Council's decision in the Design Review Case (Exhibit G.3), that the appearance of the development at the Site will be consistent with the intent of the CX zone and also will be consistent with the character of the surrounding uses.

The Council finds this approval criterion is met.

- B. Safety.** The facility and its operations will not pose an unreasonable safety threat to nearby uses and residents;

Findings: This approval criterion generated significant opposing testimony and evidence. Neighbors residing in the South Waterfront testified passionately that the proposed Detention Facility would create an unreasonable safety risk to their neighborhood. Applicants, in response, provided testimony that there is no historical evidence to support opponents' safety concerns. Applicants also provided a description of safety measures that would be employed at the Site to ensure the safety of neighborhood residents, passersby and employees or other uses of the services offered at the Site.

This approval criterion references "the facility and its operations." The Council finds that the "facility," for the purposes of this Conditional Use review, relates to the proposed 5,198-square foot Detention Facility to be located in the Existing Building. No person submitting testimony or written evidence suggested that areas outside the Detention Facility would pose any safety threat to nearby uses and residents. The findings for this approval criterion relate to whether or not an unreasonable safety threat would flow from approval of this application (Detention Facility and associated components).

The Hearings Officer summarized “safety” issues raised by opponents during their testimony and in written submissions:

- inadequate level of detail of the physical characteristics of the Detention Facility (“**Lack of Architectural Detail**”);
- release of detainees directly from the Site (“**Direct Release of Detainees**”);
- presence of guns at the Site and in transport vans serving the Site (“**Presence of Guns**”);
- proximity of the Detention Facility to a Charter School (“**School Proximity**”)
- compatibility of the Detention Facility to the surrounding neighborhood (“**Compatibility**”);
- possibility of demonstrations and/or protest activities, related to immigration activities, occurring in the neighborhood (“**Demonstrations**”);
- proposed security plan not enforceable (“**Security Plan**”); and
- contradictory evidence with respect to the number of detainees that could/would be processed at the Detention Facility per day (“**# of Detainees**”).

The Council adopts the below findings of the Hearings Officer, as modified herein, in regards to the above issues.

Lack of Architectural Detail:

No conceptual or detailed diagrams/plans showing the Detention Facility and associated areas are within the public file. However there was oral testimony and written submissions from Applicants upon which a decision regarding safety can be made.

BDS staff, in an open-record written submission, commented on the need for “plans” in determining if the relevant approval criteria were met (Exhibit H.52). In relevant part, BDS stated in Exhibit H.52, the following:

“Several comments were made at the hearing that questioned the ability to determine whether the land use review approval are met given the record does not contain a floor plan of the proposed detention facility. As demonstrated in the BDS Staff Report, it is not necessary to have a floor plan in order to determine whether the applicable Conditional Use approval criteria (in Zoning Code Section 33.815.205) are met. The Conditional Use approval criteria are generally limited to the appearance of the facility, the safety of the facility, and the availability of public services to accommodate the facility. The applicant included information in the record regarding how the detention facility will be secured, including details about the facility design that would promote safety. These details are included in the Security Plan, identified as Exhibit A8 in the BDS Staff Report...Given the information in the record on the limited size of the detention facility, and how the facility will be secured, BDS staff does not find that a floor plan is necessary to determine whether the applicable approval are met.”

Applicants, in their open-record final argument (Exhibit H.64) addressed the lack of submission of a “site plan.” In relevant part, Applicants argue, in Exhibit H.64, the following:

“The processing area, being an interior function of the building, will not be visible from the outside. There is a sally port through which detainees’ transporters will enter before the detainees are removed from

the transporter. Detailed elevation plans, both after Phase I and Phase II, including the sally port, have been provided. The processing area will not have any exterior windows, and none of the processing functions, from the unloading to the reloading of detainees, will be visible from anywhere outside of the structure...Interior building circulation or how the processing will be laid out either in relation to individual processing components or the larger office uses is not germane to any of the approval criteria and no opponent has made an assertion otherwise...Among other things, the opponents argue that without a site plan they are helpless to evaluate whether the use changes over time because the area will not be accessible to visitors. Having a site plan of the detention facility would not alter this concern. Rather, like any other building subject to land use review, the permit request is limited to a 5,198-square foot detention facility. If, at the time of receiving building permits or anytime thereafter, ICE or the lessor decides to increase the size of the detention facility, a conditional use modification approval must be obtained.”

The City Council agrees with both BDS staff and Applicant that a detailed plan of the Detention Facility is not legally necessary to reach a decision of approval in this case.

Direct Release of Detainees:

Applicants, in their application “narrative and concept plan” document, provided a relatively detailed description of activities expected to occur at the Detention Facility (Exhibit A.2, Zoning Code Analysis 33.815.205.B.). The Hearings Officer’s review of Exhibit A.2 found no reference to the release of detainees directly from the Detention Facility. Applicant testimony provided by Ms. Godfrey at the hearing reiterated/confirmed ICE activities associated with the Detention Facility. Ms. Godfrey also stated that “some detainees would be released from the site.” Ms. Godfrey estimated, in her hearing testimony that three detainees released directly from the Detention Facility per week could be expected. Ms. Godfrey testified that ICE considers a number of factors when considering releasing a detainee directly from the Detention Facility, including but not limited to the following:

- danger to the community
- criminal history
- flight risk
- ties to the community
- health and humanitarian reasons.

Ms. Godfrey stated that when a detainee is released, assistance may be provided (transportation). Ms. Godfrey stated, at the hearing, that ICE does not desire the detainee to be stranded in the vicinity of the Detention Facility.

Ms. Godfrey provided additional comments regarding the direct release of detainees from the Detention Facility (Exhibit H.63b, pages 2 and 3). Ms. Godfrey’s Exhibit H.63b comments, related to “Release on Bond or Agreement” are included, in their entirety, below:

“The release of some detained persons is prohibited by statute, regulation or policy due to their immigration status and/or history, their criminal history and/or for national security reasons. Those that are considered to be a flight risk or danger to the community are detained pending the resolution of their immigration proceedings. Some persons arrested who are not a public safety threat or flight risk,

or for significant humanitarian or medical reasons, are subsequently released on bond or a release agreement pending the resolution of their immigration proceedings. We probably release an average of about 3 persons per week from custody. Decisions to release detained persons are made on a combination of factors, which may include but are not limited to the following:

- Danger to the community [criminal history including crimes of domestic or other forms of violence, public safety (i.e. pending or convicted of DUII)];
- Criminal history checks for any outstanding warrants, and, if there is an out of state warrant, we then contact[ing] the issuing agency and see if they want to extradite the detainee;
- Flight risk (likelihood will appear at future proceedings, failure to appear history, etc.);
- Length of time in the United States (ties to the community);
- Status of immediate relatives (parent, spouse and/or minor children);
- Eligibility for relief from removal; and
- Health and other humanitarian considerations [serious medical condition of self or immediate relative(s)].

It is not ICE policy to routinely provide those released with assistance in the form of bus fare, etc. However, as part of the release process and in keeping with common human decency, assistance making transportation arrangements for the individual is always provided (i.e. phone call(s) to friend or relative, ride to the Greyhound Station if necessary, directions, etc.) to ensure that he or she is not stranded in an unfamiliar area with nowhere to go and no means by which to return to his or her residence.

Under very limited circumstances, additional assistance may be provided on a case-by-case basis for persons that otherwise do not have the means to garner basic necessities incident to release following long-term detention in ICE-ERO custody. However, because the ERO Portland Office is not a detention facility, a person released from our office qualifying for this type of assistance is highly unlikely.

Although it is not currently done and has never been requested, if a mechanism can be easily established by which ICE-ERO notifies the Portland Police Bureau when we are releasing an individual from custody on bond or through agreement, we should be able to do that.”

Applicants, in their final argument written submission, stated (in part) that:

“it is highly unlikely that ‘wanted criminals’ would be released. No evidence was submitted that individuals released from ICE custody at the 511 SW Broadway Building have committed crimes within the Pearl District or that they are more likely to commit crimes when released at South Waterfront. Rather, the Portland Police have received no complaints about ICE release policies and the Police Bureau testimony is that ICE ‘operations will not pose an unreasonable safety threat’.”

BDS provided written comments, during the open-record period (Exhibit H.52), directed to the “release of Detainees from the Facility.” The BDS comments from Exhibit H.52, related to release of Detainees, are set forth below:

“At the hearing, the applicant indicated some detainees would be released on bond at the subject site in accordance with federal guidelines. There was no information or discussion included in the applicant’s written narrative submitted as part of the land use review regarding this practice. Absent any information regarding what specific criteria are used in making a determination to release detainees on bond, BDS staff cannot comment on whether this practice will pose any unreasonable safety risk to nearby uses and residents.”

The Council finds that the issue dealing with “release of detainees” from the Detention Facility (as opposed to transporting detainees to/from the Detention Facility in vans) was first brought to the attention of BDS staff and the Hearings Officer at the public hearing. The Council finds credible the description by Ms. Godfrey of the factors considered in determining whether a particular detainee will be released on bond or agreement (Exhibit H.63b). This testimony is the only testimony that addresses the steps the applicant will take to ensure the limited release of detainees will not pose a security or safety threat and the Council finds this testimony – coupled with the Security Plan – is credible and persuasive.

Presence of Guns:

Opponents expressed concerns about the presence of guns on armed persons in transport vans, at the security gate and within the Detention Facility. While agreeing with opponents that the mere presence of a person carrying a gun may be disturbing, the reality is that a person lawfully carrying a gun in the City is both legal and not uncommon. Persons with concealed weapons permits are allowed to carry guns in many public venues, including parks, on sidewalks and in many buildings. Persons carrying guns, such as police officers and armed security guards may lawfully travel in the South Waterfront neighborhood. The Council finds that the mere presence of guns carried by security guards within the neighborhood and at the Site is not reason enough to deny a land use application.

The Council notes that the Police Bureau did review the application and opined that the proposed Detention Facility did not create an unreasonable safety risk. (Exhibits E.4 and I.8). The Council finds that the “presence of guns” on security personnel working at or in conjunction with the Detention Facility does not create an unreasonable safety risk to nearby uses and residents.

School Proximity:

Opposition testimony at the public hearing (i.e. Gans, Pearlman) and in written submissions (i.e. Exhibits H.5, H.21, H.23, H.24, H.57, H.59 and H.62) raised, primarily, two issues. The first was that federal regulations prohibit the Detention Facility being located within a defined distance from a school. The second issue was that, irrespective of federal regulations, the proposed location of the Detention Facility created unreasonable safety risks to the Southwest Charter School.

The Council concurs that compliance with federal regulations (the first issue noted above) is not a relevant approval criterion and is, therefore, beyond the scope of review by this Council. The Council finds that security measures outlined by Applicants (Exhibits A.2 and H.63a), the Security Plan (Exhibit A.8), as modified by

inclusion of the ICE Custody Release Plan and the support of the Police Bureau (Exhibits E.4 and H.8) and Multnomah County District Attorney (Exhibit H.63m) are substantial evidence that the Detention Facility operation will not create an unreasonable safety risk to nearby uses and residents. The Council finds the following factors provide additional evidence that the Detention Facility can be operated in a reasonably safe manner:

- relatively small number of holding cells (four);
- relatively few detainees processed per day (approximately 15 per day);
- short holding time (12 hours or less);
- existence of a security gate;
- existence of a sally port;
- detainees being restrained during transport (waist bands, leg restraints and seat belts), restrained during transfer from transport vehicles (waist bands and leg restraints) and while in the Detention Facility holding/processing area (leg restraints); and
- two locked doors separating detainees in the processing area and unsecured area.

The Council finds the evidence in the record supports the conclusion that the Detention Facility will not pose an unreasonable safety threat to the nearby school.

Demonstrations:

Opponents submitted a relatively large volume of written evidence raising the possibility of immigration related rallies and/or demonstrations occurring in close proximity to the Detention Facility (i.e. Exhibits H.5, H.46, H.53, and H.54). The Council finds the opponent's argument concerning the *possibility* of demonstrations at or around the Detention Facility is speculative and does not identify a likely or unreasonable safety risk to the nearby uses and residents.

Security Plan:

Opponents, in testimony at the public hearing (i.e. Davis) and written submissions (i.e. Exhibit H.56) argued that the Detention Facility would create an unreasonable safety risk even if a condition of approval is included to incorporate a Security Plan (i.e. Exhibit A.8). The argument, by these opponents, is that any condition of approval imposing adherence to a Safety Plan would, as a practical matter, be unenforceable by the City. The Council disagrees that a Security Plan would be unenforceable as a matter of law. A condition of approval will require that the Detention Facility operate in conformance with the Security Plan (Exhibit I.8), as amended by the ICE Custody Release Plan dated September 2011 (Exhibit I.30.b).

Number of Detainees:

A few opponents argued that Applicants failed to accurately quantify the number of detainees that would be processed at the Detention Facility on a daily basis (i.e. testimony of Dannen and Davis and written statements in Exhibits H.21 and H.43). The Council's review of Exhibits A.2 and H.63b and the testimony of Ms. Godfrey consistently indicated that an average of 15 detainees per day would be processed at the Detention Facility.

The Council finds that the persuasive evidence in the record is that 15 detainees, on an average workday, will be processed at the Detention Center. The Council finds that the design, operation and safety plan, as described by Applicants

(average 15 detainees processed per day) was deemed acceptable, from a safety perspective by BDS staff, the Police Bureau and the Multnomah County District Attorney. Based on this evidence, the Council finds that processing this limited average number of detainees on a daily basis will not pose an unreasonable safety risk to nearby uses and residents.

General Findings:

The City Council finds that based upon the Findings above, and subject to the conditions set forth below, the Detention Facility does not pose an unreasonable safety threat to nearby uses and residents. Further, as to the direct release of detainees, the Council finds that the ICE Custody Release Plan provides further assurance of safety for nearby uses and residents.

The City Council finds with the conditions of approval this approval criterion is met.

C. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;

Findings: PBOT has reviewed the proposal for conformance with the street designations shown in the Transportation Element of the Comprehensive Plan. The following is a summary of PBOT’s comments related to this approval criterion.

Table 3 summarizes the street classifications as identified in the City of Portland Transportation System Plan (TSP).

Table 3 City of Portland Street Classifications for Area Roadways

	Street Classifications		
	Macadam Avenue	SW Bancroft Street	SW Moody Avenue
Traffic	Major City Traffic Street	Traffic Access Street	Traffic Access Street
Transit	Major Transit Priority Street	Transit Access Street	Major Transit Priority Street
Bicycle	Local Service Bikeway	Local Service Bikeway	City Bikeway
Pedestrian	Central Walkway	City Walkway	Central City Transit/Pedestrian Street
Freight	Major Truck Street	Truck Access Street	Truck Access Street
Emergency	Major Emergency Response	Major Emergency Response	Major Emergency Response

Phase I

Note: Phase I, or the “Initial Development” and Phase II, or “Future Development,” were approved in LU 10-145100 DZM by City Council. The substantive difference between the two phases is Phase II includes the extension of SW Moody Avenue along the Site’s east frontage, and subsequent changes to Site details along this frontage, including the incorporation of a small retail space. See Exhibits C.1 and C.2.

Macadam Avenue (west frontage): The existing sidewalk that extends to the face of curb will be removed. The entire frontage will be redeveloped according to current PBOT standards, complete with a 4-foot wide planting area between with new concrete sidewalk and curb. The existing street trees will be retained. A 3-1/2 foot wide, 688 square foot right-of-way property dedication immediately adjacent to the building addition will occur.

Bancroft Street (north frontage): A temporary easement to allow development of a 1,197 square foot, 6-foot wide sidewalk will be placed to provide pedestrian access where there is none currently present. The existing frontage will be redeveloped with new landscaping that will include raised planters and stepping stones. The existing street trees will be retained. A new driveway and entry plaza will be developed using stone pavers and raised planting areas.

Phase II

Moody Avenue (east frontage): Phase II is necessary to accommodate the planned extension of SW Moody Avenue south of SW Bancroft Street as part of the proposed South Portal entrance into the South Waterfront Subdistrict. As part of the project, Portland Streetcar is planning to utilize the existing railroad right-of-way. When that project occurs, the east site frontage will be transferred from private ownership to a public right-of-way. A 4,923 square foot right-of-way property dedication will be made and the frontage redeveloped to implement the South Waterfront Subdistrict Street Standards. A kinetic water feature will be placed at the corner of SW Moody and Bancroft Street. The Moody Street frontage will be reconstructed into a layered landscaped area that includes district standard street lighting, planting and furnishing zone at the curb, and a series of raised planting beds, trees, shrubs and seating areas interspersed between L-shaped brick piers and infill fencing.

Bancroft Street (north frontage): At such time as City Council conveys back to the property owner a portion of the street at the intersection of Bancroft and Macadam, the west portion of the frontage will be redeveloped into a landscaped pocket park, complete with district standard lighting, sidewalks and furnishing/planting areas. A water feature and planting areas will be developed over the current street.

These improvements will be completed when the City has substantially completed half-street public right-of-way improvements along SW Moody and realigns the SW Bancroft Street frontage.

The Council finds that the above-referenced public right-of-way improvements, as identified by PBOT as requirements in LU 10-145100 DZM, are needed to address Section 17.88.010. PBOT noted as part of that review that conformance with these requirements will be enforced during the review of building permits for the approved development.

With these right-of-way improvements, PBOT finds the proposal is in conformance with the adopted street classifications. The Council finds PBOT's analysis credible and persuasive, and this criterion is met.

2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;

Findings: As the Site is not located in an Industrial zone, this criterion is not applicable to the proposal.

3. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and

Findings: This approval criterion generated significant opposition testimony. The Council characterizes the opposition comments as follows:

- the methodology applied by the Applicants, BDS and PBOT to estimate traffic generated by development contemplated by the application is flawed (**Traffic Estimate Methodology**);
- the intersection at SW Bancroft Street and SW Macadam Avenue is currently congested and approval of the application will compound that problem (**Bancroft/Macadam Intersection**);
- the queuing estimate, for access into the Site, is not accurate and/or explained (**Queuing Estimate**); and
- on-street parking impacts resulting from an approval of the application are underestimated (**On-Street Parking**).

Traffic Estimate Methodology: Opponents testified that the methodology used by Applicants, PBOT and BDS to calculate the size of an office building that could be constructed on the Site, as a matter of right, was flawed (Davis and Dannen). The Council finds Applicants' final argument to most concisely summarize the approach used to evaluating transportation capacity of an intersection (Exhibit H.64, page 4). The Council quotes a portion of Exhibit H.64 below:

"The Portland Bureaus of Transportation adopted ARB-TRN 10.27 for evaluating transportation capacity in land use cases. Where a transportation facility already performs below identified adequate levels of service, the development may be approved so long as 'the development is limited to result in no net increase in vehicle trips over what is allowed by the existing zoning.' Therefore, the relevant question is not whether various transportation facilities are failing, but rather whether the trips generated from the proposed use, either focusing just on the number of trips generated by those working exclusively within the processing area or expanding the analysis to consider trip generation for all of the ICE / ERO employees, will generate more trips than the trips generated by a use that would be allowed outright. The initial transportation study compared the trip generation of the ICE / ERO employees against a reasonable worst-case full buildout under current CX zoning of a 241,475-square foot building (40,000 square feet of ground floor retail and 201,475 square feet of office uses). This is a stepped down FAR of 5:1 called for in the SW Waterfront Plan."

Exhibit H.16 is a copy of the PBOT administrative rule that is referenced above (ARB -TRN - 10.27). The Council reviewed the Exhibit H.16 and finds Applicants' characterization in the preceding quote to be accurate.

Davis asserted, at the public hearing, that the PBOT and BDS calculation of the size of allowed building at the Site was incorrect because such calculations did not take into consideration the South Waterfront Plan

provisions relating to the Site (a step-down in allowed building height would result in a lower maximum building height). BDS staff, in an open-record submission (Exhibit H.52) responded to the Davis contention that the maximum building size used and referenced in the BDS staff report (Exhibit H.2) was incorrect. The Council quotes relevant portions of Exhibit H.52 below:

“In addressing the transportation impacts of the proposed detention facility, the BDS Staff Report included figures on the amount of floor area that could be built on the site under a reasonable worst case scenario (pages 10 and 11). This scenario was based on a maximum floor area ratio (FAR) of 5:1 allowed on the site by the Central City plan district regulations. Information on the maximum allowed height of development at this site (125 feet) was also included in PowerPoint presentation BDS staff presented at the hearing.

Testimony provided at the hearing contested the allowed building height and FAR figures that BDS staff included in the Staff Report and PowerPoint. The testimony indicated plans for South Waterfront advocate a “stepped down” approach to development within the district, with the height and density of buildings tapering at the edges. BDS staff notes that the testifier is correct that the plans for South Waterfront do advocate for a stepped down density and height of development in this district, and this policy is reflected in Maps 510-2 and 510-3 of the Central City plan district (Zoning Code Chapter 33.510). These maps indicate that the largest FAR and height allowances are limited to the core of the South Waterfront district, with these allowances tapering down along the river frontage, and the area south of SW Bancroft Street. Also evident on these maps is that the subject site does have an allowed FAR of 5:1 (even without any bonuses permitted by the plan district), with an allowed height of 125 feet. This compares to a maximum allowed FAR of 6:1 and maximum allowed building height of 250 feet at the core of the district. Therefore, statements made in the BDS Staff Report and in the PowerPoint presentation related to maximum allowed height and FAR are accurate.”

The Council finds the analytical approach taken by Applicants, PBOT and BDS related to traffic capacity (Exhibits A.3, A.4, A.5, A.6, E.7 and H.2) is proper and reflects the Portland City Code, relevant area plans and PBOT administrative rules.

The Council also notes that this application is for a Conditional Use approval for the Detention Facility (5,198 square feet) and associated components. This application is not a request for approval for a much larger office building. But for the request for Conditional Use of the Detention Facility, the level of inquiry into trip generation and traffic capacity would not have included a public hearing process.

The Council finds the Trip Generation computations included in Exhibits E.7 and H.2 are correct. The Council, by this reference, relies on the BDS staff Trip Generation Comparison comments in Exhibit H.2, pages 10 and 11.

Bancroft/Macadam Intersection: Opposition testimony referenced current congestion at the SW Bancroft and SW Macadam intersection (i.e. Tinker, Walker and Luke). The Council finds that ADM-10.27, referenced above, provides the analytical methodology when dealing with intersections. The Council finds that Applicants, PBOT and BDS properly addressed issues related to the SW Bancroft and SW Macadam intersection.

Queuing Estimate: Opposition testimony expressed disagreement with Applicants' queuing analysis and conclusions (oral testimony of Dannen and Exhibits H.23, H.26, H.42 and H.43). Ms. Gray, in Exhibit H.26, clearly stated the opponents' concerns regarding queuing when she said, "Traffic turning into an ICE guard station will cause delay, backing up traffic onto Macadam, a highway! This is a dangerous junction NOW with no traffic turning into the bank vault building."

Applicants, in their final written argument (Exhibit H.64, page 7) state that:

"Opponents raised concerns about a lack of sufficient off-street vehicle queuing areas given the secured accessway. The Kittelson Report dated July 5, 2011 explains that 55 feet of available storage area is adequate to accommodate two vehicles. This distance is adequate to accommodate the arrival of 75 fleet vehicles. This queuing area analysis for the AM peak need not consider the 55-foot long passenger bus, as it will remain within the garage, being used for transporting detainees out of the facility at the end of the day and will not alter AM peak hour flow."

Vehicle delays associated with gated entries can cause vehicle queues when there is a high vehicular demand and an inefficient entry mechanism. To ensure that the proposed gated entrance operates as efficiently as possible, specific design elements and operational controls are being implemented into the building design. As previously mentioned, access to the Site and the parking structure will be dictated by a manned gatehouse and a retractable security gate. It is anticipated that all vehicles accessing the Site during normal business hours will pull up at the gatehouse to present their credentials. The security gate will then be opened for access.

With respect to the entry procedure, service times were estimated based on observations at other guarded entry facilities and from the manufacturer's specifications on the security gate. As a result, it is estimated that the entry procedure can take upwards of 20-30 seconds for a vehicle to pull up to the gatehouse, present credentials, wait for the security gate to open, and then clear the threshold.

Using the estimated peak entering volume of 75 vehicles during the weekday AM peak hour, Kittelson opined that the expected vehicle queues during the peak entry period were calculated as summarized in Table 2 (Exhibits H.8 and H.63a).

The only regularly anticipated large vehicle that will access the site is a 55-foot long passenger bus that will be used to transport detainees once a day to other off-site detention facilities. As documented in the previous section, there is sufficient on-site stacking distance for this bus type such that it will not impact vehicle or pedestrian movements along SW Bancroft Street while it is awaiting access at the entry gate. Once on the Site, the driveway layout adequately accommodates maneuvering room for this bus type to enter and exit the sally port.

The Council characterizes testimony and comments made by opponents as made by persons expressing lay opinions and observations. The Council characterizes the submissions by Kittelson to be made by industry-recognized transportation planners/engineers. The Council, not being a trained transportation planner or engineer, typically gives more weight to trained experts in specialized and technical fields. This would include transportation planners and engineers. The Council, from a lay perspective, can see some logic and common sense in the opponents' comments. However, the Council has no authoritative data and/or analysis in the evidentiary record of this case to dispute the Kittelson analysis. The City Council finds the queuing analysis provided by Applicants to be credible and indicate that the transportation system is capable of serving the existing and proposed uses.

As a final note, the Council reiterates that this application is for a 5,198 square foot Detention Facility and associated components. This application is not for a significantly larger office building. The Applicants, PBOT and BDS all reviewed traffic impacts, including vehicles arriving and departing the Site, in the context of the entire building (Detention Facility, associated components and office building). The Detention Facility, which the application in this case must review, would obviously generate significantly less than 75 total trips and the queuing impacts would be significantly less.

On-Street Parking: It is important to note that under current CX zoning (the regulations under which this decision must be made), no on-site parking is required (PCC 33.130, Table 130-3). Under the current PCC, therefore, if Applicants' had not provided on-site parking, all persons arriving at the Site in motor vehicles, excepting for public transit vehicles, would park off-site (likely on-street parking).

Applicants provided, through Kittelson, analysis of parking associated with the Detention Facility and office uses to be located at the Site (Exhibits A.3, A.6, H.8 and H.63a). PBOT reviewed the Kittelson reports and concluded that on-street parking impacts were not significant and that the transportation system is capable of supporting the Detention Facility and office uses (Exhibit H.52).

Applicants, in Exhibit A.6, described the proposed uses at the Site (Detention Facility and office uses ("ICE Transportation Operations Summary"). Applicants updated operational information in Exhibit H.8. Based upon the testimony of a Kittelson representative at the public hearing and submitted documents, the Council finds that 75 ICE staff will be issued take-home government vehicles that will be used for daily commuting purposes. There will be no other on-site parking available for ICE employee use on a consistent basis. Given the lack of long-term public parking opportunities in the South Waterfront District, it is anticipated that the majority of all remaining employees will commute to/from work via public transportation, bicycling, or walking. The subsidization of employee transit costs, the inclusion of secured/covered bicycle parking and shower/changing facilities within the building, and the Site's proximity to transit opportunities (Streetcar, TriMet bus routes #35 and #36) and popular walking/bicycling trails all help support this requirement.

Central City policies discourage the provision of on-site parking and encourage the use of alternative modes of transportation. If parking were required, the same level of development assumed for the reasonable worst case scenario would have required a minimum of 483 on-site spaces (a 241,475 square foot building, with one parking space per 500 square feet). The argument could then be made that a project allowed outright could be constructed that created a

demand for 483 parking spaces without providing any spaces on-site. Since the ICE building will be less than half the size of the reasonable worst case, and provide 106 on-site spaces, the on-street parking impacts will be less compared to the level of development allowed outright.

Applicants indicated that an average of three visitors per day could be expected to come to the Site. Applicants estimated that most visitors would be attorneys in matters related to the representation of detainees temporarily held in the Detention Facility. Applicants estimated most visits would be of short duration and that the visitors would utilize on-street parking in the area. Applicants noted that there is on-street parking, in close proximity to the Site, available along SW Moody, SW Bond, and SW Bancroft. Kittelson concluded, "It is reasonable to assume that the on-street parking supply in the vicinity of the building is adequate to accommodate these infrequent visitors" (Exhibit H.8).

The Applicants also identified Transportation Demand Management (TDM) Strategies that, in combination with the variety of alternative transportation options in the immediate vicinity of the Site, would reduce reliance on the single-occupant vehicle. These strategies and alternative transportation modes are described later in this decision in response to 33.808.100.D.

The Council finds the Kittelson analysis and PBOT comments to be persuasive. The Council finds that the Detention Facility and associated components will not place an unreasonable demand upon on-street parking. The Council finds that even when the Detention Facility and associated components (the subject of this application and decision) are combined with the associated office use to be made of the Site, the on-street parking impacts will not be significant. The Council finds that with the imposition of a condition of approval requiring the TDM strategies identified in Exhibit A.5, this approval criterion can be met.

4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

Findings: The referenced City service bureaus have reviewed the Conditional Use proposal for a Detention Facility at this Site and provided the following comments:

Water Supply

The following are quoted sections from The Water Bureau response (Exhibit E.5):

"The Water Bureau has no concerns regarding the Conditional Use request, but does have a comment that will need to be addressed prior to the Water Bureau signing off on any building permit on this site.

There are two existing services which provide water to this location. These include:

1. 2" metered service – Serial #20032592, Account #2969664600. It should be noted that this 2" domestic service is shut off and has had its meter locked for non-payment of the account and that there is currently no domestic water provided for occupancy of this building.
2. 4" metered fire service – Serial #5968, Account #2968647000

The above two listed services are provided water from the existing 8" DI water main in SW Bancroft Street. The estimated static water pressure range for this location is 65 psi to 82 psi at the existing service elevation of 229 feet.

The property owner must pay any current/outstanding water charges and any required additional fees to re-establish a current water service for this property before the Water Bureau will approve any building permit and enable legal occupancy of this building."

The City Council supports the Water Bureau's conclusion that the City is capable of serving the Applicants' proposed use.

Police Protection

The Police Bureau reviewed the proposed Detention Facility and indicated that with the implementation of the Applicants' Security Plan (Exhibit A.8), as amended by the ICE Custody Release Plan (Exhibit I.30.b), the proposed use would not pose an unreasonable safety threat to nearby uses (Exhibits E.4 and I.8). City Council finds that the Police Bureau is capable of serving the Applicants' proposed use.

Fire Protection

The Fire Bureau noted that Applicants will be required to meet all Fire Code requirements at time of building permit review (Exhibit E.1). The Fire Bureau expressed no concerns with the requested Conditional Use review. City Council finds that the Fire Bureau is capable of serving the Applicants' proposed use.

Sanitary Waste and Stormwater Disposal

BES reviewed the Applicants' proposal and provided comments (Exhibit E.6). BES' review concluded that sanitary and stormwater disposal systems were acceptable so long as a condition of approval be included that required Applicants to either obtain ODOT approval for a proposed storm connection or, in the alternative, extend a public storm sewer prior to the issuance of a building permit. BDS staff included, in its Staff Report and Recommendation to the Hearings Officer, such a condition (Condition E).

Applicants submitted an email to BDS staff indicating that its Hydraulics Engineer determined that the proposed site drainage facility appears to be adequate "and appears to be an improvement of the existing stormwater system, with respect to water quality." The email went on to say that the "size of the outfall pipe (8-inch at 1% slope per sheet C300 note #2) was checked for capacity, and it is properly sized for the purpose (10-year peak storm)" (Exhibit H.15).

BDS staff submitted, during the open-record period, comments related to Applicants' stormwater disposal proposal (Exhibit H.52). BDS staff stated the following:

"Subsequent to the publication of the Staff Report and Recommendation, the applicant submitted an e-mail, dated July 5, 2011...The Bureau of Environmental Services has reviewed the e-mail and determined that this provides sufficient confirmation that the ODOT storm-only facility can be used to address stormwater management needs of the site. As such, BES has commented that Condition E is no longer required."

The City Council finds that public services, based upon comments received from the appropriate bureaus listed in this approval criterion, are capable to serve the proposed use. Further, based upon Exhibits H.15 and H.52, the City Council is persuaded by BES' findings that the proposal is acceptable with respect to sanitary and stormwater disposal systems. Accordingly, Council finds this approval criterion is met.

33.808.100 General Approval Criteria for Central City Parking Review

The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A.** The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans; by Comprehensive Plan designations and zoning, and by allowed densities.

Findings: As indicated in this approval criterion, the "desired character" of the area is determined by City-adopted area, neighborhood, or development plan; and by the Comprehensive Plan and Zoning Map zoning designations.

Note: The BDS staff report (Exhibit H.2, pages 16-27) contained a thorough analysis and review of the Central City Parking Review approval criteria, which the Council accepts and relies on as credible and persuasive.

City Adopted Plans

For purposes of this criterion, the proposal was reviewed against the following City-adopted plans: *1998 Central City Plan*; the *2003 South Waterfront Plan*; and the *2009 South Waterfront District Street Plan Criteria and Standards*.

1998 Central City Plan

This plan was intended to establish a 20-year guide for growth in the Central City. The Plan established land use designations that promoted the highest and best use of land within the Plan boundaries, with these designations reflected in the Comprehensive Plan. The Plan included strategies for economic development, transportation, recreation, human services, public safety and urban design. It should be noted that the Plan pre-dates later planning efforts and adopted policies that were specific to the South Waterfront, such as the *2003 South Waterfront Plan* and the *2009 South Waterfront District Street Plan Criteria and Standards*.

In the *1998 Central City Plan*, the transportation system was envisioned as supporting Central City growth, while not dominating the environment of the area. Light rail and other forms of public transit were seen as a key element of the Central City, with a recognition that parking is an important element in the overall transportation system. Regarding parking, the Plan sought to ensure that each district had adequate parking, balanced by a desire to improve air quality and traffic flow.

Urban design policies included in the Plan sought the creation and adoption of urban design guidelines appropriate to each district, with the intent of ensuring that the Design Review process resulted in development of a human scale that relates to the character and scale of the area.

The Plan also established zoning regulations that would implement the desired goals and policies for the area. These regulations were reflected in the newly established

Central City Plan District, which was included as a chapter in the Zoning Code. Included in this new plan district were regulations that implemented the Downtown Parking and Circulation Policy (33.702.130). Toward implementing the Downtown Parking and Circulation Policy, the Central City Plan District required a land use review for proposed off-street parking, with the approval criteria intended to preclude proposed parking facilities in “such quantity, concentration, or appearance that they detract from the desired...character of the zone” (33.700.130.B.4).

The proposed 106-space parking facility is consistent with the stated goals and polices of the *1998 Central City Plan*. In recognition of the desire to develop a strong public transportation system that serves as a backbone to the larger Central City transportation system, the proposal seeks to balance a need to provide parking for some of its 134 employees, with encouraging the use of public transportation. Instead of providing a larger parking facility that would accommodate the parking demand needs for all users of the building, the Applicants’ approach is consistent with the desire of 33.702.130.B.4 to limit the quantity, concentration, and appearance (of larger) parking facilities.

Additionally, it should be noted that current Central City Plan District parking regulations require no minimum parking for uses in the South Waterfront subdistrict, and the Central City Parking Review is required only when providing larger amounts of parking. If the subject proposal provided 60 or fewer parking spaces on-site, no Central City Parking Review would be required.

Regarding the consistency of the parking proposal with the urban design policies included in the Plan, the development proposal will replace an existing surface parking lot with floor area; the proposed 106 parking spaces will be located internal to the new addition. The addition has been reviewed by both the Portland Design Commission and City Council against relevant design guidelines through Land Use Case 10-145100 DZM, and found to be consistent with these guidelines.

Based on these findings, the proposal is consistent with the *1998 Central City Plan*, and therefore the proposal will not significantly lessen the overall desired character of the area as defined by this Plan.

2003 South Waterfront Plan

This Plan builds off the vision and goals of the *North Macadam District Framework Plan*, which was intended to guide urban renewal and other investments in the area. The *2003 South Waterfront Plan* seeks to encourage a mixed-use, highly urban character for the district, with surface parking being limited. The promotion of a variety of alternative transportation modes is desired. The stated “Vision” for the district includes a desire for mixed-use development that is well served by a transit system, with parking that is adequate but limited in quantity and designed to be subordinate to a high quality urban environment.

Similar to the *1998 Central City Plan*, the *2003 South Waterfront Plan* includes zoning regulations (in the Central City Plan District) that directly addressed parking in the district. These regulations are intended to reduce excess parking and increase reliance on alternative modes of transportation. To this end, the Plan included amendments to the Zoning Code that placed maximum parking ratios on most uses in the district.

The Council finds that the proposal is consistent with the vision and desired character described in the *2003 South Waterfront Plan*. The proposal will replace an existing surface parking lot with structured parking. The structured parking will accommodate some of the needs for the users of the expanded building, while relying on the area’s well-established alternative transportation modes. While the

Central City Plan District parking ratios require no minimum parking for the proposed development on the Site, the Applicants propose 106 spaces for a use that will have approximately 134 employees. (Given the nature of the proposed use, Applicants indicate there will be a minimal number of visitors to the Site, approximately three per day.) The maximum parking ratio of the Central City Plan District would allow approximately 164 parking spaces for the proposed office use. (There is no maximum parking ratio for Detention Facility uses, or for retail uses.) As the vast majority of the expanded building will be for office use, and as the number of parking spaces proposed is well beneath the maximum parking ratio for office use, the proposal is consistent with the desire of the *2003 South Waterfront Plan* to limit parking in this district.

2009 South Waterfront District Street Plan Criteria and Standards

This Plan provides design criteria and standard details for the public right-of-way within the South Waterfront district. It is an update to earlier street plans developed for the area, including the 1998 *North Macadam District Street Design Standards and Criteria Plan*. The 1998 Plan considered the issue of limited access to the South Waterfront district and identified three portal intersections, one of which was at SW Bancroft Street and SW Macadam Avenue, where the Site is located. However, in a 2006 plan (*South Portal Study*), the identified south portal shifted south to the intersection of SW Hamilton Street and SW Macadam Avenue.

There is nothing in the proposal that would be inconsistent with the goals and policies of the *2009 South Waterfront District Street Plan Criteria and Standards*. The proposal, including a parking facility containing 106 spaces that is accessed from SW Bancroft Street, will be consistent with the intended “development/design emphasis” factors identified for both SW Bancroft Street and SW Moody Avenue in the Street Classification and Function table of this Plan. Additionally, to address the intended street design, several required improvements to the adjacent public rights-of-way were identified as part of the approved 2010 Design Review for the proposal. These include sidewalk improvements along SW Bancroft Street and a future extension of the SW Moody Avenue right-of-way along the east side of the Site.

Comprehensive Plan/Zoning Map Designations

The desired character of development on the Site and in the area is also determined by the Comprehensive Plan Map designation and Zoning Map designation. The Comprehensive Plan Map designation on the Site (and surrounding South Waterfront district) is Central Commercial, which is reflected on the Zoning Map with the CX base zone. The Comprehensive Plan describes the Central Commercial designation as the City’s most physically intense commercial designation, and is intended for the most developed areas of the City that have well developed public services. The purpose of the CX zone is described in the Zoning Code as promoting development that has high building coverage, with large buildings placed close together. Development is also intended to be pedestrian oriented.

The Council finds that the proposed 106-space parking facility, which is part of an 114,279 square foot mixed-use development, is consistent with the Central Commercial Comprehensive Plan Map and Zoning Map designations. Existing development on the property is limited to a building, approximately 40,000 square feet in area, that covers less than 20 percent of the Site. The majority of the Site is currently covered with a surface parking lot. Under the proposed development, the vast majority of the Site will be covered with a building that was reviewed for conformance with the *Central City Fundamental Design Guidelines* and the *South Waterfront Design Guidelines*. The building will replace the existing surface parking lot and locate all proposed parking within the structure. Unlike the existing

development, the expanded building will have a clear, inviting pedestrian entrance from SW Bancroft Street to the building's south façade, with landscaping and decorative pavement within the building setback.

The Council finds the proposal as designed is consistent with the intent of the Comprehensive Plan Map and Zoning Map designation on the Site.

Summary

Based on the findings above, the Council finds that the proposed on-site parking will not significantly lessen the overall desired character of the area as defined by City-adopted plans, the Comprehensive Plan Map designation and the Zoning Map designation. This criterion is met.

- B.** The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.

Findings: PBOT reviewed the proposal for conformance with this approval criterion, and provided the following comments (Exhibit E.7):

“Kittelson & Associates, Inc. has completed a review of the trip generation and transportation related impacts of the proposed access driveway off of SW Bancroft Street. As previously noted in the TIS section of this letter, the combination of trips associated with the proposed Conditional Use and approved development is significantly less than the trips associated with a reasonable worst case full build scenario of the site under the existing CXd zoning. As a result, the potential traffic impacts to the surrounding roadways and intersections are substantially minimized with the proposed Conditional Use and approved development. This will help to preserve capacity in the South Waterfront District and minimize peak hour traffic congestion in the Portland region. The proposed driveway and access gate are adequately designed to support the estimated vehicle queues during the peak ingress period. Finally, the number of parking garage spaces are adequate to support the estimated number of government take-home vehicles and transport vehicles that are anticipated to park at the site on a daily basis.

From a pedestrian perspective, the SW Bancroft Street frontage will be improved in the interim with a 6-foot pedestrian sidewalk behind the existing curb (no sidewalk currently exists today) until the South Portal Project is complete. At that time, the full 11-foot pedestrian corridor will be established. Along the east side of the building, the South Waterfront Circulation Plan calls for the southerly extension of SW Moody Avenue south of SW Bancroft Street. The Applicants will not be required to construct frontage improvements at the outset of the building construction, but will be required to sign street and storm sewer waivers of remonstrance for participation in future improvements. The south side of the development area is an existing ODOT storm sewer line that extends from I-5 east toward an outfall in the Willamette River. During the Design Review phase, a conflict between existing Planning and Street Design Standard maps was discovered. Map 510-7, updated March 2010, indicated the presence of a Pedestrian Access way in approximately the same location as the ODOT easement. The South Waterfront Street Plan

and Standard update dated May 2009, does not show that link. During the Design Review, PBOT and BPS determined that the Street Plan overrode the Zoning Map and no pedestrian link/access way is required.

In summary, all of the noted improvements or agreements to make future improvements demonstrate that the project will improve pedestrian circulation and safety and that the parking structure will have no impact.

Lastly, the proposed building/parking structure is not located adjacent to an existing light-rail or streetcar line. As such, it is not anticipated to have any impacts on transit operations.”

The Council finds that the number of vehicle trips associated with Applicants’ proposed use are significantly less than the worst-case scenario build-out of the Site and, therefore, the potential traffic impacts to the surroundings are minimized. The Council finds that the proposed driveway and access gate are designed to adequately support the estimated vehicle queues. The Council finds that proposed sidewalks will fill gaps in the pedestrian system.

Based on a review of the findings provided by the Applicants, PBOT has determined that this criterion is met.

- C. The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management Plan.

Findings: As indicated above findings for PCC 33.815.205.C.1, Applicants’ TIS includes information on the classifications of streets adjacent to the Site and how the parking facility is in conformance with these classifications. With proposed improvements to the public right-of-way that will be required at time of building permit review by PBOT pursuant to Title 17 (Public Improvements) along SW Macadam Avenue, SW Bancroft Street, and SW Moody Avenue, PBOT determined that the facility will be in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management Plan. (The improvements required along these three streets are described above in response to 33.815.205.C.1.) The Council concurs with PBOT’s determination that Applicants’ proposal in this case is in conformance with the street classifications of the Central City Plan and the Central City Transportation Management Plan, and finds that this criterion is met.

- D. If the proposal will generate more than 100 vehicle trips during the peak hour commute; and is Growth Parking or is Preservation Parking where the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building: The Transportation Management Plan includes measures to increase the number of trips taken by alternatives to the single-occupant vehicle during the peak hour commute.

Findings: An estimated 85 vehicles trips generated by proposed development on the Site (including both the office and Detention Facility) during the AM and PM peak hour periods. While the proposal will not generate more than 100 vehicle trips during either the AM or PM peak hour periods, Applicants have proposed a TDM (Exhibit A.5) Plan that includes three strategies that are intended to increase the number of trips taken by alternative modes of transportation during the peak hour commute. These include:

- As part of the Department of Homeland Security’s Commuter Transit Subsidy Benefits Program, all employees that do not have on-site parking privileges can

participate in the transit subsidy program. This program provides transit subsidies to employees of up to \$230 per month. This amount is sufficient to cover TriMet and C-Tran monthly transit passes.

- The facility will include a minimum of 22 bicycle parking spaces. These spaces will be located within the parking garage, providing covered and secure parking. In addition, four bicycle parking spaces will be located near the building's front entrance on SW Bancroft Street for general public use. With the facility's location adjacent to the Willamette Greenway Trail and other developing infrastructure in the South Waterfront District, it is anticipated that a large number of employees will take advantage of this infrastructure.
- The office and/or Detention Facility will include changing rooms and showers that can be used by employees who walk or bicycle to work.

PBOT recommended that implementation of these three strategies be a required condition of approval.

In addition to these TDM strategies, Applicants note that there are a number of transportation amenities in the immediate area that promote alternative modes of transportation. These include:

- the Portland Streetcar, with stops along SW Moody and SW Bond Avenues every 13-20 minutes depending upon the time of day and day of week;
- a future streetcar line extension located immediately adjacent to the site and providing service to the south;
- TriMet #35 (Macadam/Greeley) and #36 (South Shore) bus lines; the #35 line provides daily service between Oregon City and north Portland with area stops along SW Macadam and SW Moody Avenues; line #36 provides weekday rush hour service between Tualatin and Portland City Center with area stops also along SW Macadam and SW Moody Avenue;
- dedicated carpooling parking spaces provided by the City along SW Bancroft Street and SW Bond Avenue; and
- the Willamette Greenway trail, located immediately adjacent to the Site, and providing regional walking/bicycling access.

The Site's urban location, combined with these transportation amenities and proposed TDM strategies, help reduce the reliance on single-occupant vehicles.

Based on vehicle trips generated by the proposed use during the peak hours, in combination with the requirement that the TDM strategies are implemented, the Council finds this criterion is met.

- E.** If the site is in the RX zone, the parking will not by itself or in combination with other nearby parking, decrease the desirability of the area for the retention of existing housing or the development of new housing.

Findings: The Site is located in a CX zone. The Council finds this criterion is not applicable.

- F.** If the site is within the areas shown on the "CCTMP Hot Spot Area Map," the carbon monoxide hot spot analysis meets Federal air quality standards, as determined by the Portland Office of Transportation and Oregon Department of Environmental Quality. The map is maintained by the Parking Manager.

Findings: The PBOT Parking Manager has confirmed that the Site is not located in a CCTMP Hot Spot Area (Exhibit H.66). The closest Hot Spot Area is located north of the Site at the western terminus of the Morrison Bridge. As such, this criterion is not applicable.

- G.** If the proposal is for Preservation Parking, and the parking is not under the same ownership as the buildings for which the parking is provided, criteria G.1 and G.2, below, apply. If the proposal is to convert Visitor Parking to Preservation Parking, criteria G.1 through G.3, below, apply.
1. The agreements between the garage operator and the owners of the buildings for which the parking is provided are for at least 10 years; and
 2. For initial approval, the agreements cover 100 percent of the Preservation Parking.
 3. The parking demand analysis shows there is not a need for Visitor Parking at this location.

Findings: The proposal does not include Preservation Parking; only Growth Parking is proposed. The Council finds this criterion is not applicable.

- H.** If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met:
1. At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot; and
 2. At least one of the following is met:
 - a. There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses; or
 - b. The parking will serve major new attractions or retail development, or
 - c. There has been a significant loss of on-street parking due to recent public works projects, or
 - d. There has been a significant loss of short-term parking spaces.
 3. If the site is in an I zone, all of the following are met:
 - a. The parking will primarily serve industrial firms;
 - b. The parking facility will not have significant adverse effects on nearby industrial firms; and
 - c. The parking facility will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes.

Findings: The proposal does not include Visitor Parking; only Growth Parking is proposed. The Council finds this criterion is not applicable.

I. If the site is in the Core Area:

1. If the proposal is for Growth, Visitor, or Residential/Hotel Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.
2. If the proposal is for Preservation Parking:
 - a. There are adequate spaces in the Replacement Reserve or Pool, which are administered by the Parking Manager; and
 - b. The Parking Management Plan includes measures to ensure that:
 - (1) The parking is used primarily for commitments of at least 10 years to buildings that have less than 0.7 parking spaces per 1,000 square feet of net building area, and
 - (2) Other uses of the parking will occur only when the spaces are not used by the contracted parkers.
3. If the proposal is for Growth or Visitor Parking on a surface parking lot:
 - a. It will be an interim use only, as documented by the phased development plan;
 - b. The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and
 - c. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking.
4. If the proposal is for Residential/Hotel Parking on a surface parking lot, and the parking will serve a residential use, either I.4.a or I.4.b, below, apply.
 - a. If the total surface parking area on the site is 40,000 square feet or less and the parking is an interim use, the criteria of Paragraph I.3, above, are met; or
 - b. If the total surface parking area on the site is more than 40,000 square feet or the parking is not an interim use, the Parking Management Plan includes measures to ensure that the surface parking is serving only the residential uses.
5. If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria I.5.a through I.5.c, below, apply. If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria I.5.a through I.5.e, below, apply.
 - a. There will not be a significant adverse impact on transit operations;

- b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;
 - c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact. On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected;
 - d. Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment;
 - e. The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.
6. If the proposal is for a parking structure - a building where parking occupies more than 50 percent of the gross building area - within 100 feet of Fifth and Sixth Avenues between NW Glisan and SW Mill Streets:
- a. There will not be a significant adverse impact on the overall pedestrian environment and safety;
 - b. There will not be a significant adverse impact on vehicle operation and safety, and
 - c. The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.

Findings: As the Site is not located in the Core Area (as identified on Map 510-8 of the Zoning Code), the Council finds this criterion is not applicable.

J. If the site is outside the Core Area:

1. If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.

Findings: The Site is located outside the Core Area, and is for Growth Parking. As identified above in response to 33.808.100.D, being located in the South Waterfront District, immediately south of the Core Area, there are a number of public transportation facilities that promote the use of modes of transit other than single-occupant vehicles, and thus reduce the demand for parking. These include two TriMet bus lines, the Portland Streetcar, and the Willamette Greenway Trail, which provides regional walking/bicycling access. There are

also dedicated carpooling parking spaces along SW Bancroft Street and SW Bond Avenue.

In addition to these alternative transportation amenities, the Applicants' previously described TDM Plan includes a transit subsidy program for employees, bike parking, as well as changing rooms and showers for use by employees who walk or cycle to work. Implementation of the TDM Plan is a required condition of approval.

The Site's urban location, availability of alternative modes of transit, and implementation of the required TDM Plan all reduce employee reliance on the use of cars and resulting demand for parking. As such, the Council finds this criterion is met.

2. If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria J.2.a through J.2.c, below, apply. If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria J.2.a through J.2.d, below, apply.
 - a. There will not be a significant adverse impact on transit operations;
 - b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;
 - c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact. On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected; and
 - d. Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment.

Findings: The proposal is not within 75 feet of a Light Rail Alignment. The Council finds that this criterion is not applicable.

- K.** If the site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, Central Eastside Subdistrict, Lower Albina Subdistrict or River District Sectors 1 or 2:
1. If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. In addition:
 - a. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking; and
 - b. If the proposal is for Growth Parking to serve office uses, and there are more than 60 spaces included that will serve non-office uses: The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking.

2. If the proposal is for Preservation Parking, the parking management plan includes measures to ensure that:
 - a. If the parking will serve office uses, the parking is used primarily for buildings that have less than the maximum ratio allowed for the parking sector, and
 - b. If the parking will serve both office and non-office uses, and there are more than 60 spaces included that will serve non-office uses: The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking; and
 - c. Other uses of the parking will occur only when the building contracting for the parking does not need the spaces.
3. If the proposal is for Growth or Preservation Parking for non-office uses, and there will be more than 60 spaces on the site:
 - a. There will not be a significant adverse impact on transit operations;
 - b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation; and
 - c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact.
4. If:
 - a. The site is in a C, E, OS, or R zone;
 - b. The proposal is for Growth, Preservation, Visitor, or Residential/Hotel Parking; and
 - c. The site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, or Central Eastside Sectors 2 or 3, and the proposal is for a surface parking lot where the total surface parking area on the site is larger than 40,000 square feet in area; or
 - d. The site is in the Lower Albina Subdistrict; Central Eastside Sectors 1, 4, 5, or 6; or River District Sectors 1 or 2; and the total surface parking area on the site is larger than 40,000 square feet in area, or the parking area covers more than 30 percent of the site, whichever is larger;

The following must be met:

- e. The amount of parking area larger than 40,000 square feet will be an interim use only, as documented by the phased development plan;
- f. The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and
- g. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking.

Findings: The Site is not within the Lloyd District Subdistrict, Goose Hollow Subdistrict, Central Eastside Subdistrict, Lower Albina Subdistrict or River District Sectors 1 or 2 (as identified on Map 510-8 of the Zoning Code). The Council finds this criterion is not applicable.

- L.** If the site is in the Lloyd District, and the proposal is for Preservation Parking: There are adequate spaces in the Replacement Reserve, which is administered by the Parking Manager.

Findings: The Site is not within the Lloyd District Subdistrict, as identified on Map 510-8 of the Zoning Code. The Council finds this criterion is not applicable.

- M.** If the site is in the Goose Hollow Subdistrict, and the proposal is for Undedicated General Parking:

1. The facility will provide parking primarily to those whose destination or residence is within the boundaries of the Goose Hollow Neighborhood, as shown on the most recent Neighborhood Boundaries Map published by the Office of Neighborhood Involvement. Long-term parking by others is prohibited. Short-term parking may be made available to others if it is coupled with a mechanism to ensure it is short-term parking. A parking management plan will be submitted to document how this criterion will be met;
2. The number of spaces provided is the same or less than the number of parking spaces being removed by the light rail construction;
3. The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, access requirements, and neighborhood impacts;
4. The proposal will not by itself, or in combination with other parking facilities in the area, significantly affect the character of the area by discouraging housing and commercial uses which are compatible with a growing community;
5. If the proposal is for a surface parking lot, the proposed parking area will meet or exceed the landscaping and screening standards applicable to the site and for parking areas;
6. Design of the facility will provide for a safe and attractive pedestrian environment. Evaluation factors include the following: number and location of curb cuts; visibility at curb cuts; and adequate separation, landscaping, and screening between the sidewalk and surface parking areas to reduce the impact on adjacent public and private spaces; and
7. If the proposed access to the facility is within 75 of a light rail alignment, the access should be as far as possible from the light rail alignment. Access will be onto the right-of-way proposed for or containing the light rail alignment only if no other access is feasible.

Findings: As the Site is not within the Goose Hollow Subdistrict, as identified on Map 510-8 of the Zoning Code, the Council finds this criterion is not applicable.

- N.** If the site is in the South Waterfront subdistrict and the proposal is for surface parking:
1. If the proposal is for parking on a surface lot where the total surface parking area on the site exceeds the threshold of Paragraph N.3., below, criteria N.4.a. through N.4.c., below, apply. If the site is in an R, C, E, or OS zone; and is for Growth, Preservation, Visitor, or Residential/Hotel Parking; and is not created in conjunction with a regional attractor, criteria N.4.d. through N.4.f., below, also apply.
 2. If the proposal is for Growth or Preservation parking on a surface lot, and if the proposal includes supplemental parking as specified in Subparagraph 33.510.267.A.3.b., criteria N.4.a. through N.4.f., below, apply.
 3. Threshold: The amount of surface parking area on the site is larger than 40,000 square feet, or the parking area covers more than 30 percent of the site, whichever is larger.
 4. Approval criteria.
 - a. There will not be a significant adverse impact on transit operations;
 - b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;
 - c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact;
 - d. Interim use.
 - (1) If the amount of parking area exceeds the threshold in Paragraph N.3, above, the amount of parking area that exceeds the threshold will be an interim use only, as documented by the phased development plan;
And
 - (2) If the proposal includes supplemental parking as specified in Subparagraph 33.510.267.A.3.b., the supplemental parking will be an interim use only, as documented by the phased development plan;
 - e. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking; and
 - f. The phased development plan ensures:
 - (1) That the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and
 - (2) After the final phase is built, the threshold in Paragraph N.3, above, will not be exceeded.

Findings: While the Site is within the South Waterfront subdistrict, the proposal does not include surface parking. The Council finds this criterion is not applicable.

- O. If the site is in the South Waterfront subdistrict and the proposal is for residential parking that will be operated as commercial parking, the proposal must meet the approval criteria for Visitor Parking in the South Waterfront subdistrict.

Findings: While the Site is within the South Waterfront subdistrict, the proposal does not include residential parking, so this criterion is not applicable.

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.

V. CONCLUSIONS

In regards to the issues and objections raised that “new evidence,” i.e. any submissions presented following the Hearings Officer’s Decision should not be allowed, the Council concludes that some submissions, and specifically the Appellants supplement to the appeal, including the ICE Custody Release Plan, and the August 31, 2011 memorandum from PPB Commander Jarmer, are not “new evidence” because they reiterate and clarify evidence and testimony in the record, and relate to the proposed conditions of approval. However, to the extent submissions were made after the Hearings Officer’s Decision, the Council allowed parties additional time to submit further evidence and cured any issue concerning these submissions. That is, opponents of the appeal were given time to submit evidence or argument to respond to or rebut the appellant’s additional submittals. Accordingly, the Council determines the submissions after the Hearings Officer’s Decision (Exhibits I.1 to I.31) are accepted and admitted as part of the record.

In regards to the application for Conditional Use Review for a Detention Facility, the Council, as supported by the Findings above, concludes that the proposed Detention Facility will not pose an unreasonable safety threat to nearby uses and residents (PCC 33.815.205(B)) and reverses the Hearings Officer’s Decision denying the Conditional Use for the Detention Facility. This approval is conditioned upon the Detention Facility being operated in accordance with the Security Plan (Exhibit A.8), as amended by the ICE Custody Release Plan dated September 2011 (Exhibit I.30.b).

VI. DECISION

It is the decision of Council to grant the appeal of appellant Rodney Grinberg, on behalf of Lindquist Development Company. With this decision, the City Council overturns the portion of the Hearings Officer’s decision denying the Conditional Use for a Detention Facility and hereby grants the Conditional Use Review, as supported by the Findings herein. The Council further upholds the portion of the Hearings Officer’s decision to approve the Central City Parking Review. The effect of the Council’s decision is:

Approval of a Conditional Use to allow a 5,198 square foot Detention Facility on the Site; and

Approval of a Central City Parking Review to allow a 106-space accessory parking facility on the Site.

Both approvals are subject to conformance with the site plan and building elevations (Exhibit C1-C6); and subject to conformance with the following conditions:

- A. The Detention Facility shall operate in conformance with the approved Security Plan (Exhibit A.8), as amended by the ICE Custody Release Plan dated September 2011 (Exhibit I.30.b).
- B. The Transportation Demand Management strategies identified in Exhibit A5 shall be implemented.
- C. No razor wire or barbed wire will be used on the perimeter fence.

VII. APPEAL INFORMATION

Appeals to the Land Use Board of Appeals (LUBA)

This is the City's final decision on this matter. It may be appealed to the Oregon Land Use Board of Appeals (LUBA), within 21 days of the date of the decision, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period or this land use review. You may call LUBA at 1 (503) 373-1265 for further information on filing an appeal.

EXHIBITS - NOT ATTACHED UNLESS INDICATED

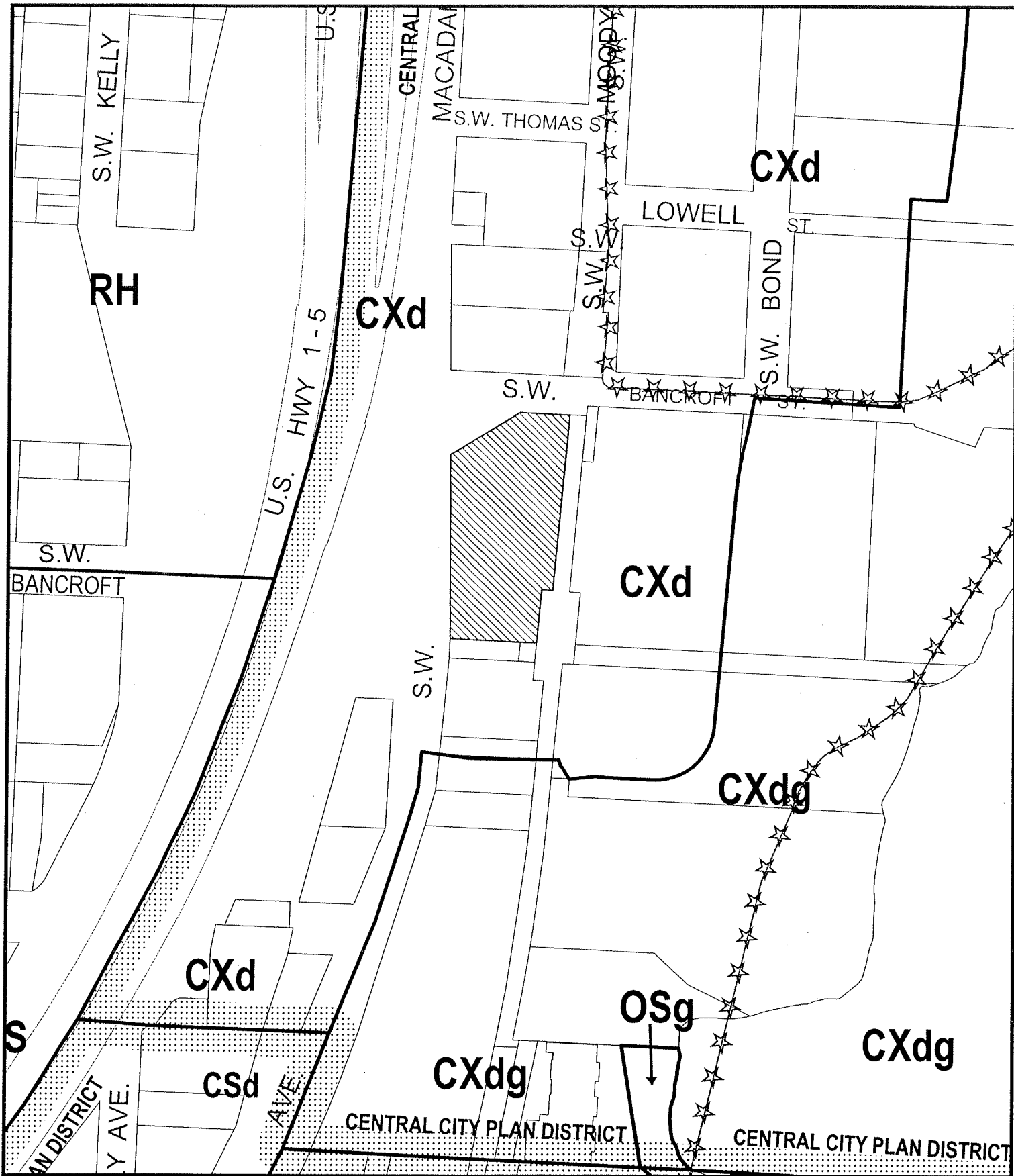
- A. Applicants' Statement
 - 1. Original Submittal, dated March 22, 2011
 - 2. Applicants' written statement addressing approval criteria, dated April 18, 2011
 - 3. Original Transportation Demand Management Strategies, dated May 3, 2011
 - 4. Original Transportation Impact Study, dated May 3, 2011
 - 5. Revised Transportation Demand Management Strategies, dated May 16, 2011
 - 6. Revised Transportation Demand Management Strategies, dated May 24, 2011
 - 7. Memo from Keith Skille, regarding follow-up questions, dated May 11, 2011
 - 8. Security Plan for 4310 SW Macadam Building (**attached**)
- B. Zoning Map (**attached**)
- C. Plans and Drawings
 - 1. Site Plan – Initial Development (**attached**)
 - 2. Site Plan – Future Development (**attached**)
 - 3. North and South Building Elevations (**attached**)
 - 4. West Building Elevation (**attached**)
 - 5. East Building Elevation – Initial Development (**attached**)
 - 6. East Building Elevation – Future Development (**attached**)
- D. Notification information
 - 1. Request for response
 - 2. Posting letter sent to Applicants
 - 3. Notice to be posted
 - 4. Applicants' statement certifying posting
 - 5. Mailing list
 - 6. Mailed notice
- E. Agency Responses
 - 1. Fire Bureau
 - 2. BDS/Site Development Section
 - 3. BDS/Life Safety Plans Examiner
 - 4. Police Bureau

5. Water Bureau
6. BES
7. PBOT Engineering and Development Review
8. Bureau of Parks/Urban Forestry Division
- F. Letters (none)
- G. Other
 1. Site History Research
 2. Findings and Conclusions of the City Council on LU 10-145100 DZM
 3. Letter of Incompleteness, dated April 13, 2011
- H. Received in the Hearings Office
 1. Notice of Public Hearing - Hardy, Douglas
 2. Staff Report and Recommendation to the Hearings Officer - Hardy, Douglas
 3. 6/28/11 E-mail from C Kathrens & CJ Hanes - Hardy, Douglas
 4. 7/4/11 Letter - Fenner, Peter
 5. 7/5/11 Testimony requesting denial of conditional use application #LU 11-124052 CU PR - Fellman, Renee
 - a. South Waterfront Plan - Fellman, Renee
 - b. Map - Fellman, Renee
 - c. Copy of Chapter 33, Table 120-1 - Fellman, Renee
 - d. Copy of article from Oregonian - Fellman, Renee
 - e. Copy of article from Florida Independent - Fellman, Renee
 - f. Copy of article from USA Today - Fellman, Renee
 - g. Copy of article from CBS news - Fellman, Renee
 - h. Copy of article from Stormfront.org - Fellman, Renee
 - i. Copy of Article from Creative Loafing Atlanta - Fellman, Renee
 - j. Copy of Article from Fox News - Fellman, Renee
 - k. Mailing List - Fellman, Renee
 6. 7/2/11 Email from Mary Gray to Douglas Hardy - Hardy, Douglas
 7. Undated Testimony requesting denial of this application: GSA & ICE @ Macadam & Bancroft - Kenney, Sally T.
 - a. Map - Kenney, Sally T.
 - b. Photo page - Kenney, Sally T.
 8. 7/5/11 Letter from Kittelson & Associates, Inc. to Bob Hailey - Hardy, Douglas
 9. 4/28/11 Letter from Richard Palaniuk (SPBA) - Hardy, Douglas
 10. 1/14/11 Letter from JD Watumull - Hardy, Douglas
 11. 6/30/11 Letter from Dee Walsh to City of Portland Hearings Officer - Hardy, Douglas
 12. 7/5/11 letter - Stein, Sabrina
 13. 7/5/11 letter - Poole, Anna
 14. 7/6/11 letter - Marmaduke, Mary Ellen
 15. 7/5/11 E-mails - Hardy, Douglas
 16. TRN-10.27 - Traffic Capacity Analysis for Land Use Review Cases - Haley, Bob
 17. Testimony sheet with attachments - Michon, Gustave Leonard
 - a. Written testimony - Michon, Gustave Leonard
 - b. 7/4/11 Oregonian article - Feds tell Portland blogger Bojack he crossed line with immigration center floor plan - Michon, Gustave Leonard
 - c. 6/24/11 letter, Lindsey Snow to John Bogdanski - Michon, Gustave Leonard
 - d. General Services Administration PBS Order 3490.1 - Michon, Gustave Leonard
 - e. Document Security Notice to Prospective Bidders/Offerors - Michon, Gustave Leonard
 - f. GSA Order PBS 3490.1A - Michon, Gustave Leonard
 18. Testimony sheet with attachment - Michon, Gustave Leonard
 - a. Written testimony - Michon, Gustave Leonard

19. Testimony sheet with attachments - Siegel, Mark
 - a. Written testimony - Siegel, Mark
 - b. BofA Merrill Lynch Official Statement - 9/15/10 - Siegel, Mark
 - c. North Macadam Urban Renewal Area Map - Siegel, Mark
 - d. North Macadam Urban Renewal Area Tables - Siegel, Mark
20. Testimony sheet - Slaughter, Kelley
21. Written testimony - Walker, Perry
22. 7/6/11 letter from Anthony Sabatini - Walker, Perry
23. 7/5/11 letter from Yvonne Branchflower - Walker, Perry
24. 6/30/11 letter from Jeanette P. Oliver - Walker, Perry
25. 7/5/11 letter from Mary Zehring - Walker, Perry
26. Letter from Mary C. Gray - Walker, Perry
27. Testimony sheet with attachment - Luke, Jim
 - a. Written testimony - Luke, Jim
28. Testimony sheet - Walker, Perry
29. Testimony sheet - Ramsey, Craig C.
30. Testimony sheet - Tooke, Kathleen and James
31. Testimony sheet - Harris, Diana
32. Testimony sheet - Perlman, Lee
33. Testimony sheet with attachments - Fellman, Renee
 - a. Written testimony - Fellman, Renee
 - b. Title 33.920 - Descriptions of the Use Categories - Fellman, Renee
 - c. Title 33.110 - Single-Dwelling Zones - Fellman, Renee
 - d. Title 33 - St. Johns Plan District - Fellman, Renee
 - e. Title 33.555 - Marquam Hill Plan District - Fellman, Renee
 - f. Title 33.800 - General Information on Land Use Reviews - Fellman, Renee
 - g. Title 33.910 - Definitions - Fellman, Renee
 - h. Title 33.800 - General Information on Land Use Reviews - Fellman, Renee
 - i. Title 33.815 - Conditional Uses - Fellman, Renee
34. Testimony sheet - Dorfman, Marlene
35. Testimony sheet - Farzan, Jim
36. In Favor Of Testimony Sign Up Sheet - Hearings Office
37. In Opposition To Testimony Sign Up Sheet - Hearings Office
38. Letter - Harris, Diana
39. 7/8/11 letter - Michon, Carmen Q.
40. 7/10/11 Faxed letter - Gertenrich, Dr. Roger
41. 7/9/11 Letter from Suzanne and Leroy Barker - Poelwijk, Yvonne
42. 7/11/11 Letter - Dannen, Curt
43. 7/11/11 Letter - Dannen, Kay
44. Undated Memo to Hearings Office - Tinker, Irene
45. 7/12/11 Letter - McAtee, Terri
46. 7/12/11 Letter - Tooke, Kathleen and James
 - a. Map - Tooke, Kathleen and James
 - b. Fox News article - Tooke, Kathleen and James
 - c. Oregonian article - Tooke, Kathleen and James
 - d. The Washington Times article - Tooke, Kathleen and James
 - e. Los Angeles Times article - Tooke, Kathleen and James
 - f. Ledger-Enquirer.com article - Tooke, Kathleen and James
 - g. Ledger-Enquirer.com article - Tooke, Kathleen and James
 - h. NPR article - Tooke, Kathleen and James
47. Undated letter - Merrill, Ralph G.
 - a. UPI.com article - Merrill, Ralph G.
 - b. The Valdosta Daily Times article - Merrill, Ralph G.
 - c. The Washington Times article - Merrill, Ralph G.
 - d. Fox News article - Merrill, Ralph G.
 - e. Creative Loafing Atlanta article - Merrill, Ralph G.

- f. Fox13 article - Merrill, Ralph G.
- g. Alabama Public Radio article - Merrill, Ralph G.
- h. USA Today article - Merrill, Ralph G.
- i. NPR article - Merrill, Ralph G.
- j. Oregonian article - Merrill, Ralph G.
- 48. 7/12/11 Letter from Lynne and Don Dagg - Merrill, Ralph G.
- 49. 7/10/11 Letter - Gertenrich, Dr. Roger
- 50. 7/12/11 Letter - Warren, Tamiko
- 51. 7/11/11 Letter - Smolen, Neil J. and Lee Daly
- 52. 7/12/11 Memo - Hardy, Douglas
- 53. Undated letter - Fenner, Nancy
- 54. 7/13/11 Letter - Fellman, Renee
 - a. Analysis - Fellman, Renee
 - b. 6/27/11 Email string Renee Fellman - Yvonne Poelwijk - Fellman, Renee
- 55. 7/13/11 Testimony - Walker, Perry
- 56. 7/12/11 Additional Testimony - Davis, Jim
 - a. Oregonian article: Posting of floor plan spurs inquiry - Davis, Jim
 - b. Oregonian article: U.S. plans to raise bar on who gets deported - Davis, Jim
 - c. Oregonian article: School feared fuss over ICE location - Davis, Jim
- 57. Undated Letter - Parks, Jessica
- 58. 7/13/11 Faxed letter - Walenza, Susan
- 59. Undated letter - Rodriguez, Krista
- 60. 7/11/11 letter with attachments - Farzan, Jim
 - a. 4/28/11 letter from Richard Palaniuk, SPBA - Farzan, Jim
 - b. 6/30/11 letter from Dee Walsh, REACH Community Development - Farzan, Jim
- 61. 7/13/11 letter - Schlitt, Donna
- 62. Letter - Bracke, Laura
- 63. 7/13/11 letter with attachments - Junkin, John M.
 - a. 7/13/11 letter from Hughart, Kittelson & Associates - Junkin, John M.
 - b. Letter from Elizabeth Godfrey, ICE - Junkin, John M.
 - c. Perspective at SW Moody and SW Bancroft Initial Development - Junkin, John M.
 - d. Aerial Perspective Initial Development - Junkin, John M.
 - e. View to the East - Junkin, John M.
 - f. Geo Transport, Inc. photos - Junkin, John M.
 - g. 7/13/11 Memo from Keith Skille, GBD Architects - Junkin, John M.
 - h. Maximum Buildable Area - Junkin, John M.
 - i. Map 510-3 Maximum Heights, Map 2 of 3 - Junkin, John M.
 - j. Map 510-2 Floor Area Ratios, Map 2 of 2 - Junkin, John M.
 - k. 8/11/10 Memo to Kara Fioravanti - Junkin, John M.
 - l. 1/26/11 Memo, Michelle Seward to Susan McKinney - Junkin, John M.
 - m. 7/12/11 letter from Michael D. Schrunk, Multnomah County DA to Jim Davis - Junkin, John M.
- 64. 7/18/11 Letter - Junkin, John M.
- 65. 5/9/11 E-mail from Carrie Richter (printed 6/20/11, not labeled in staff file) - Hardy, Douglas
- 66. 6/15/11 E-mail string with attachment - Hardy, Douglas
 - a. Carbon Monoxide Hot Spot Area - Hardy, Douglas
- I. Received Following Hearings Officer Decision
 - 1. 7/3/11 E-mail from Commissioner Fritz
 - 2. Appeal Submittal Form, received 8/12/11
 - 3. Appealed HO Decision
 - 4. Notice of Appeal Hearing, dated 8/2/11
 - 5. 8/15/11 E-mail from John Junkin
 - 6. Notice of Rescheduled Appeal Hearing, dated 8/17/11

7. Appeal Submittal Supplemental, dated 8/17/11
8. 8/31/11 Letter from Commander Vincent L Jarmer, Portland Police
9. Council Appeal Packet Memo
10. 8/31/11 Letter PNCA
11. 9/6/11 Letter from The Art Institute of Portland
12. 9/8/11 Letter from South Portland Business Association
13. 9/12/11 E-mail from Mark Block
14. 9/14/11 E-mail from Neil Smolen
15. 9/15/11 Letter from General Services Administration
16. 9/18/11 E-mail from Gordon Caron
17. 9/19/11 Letter from John Junkin
18. Financial Impact and Public Involvement Statement
19. 9/20/11 Letter from U.S. Immigration and Customs Enforcement
20. BDS PowerPoint Presentation, submitted September 21, 2011
21. 9/21/11 Letter from Susan Walenza
22. 9/21/11 E-mail from Mary Ellen Marmaduke
23. 9/21/11 E-mail from Woo Wonmi
24. 9/21/11 Oregonian articles submitted by Jim Davis
25. 9/21/11 Testimony submitted by Mark Siegel
26. 9/21/11 Memo from Douglas Hardy
27. 9/27/11 Letter from William Danneman
28. 9/26/11 Letter from Jim Davis/South Portland Neighborhood Association
29. 9/28/11 Letter from John Junkin
30. a. 9/28/11 Letter submitted by Daniel Brown/GSA
b. ICE Custody Release Plan, dated September 2011 (**attached**)
31. 10/5/11 Conditions submitted by Commissioner Fritz



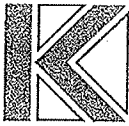
ZONING

 Site



This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 11-124052 CU,PR
 1/4 Section 3429
 Scale 1 inch = 200 feet
 State_Id 1S1E10CD 500
 Exhibit B (Apr 01,2011)



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

May 16, 2011

Project #: 11643

Bob Hailey

City of Portland

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

RE: 4310 SW Macadam Transportation Demand Management Strategies

Dear Bob,

This letter documents the Transportation Demand Management strategies that will be employed at the 4310 SW Macadam development. As documented in the accompanying transportation impact study (TIS), the 4310 development will consist of a 114,279 square foot office building. This structure will house two Immigrations and Customs Enforcement (ICE) agencies – Homeland Security Investigations (HSI) and Enforcement and Removal Operations (ERO). A 106-stall parking garage will provide secured parking dedicated for official business of the two agencies.

The nature of business conducted by the two government agencies necessitates a fair amount of vehicular based commuting (primarily by those employees who are "on-call" and have been issued take-home government vehicles). However, a sizable number of employees will not have on-site parking privileges. Recognizing this and the lack of public parking facilities within the South Waterfront District, the following programs and features are being incorporated into the design and operations of the ICE facility in order to minimize single occupant vehicle trips and encourage the use of active forms of transportation.

- As part of the Department of Homeland Security's Commuter Transit Subsidy Benefits Program, all HSI and ERO employees that do not have on-site parking privileges can participate in the transit subsidy program. This program provides transit subsidies to employees of up to \$230 per month. This amount is sufficient to cover Tri-Met and C-Tran monthly transit passes.
- The facility will include 22 bicycle parking spaces. These spaces will be located within the parking garage, providing covered and secure parking. In addition, four bicycle parking

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FILES\CONTENT.OUTLOOK\R9661E21\11643_TDM_FINAL.DOCX

CASE NO. 11-12A052
EXHIBIT AS

spaces will be located near the building's front entrance on SW Bancroft Street for general public use. With the facilities location adjacent to the popular Willamette Greenway Trail and other developing infrastructure in the South Waterfront District, it is anticipated that a large number of employees will take advantage of this infrastructure.

- The building will include changing rooms and showers that can be used by employees who walk or bicycle to work.

In addition to the specific programs and design features, it should be noted that the site can take advantage of its proximity to a number of urban amenities that will naturally provide alternative commuting options. These include:

- The Portland Streetcar provides stops along SW Moody and SW Bond Avenues every 13-20 minutes depending upon the time of day and day of week.
- Tri-Met operates bus lines #35 (Macadam/Greeley) and #36 (Southshore). Line #35 provides daily service between Oregon City and north Portland with area stops along Macadam Avenue and Moody Avenue. Line #36 provides weekday rush hour service between Tualatin and Portland City Center with area stops along Macadam Avenue and Moody Avenue.
- The site is located immediately adjacent to a future Streetcar line extension to the south.
- The City of Portland offers dedicated carpooling parking spaces along SW Bancroft Street and SW Bond Avenue.
- The site is located immediately adjacent to the popular Willamette Greenway trail that provides regional walking/bicycling access.

These programs and design features, coupled with the site's proximity to transit (next to Portland's Streetcar) and urban location will help reduce the prevalence of single occupant vehicle commuting.

Sincerely,

KITTELSON & ASSOCIATES, INC.

Matt Hughart AICP
Senior Planner

Julia Kuhn, P.E.
Principal Engineer

4310 Macadam Building

Security Plan

Detainee Transportation

- Detainee transports to and from the facility are completed by U.S. Government Immigration and Customs Enforcement agency and contract vehicles.
- Transport vehicles consist of secure:
 - o "Airporter" type transport vehicles vans.
 - o Coach Bus
- Detainee movements into and out of the building from the vehicle transports are completed in an enclosed, secure sally port inside the building.
 - o Detainees are escorted into and out of vehicles by Federal agents and/or contract officers.
 - o Detainees are restrained with waist bands, leg restraints, and seat belts during transport.

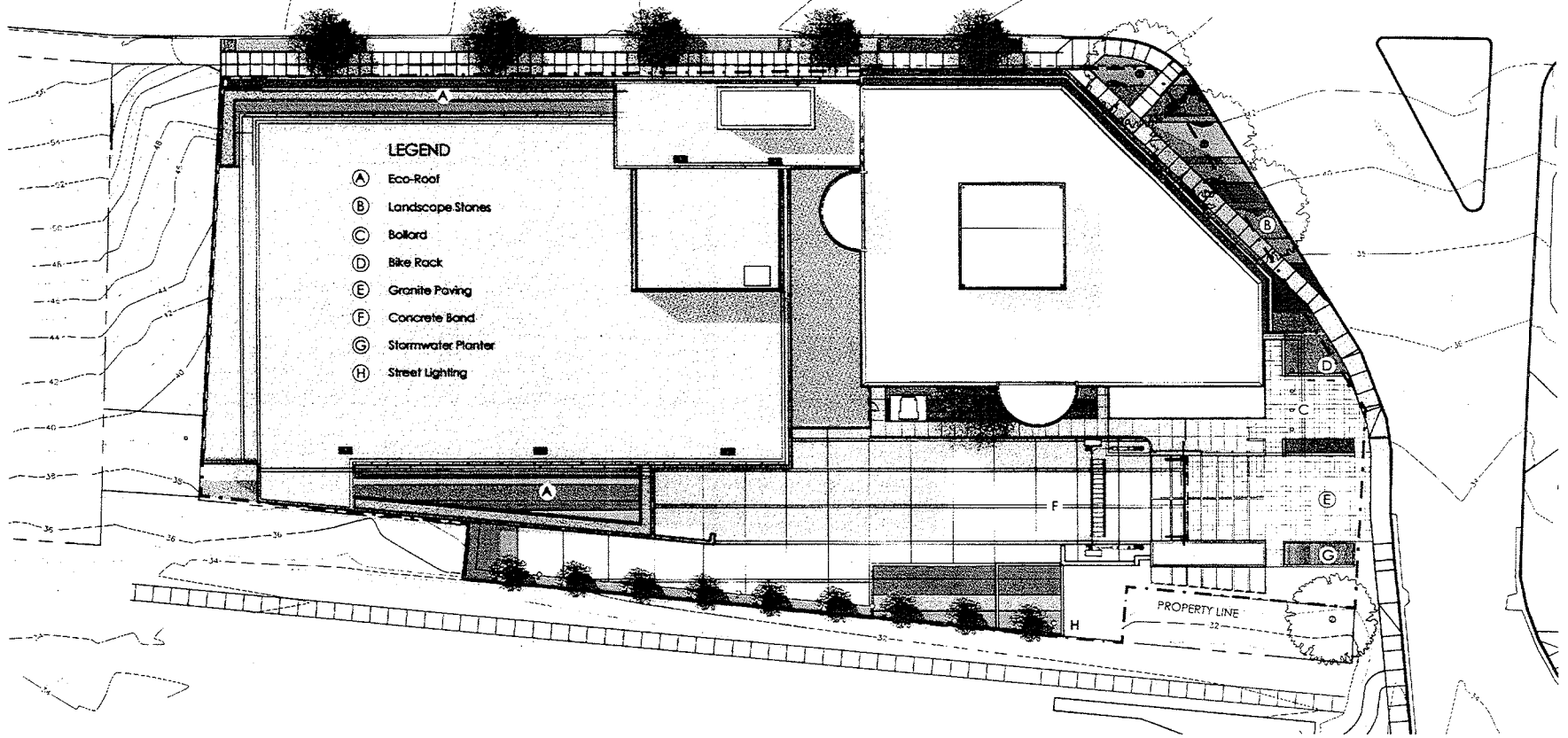
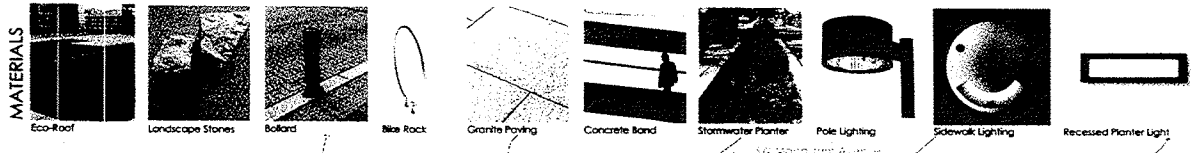
Facility Security

- Building and site perimeter surveillance by Government agents.
- Vehicle gatehouse manned by armed guards during normal business hours.
- Parking access limited to U.S. Government Immigrations and Customs Enforcement and contract transportation vehicles only.
- Building ingress and egress is controlled.
- Building security by Federal Protection Service guards in the public lobbies.
- Visitors are screened through magnetometers and x-ray detectors upon building entry.
- Detainee visitors are monitored by staff; visitors are separated from detainees by walls and glazing.

Facility Design

- Building and Site designed as a secure perimeter.
 - o Building designed and constructed to ST-STND-02.01 K12 vehicle anti-ram rating.
 - o Site vehicle areas secured with Department of Homeland Security approved perimeter fencing.
 - o Building exterior glazing strengthened to protection level 3B.
- Detainee Processing Area:
 - o No exterior windows to prevent escape.
 - o Facility is located partially below grade in a concrete hardened suite.
 - o Separated from office areas by hardened walls and floor levels.
 - o Holding rooms have exposed concrete floors and ceilings.
 - o Maximum stay is 12 hours; no overnight stay or housing.
 - o Limited and controlled access points.
 - o Site lines promote detainee surveillance from central location.
- Never less than two locked doors or barriers present between detainees and outside.
- Emergency Generator to provide back-up power during outages.
- Outdoor Air Intakes and Exhausts located on a secure roof.

CASE NO. 11-124092
EXHIBIT AB



- LEGEND**
- (A) Eco-Roof
 - (B) Landscape Stones
 - (C) Bollard
 - (D) Bike Rack
 - (E) Granite Paving
 - (F) Concrete Band
 - (G) Stormwater Planter
 - (H) Street Lighting

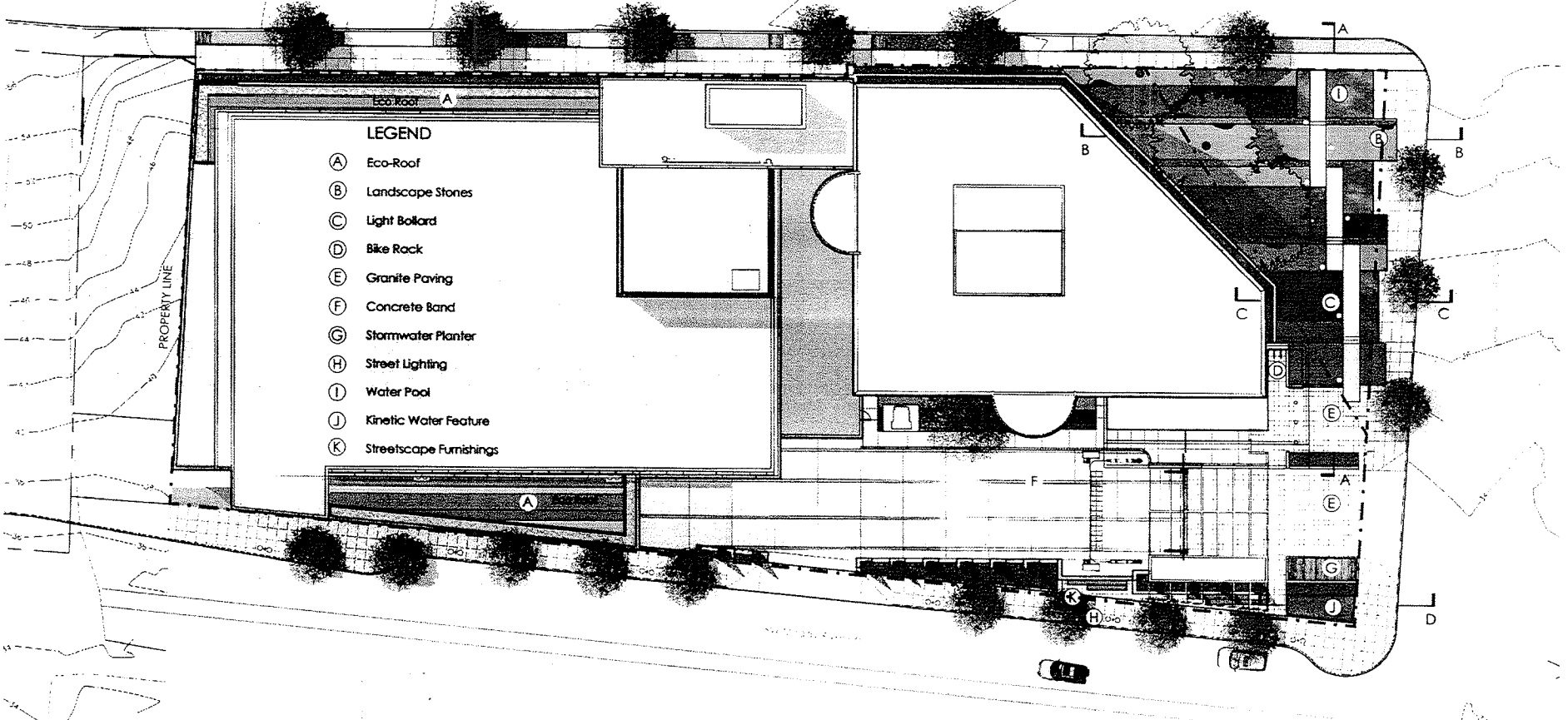
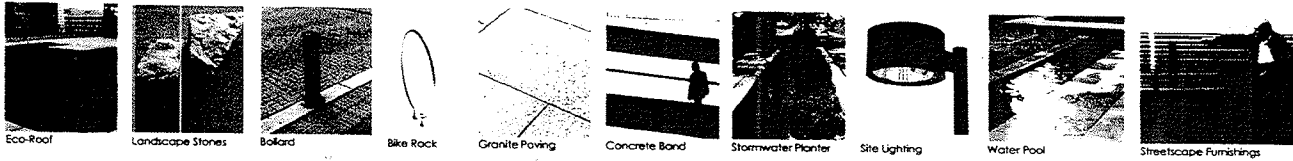
LANDSCAPE MATERIALS PLAN - INITIAL DEVELOPMENT
1/32" = 1'-0"



DESIGN REVIEW APPLICATION

CASE NO. JJ-124052
EXHIBIT C1

MATERIALS



LANDSCAPE MATERIALS PLAN - FUTURE DEVELOPMENT

1/32" = 1'-0"

-N

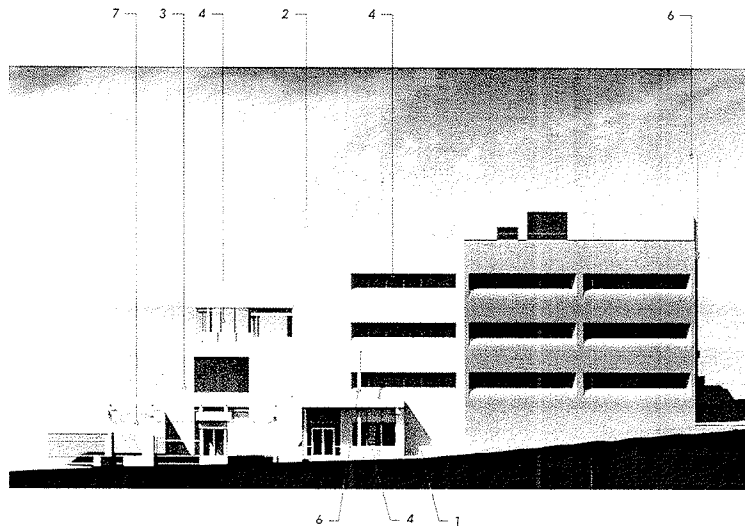
4315 SW MACADAM, PORTLAND, OREGON

SEVEN REVIEW AFTER APPROVAL

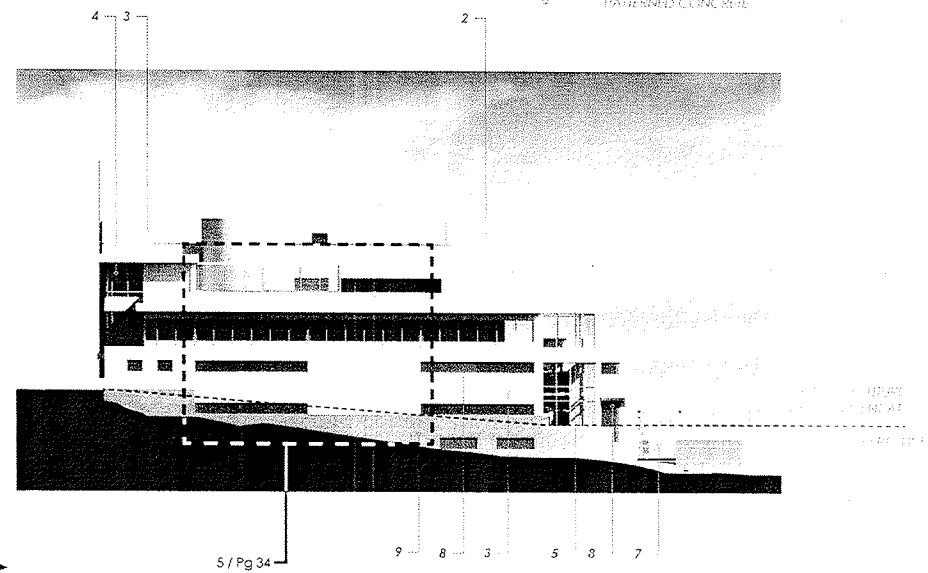
CASE NO. 11-124052
EXHIBIT C2

MATERIAL LEGEND

- 1 EXISTING SYNTH. PLASTER
- 2 EXISTING BRICK
- 3 BRICK
- 4 VISION GLAZING
- 5 METAL PANEL
- 6 ALUMINUM FLAGPOLE
- 7 METAL SECURITY GATE
- 8 WOVEN WIRE MESH
- 9 PATTERNED CONCRETE



KEYPLAN



KEYPLAN

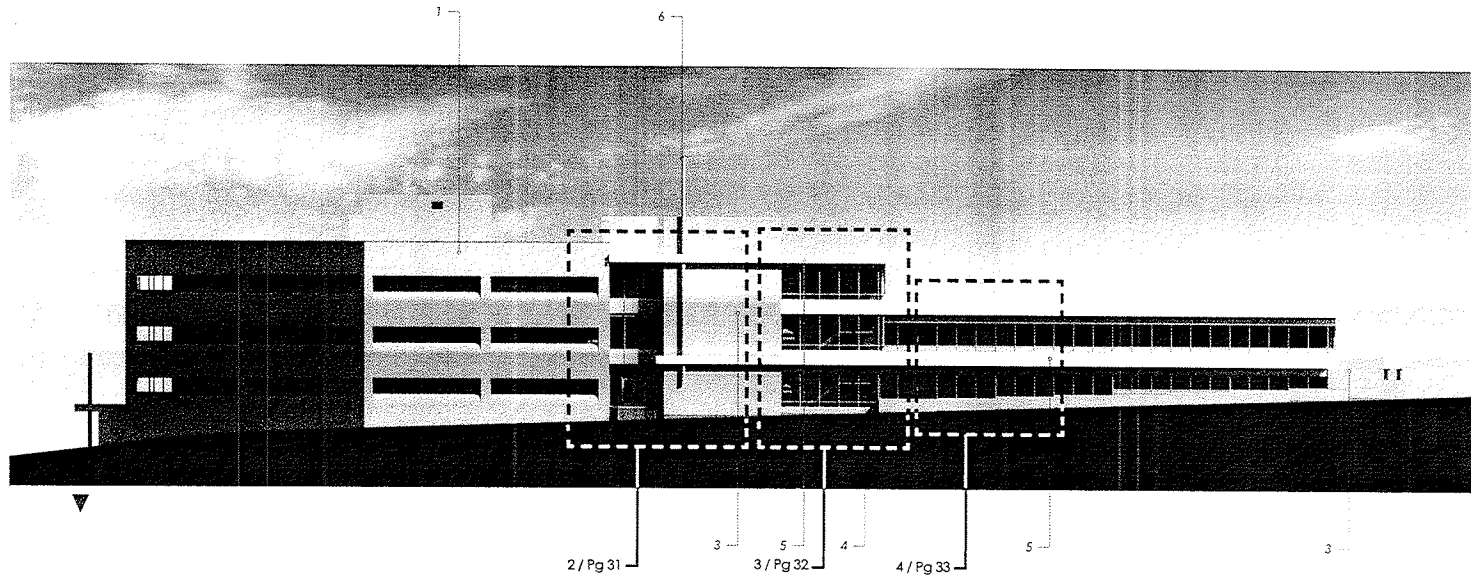
ELEVATIONS - NORTH & SOUTH

CASE NO. 11-124052
 EXHIBIT C3



MATERIAL LEGEND

- 1 EXISTING SYNTH. PLASTER
- 2 EXISTING BRICK
- 3 BRICK
- 4 VISION GLAZING
- 5 METAL PANEL
- 6 ALUMINUM FLAGPOLE
- 7 METAL SECURITY GATE
- 8 WOVEN WIRE MESH



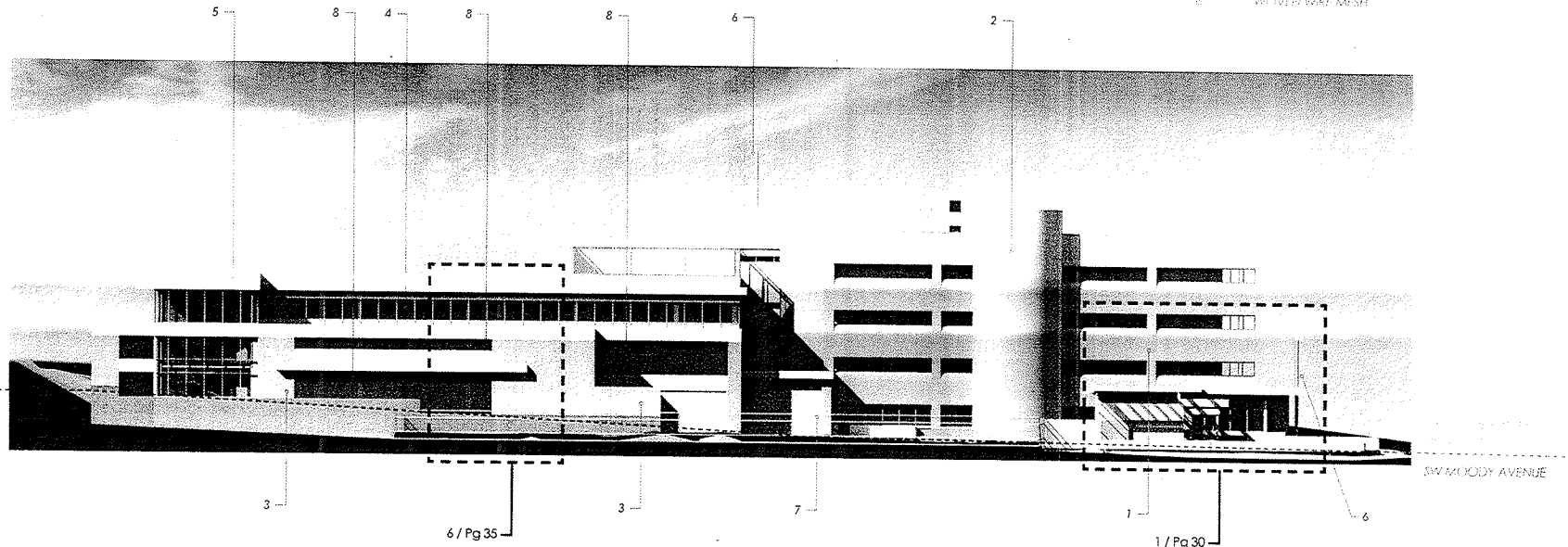
KEYPLAN

ELEVATION WEST

CASE NO. 11124052
 EXHIBIT C4

MATERIAL LEGEND

- 1 EXISTING SYNTH. PLASTER
- 2 EXISTING BRICK
- 3 BRICK
- 4 VISION GLAZING
- 5 METAL PANEL
- 6 ALUMINUM FLAGPOLE
- 7 METAL SECURITY GATE
- 8 WOVEN WIRE MESH



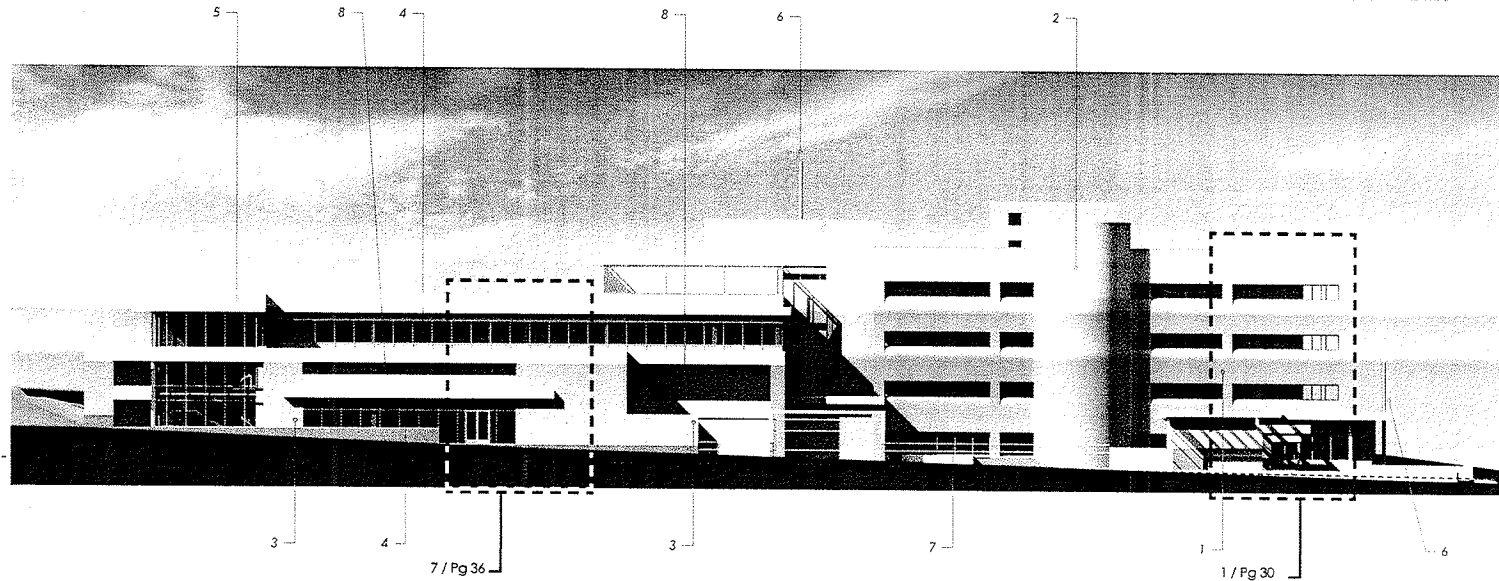
KEYPLAN ▲

CASE NO. 11-P-24052
EXHIBIT 45

ELEVATION - EAST
INITIAL DEVELOPMENT

MATERIAL LEGEND

- 1 EXISTING SYNTH. PLASTER
- 2 EXISTING BRICK
- 3 BRICK
- 4 VISION GLAZING
- 5 METAL PANEL
- 6 ALUMINUM FLAGPOLE
- 7 METAL SECURITY GATE
- 8 WOOD WIRE MESH



KEYPLAN ▲

CASE NO. 11-124052
 EXHIBIT C6

ELEVATION EAST
 FUTURE DEVELOPMENT

ICE CUSTODY RELEASE PLAN
SEATTLE FIELD OFFICE
MACADAM SITE – PORTLAND, OREGON

The Immigration and Customs Enforcement (ICE) building located at 4310 Macadam will operate in conformance with the Security Plan that was submitted to the City and labeled A-8. As an addendum to the approved Security Plan, Immigration and Customs Enforcement will adhere to the following when releasing eligible persons from ICE custody:

- From time to time, ICE releases certain eligible persons from custody pending decisions on their removal (deportation) cases.
- Telephone calls are permitted for detainees to arrange transportation away from the Macadam site upon release.
- Release from ICE custody may be limited to designated release times and will be affected under the following conditions:
 - Subject released and transported from the site to family, friend, attorney or non-governmental organization.
 - Subject transported by ICE and released from custody at mass transit location with funds sufficient for transportation fare.
 - Subject transported by ICE and released from custody at other mutually agreeable location within the city of Portland.
- ICE will prominently post notices in the processing area advising detainees of these site-specific release procedures.

APPROVED:

Nathalie R. Asher

Nathalie R. Asher
Field Office Director
US Department of Homeland Security
Immigration & Customs Enforcement
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EX. I 30.6