

**OPPOSE
APPEAL**

APPEAL OF PEARL DISTRICT NEIGHBORHOOD ASSOC.
FREMONT APARTMENTS - LU 16-278621 DZM GW

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME.

Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 1	Madeline Kovacs ^{Dutland for Angan}	6325 N Albina #7 97217	madeline@fnads.org
✓ 2	Alan Kessler	2725 36th Ave 97202	alan.kessler@gmail.com
3	Roger Leachman	7412 SW Vista Ave. #26 97205	royleachman@gmail.com
✓ 4	Patricia Gardner	2304 N. Flint Ave 97227	
✓ 5	NEILSON ABEELE	1325 NW Flanders	NAbeel1940@gmail.com
✓ 6	Kurt Schultz	938 NW 5th Ave	
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**SUPPORT
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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 1	STAN PENKIN	1075 NW NORTHROP ST. PORTLAND, OR 97209	STANLEYPENKIN@GMAIL.COM
✓ 2	John Wilkinson	1075 NW Northrup #2117 Portland 97209	wilki.jh@gmail.com
✓ 3	Kurt Sorensen	1310 NW NAITO PKWY #507 Portland 97209	kr.sorensen@att.net
4	part of initial testimony	338 SE 48TH AVE 97215	peter.granlich@pcc.edu
✓ 5	Alan Potts	949 NW Overton St. Portland OR 97209	ACPOTTS@UT.EDU
✓ 6	Cristina del Rosario	1259 NW 9th Portland. 97209	
✓ 7	Max Lindau	2270 NW Savier St #423 Portland 97210	
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✓ 9	Bruce Kaplan	1075 NW Northrup St #1217 Portland, OR 97209	brucekaplan@aol.com
✓ 10	Michael R. Coates	1075 NW Northrup, unit 1917 Portland OR 97209	MCOATES@PUSHYOURBUSINESS.COM

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 11	Glenn Traeger	1133 NW 11 th 97209	g-traeger@att.net
✓ 12	Michael Gould Gould	1075 NW Northrup St #1412	mgouldpdx70@gmail.com
✓ 13	LARRY MAZER	1310 N.W. Naibo Dr Kuy #905	themazers@gmail.com
✓ 14	Kristi Nash	1125 NW 12 th Ave Portland 97209	
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✓ 17	David Mitchell	937 N.W. Glisan St, #1337 Portland 97209	DLeightonMitchell@me.com
✓ 18	John Wertzler	1310 NW Naito Pkwy #1007 Portland 97209	jdwertzler@gmail.com
✓ 19	Roger Leachman	742 SW Vista Ave. #36 97205	rogerleachman@hotmail.com
Not speaking ✓ 20	Judie DUNKIN	725 NW 10th #563 97209	judie@thedunkin group.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 21	JOHN GILLETTE	1133 NW 11 th AVE., #405	—
no 22	PART OF JOHN HOLLISTER GROUP CLAUDIA COSGROVE		
✓ 23	BROOKS HICKERSON	1255 NW 9 th #309	
✓ 24	Sally Mize	1040 NW 10 th #513	salmize@gmail
no 25	Carol Yarrow	1130 NW 12 th #116	cy@carolyarrow
no 26	Keith Teller	1130 NW 12 th #16	cy@carolyarrow
no 27	LAWRENCE W. ERICKSON	97210 6665 W. Burnside Rd CRT 452	lawrenceerickson@aol.com
no 28	ROD ONORLI	820 NW 12 th #510 PO 97209	
✓ 29	John team. Gori Mize	1310 NW Naito Pkwy FLX 97209	
30	Jennifer JAMES	1075 NW Northrup	jbjames@comcast.net

~~Service Center~~

~~1075 NW Northrup #1317~~

~~John team. Gori Mize~~

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 31	KEVIN GOSGROVE	820 NW BTH #402	
✓ 32	JEANIE Jeanie Coates	1075 NW Northrup, Unit 1917	
✓ 33	STEPHEN KAPURY		
✓ 34	JEFFREY KATH	1075 NW NORTHROP ST	
spoke no 35	Jeff Kleinman	1207 SW 6th St 97204	
no 36	Jill Rissi	949 NW Overton St. 97209	
✓ 37	John Hollister		
✓ 38	Christian Maynard		
✓ 39	Sherry Green		
40			

Moore-Love, Karla

From: Moore-Love, Karla
Sent: Monday, February 26, 2018 12:35 PM
To: Moore-Love, Karla
Subject: FW: Brooks Hickerson Exhibit 02-21-2018



Moore-Love, Karla

From: Madeline Kovacs <madeline@friends.org>
Sent: Wednesday, February 21, 2018 7:50 PM
To: Council Clerk – Testimony
Subject: Letter regarding the Fremont Apartments
Attachments: P4E Fremont Apts Letter 02.21.18 .pdf

Dear Mr. Mayor and Portland City Commissioners,

Attached please find our letter from Portland for Everyone regarding the Fremont Apartments currently being reviewed.

Our sincere thanks for all of your tireless work on behalf of the residents of this city,
Madeline Kovacs

--

Madeline J. Kovacs (she/her/hers)
Coordinator, Portland for Everyone
1000 Friends of Oregon
133 SW 2nd Ave, #201 | Portland OR 97204
friends.org | portlandforeveryone.org
o: 503.497.1000 x137 | c: 510.410.4176

"The world needs beauty as well as bread..." - John Muir



February 21, 2018

Portland City Council
1221 SW 4th Ave., Room 130
Portland, OR 97205

Dear Mr. Mayor and Portland City Commissioners,

The organizations and individuals comprising Portland for Everyone are pleased to submit this letter in support of the Fremont Apartments project, and in opposition to the appeal request by the Pearl District Neighborhood Association.

The developers on this project actively engaged with the neighborhood, adapting plans that are allowed under Portland code on due diligence. Plans were amended multiple times to accommodate concerns, including pushing the tower to the northwest corner of the building to partially preserve the view of the Fremont Bridge from Fields Park. Plans were also amended to greatly enhance the public realm, including improved riverfront pedestrian and bike access, and a 60 foot wide plaza extending down to the riverfront.

As with all projects, some may not love it, but that should not enable a group residents to effectively block it. There were several view corridors established by the City during the Central City 2035 planning process, but views of the bridge as described during the hearing this afternoon was not one of them.

Current condo residents fighting apartment towers similar to the ones they live in, and that were allowed at the time they moved in, is ironic. As a City, we must choose to live out our values, and choose to prioritize housing our full community over the objections of a few individuals.

This is also a key point for those concerned with protecting Portland's most vulnerable residents in other neighborhoods from further displacement. As the Obama White House stated last year in its Housing Development Toolkit, **"When new housing development is limited region-wide, and particularly in neighborhoods with political capital to implement stricter local barriers, the new housing that does get built tends to disproportionately concentrate in low-income communities of color, causing displacement and concerns of gentrification in those neighborhoods."**^[1]

We would be remiss, however, if we did not note that we would support the Fremont Apartments even more enthusiastically if the project team had opted not to include parking, and had instead opted in voluntarily to the City's new Inclusionary Housing program. That said, we need more housing of all

stripes, and projects that meet all code and design requirements, and provide public benefits, must be allowed to be built.

Portland City Council must be steadfast in demonstrating leadership and making decisions that will support our city's stated vision for the future. The City must consider this and all projects cumulatively, and in light of its stated long-range planning goals, namely the Climate Action Plan and the Comprehensive Plan Equity and Anti-Displacement goals — all of which building the Fremont Apartments will support, and all of which delaying or killing the project will thwart. We must ensure the continued buildout of Portland's urban core while enabling walking, bicycling, and the use of transit.

A proposal to build hundreds of units in our downtown core - **on an empty parking lot** - accomplishes our policy goals for public health, climate mitigation, and affordability. Portland will remain a national leader on smart growth and climate change, and will begin to meet its housing targets for residents of all incomes, only if it expands capacity for housing in its best-connected places.

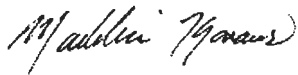
Portland is in a declared housing crisis, but we did not get here overnight. Part of the solution is strengthening tenants rights, part of the solution is securing more funding for affordable housing, and part of the solution is allowing enough housing of many different kinds to be built. **We must ensure that we do not continue to chronically under-build housing, especially in our best-connected places, if we are serious about addressing this issue.**

Every project delay, and the uncertainty that accompanies it, chips away at the housing stock that is necessary to construct if Portland has any chance of being home to middle class families in the decades to come. Please don't halt the construction of more desperately needed homes in our urban core.

Portland for Everyone will continue to support land use policy decisions that will:

- Provide plenty of affordable and diverse housing options in all Portland neighborhoods
- Prioritize housing for historically and currently underserved populations
- Prioritize housing for humans over shelter for cars
- Allow more people to live in areas with good access to transportation, parks, and services, and
- Create and maintain economically diverse neighborhoods.

Thank you for your time, and for your work to house all Portlanders affordably,



Madeline Kovacs
Portland for Everyone
www.portlandforeveryone.org

1000 Friends of Oregon
133 SW 2nd Ave., Suite 201
Portland, OR 97204

^[1] https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing_Development_Toolkit%20f.2.pdf

Moore-Love, Karla

From: Sam Stuckey <samuel.stuckey@gmail.com>
Sent: Wednesday, February 21, 2018 5:03 PM
To: Council Clerk – Testimony
Subject: Fremont Apartments PDNA Appeal Testimony
Attachments: Stuckey_Fremont Apartments Appeal Testimony.pdf

Please see my attached testimony in **opposition** to the PDNA's proposed appeal of the Fremont Apartments.

Thank you,

Sam Stuckey
samuel.stuckey@gmail.com

Dear Council members,

I urge you to deny the appeal request by the Pearl District Neighborhood Association regarding the Fremont Apartments project. This appeal is inappropriate and stands on disingenuous grounds. The PDNA has been involved in discussions with the architect, developer, and city staff from the beginning. They have collaborated in design compromises with the architect and developer throughout a process that has been ongoing since 2016. The architect of this project has gone above and beyond to reach out to the community and address their concerns.

Portland has a very rigorous design review and approval process. I hesitate to call our processes “obstacles,” but they are certainly hoops that TVA and the developer have jumped through without objection. They have done everything within their power to design a project that makes sense financially, pleases the Design Review committee, meets the zoning code of the city, addresses reasonable concerns by the community, and provides public benefit. What else can be asked of them?

You’re going to hear the word “precedent” in regard to this project. What *precedent* does it set? The real precedent that should be considered is what lengths we allow neighborhood associations to use their status to obstruct the design review process and restrict development they find objectionable. This appeal is a sham, it is a waste of time and money, and serves no purpose other than to drag out and delay this project.

If there was any question as to the end goals of the PDNA’s appeal their counsel, Jeff Kleinman, was less than subtle when asked by Willamette Week about his role in appeals such as these:

Does [Mr. Kleinman] use delays to kill construction?
“That’s a very good question,” he said. He chuckled, and declined to answer further.

We cannot afford to delay more housing. It is time to stop beating this dead horse and allow the Fremont Apartments to proceed towards a building permit.

Thank you for your consideration,

Sam Stuckey
Portland Resident

Moore-Love, Karla

From: Alisa Pyszka <alisa.pyszka@gmail.com>
Sent: Wednesday, February 21, 2018 4:50 PM
To: Council Clerk – Testimony
Subject: SUPPORT for Fremont Place Apartments

As a Portland resident, I wholeheartedly support this project. Our city is struggling with the adequate provision of housing and we must provide any type of housing possible. Approval of this project would prevent the 275 well-off households who would live here from competing with the rest of the city's tenants to get existing rentals.

Our city can't afford to succumb to the whims of NIMBY motives. After this process is completed, I highly recommend that city staff meet with the Pearl District Neighborhood Association, outside of specific project proposal, to educate them about the importance of housing in our city and the costs they are imposing on the community with appeals such as this. Portland is based on sound planning and a relatively objective review process and we need to uphold this foundation.

Alisa Pyszka
2406 NE 9th
Portland, OR 97212

February 21, 2018

To:
Mayor Wheeler
Commissioner Eudaly
Commissioner Fish
Commissioner Fritz
Commissioner Saltzman

Re: Fremont Apartment Appeal

Dear Mayor Wheeler & Commissioners of the City of Portland,

I am writing in support of the Proposed Fremont Apartments and urge you to vote in support of the Design Commissioner's approval.

I was fortunate to live in the Pearl District for 20+ years off and on since 1993. I was also Planning Chair for the Pearl District Neighborhood Association for over 16 years. In that time, I got to witness and help shape the direction of this downtown neighborhood. These are things that I know to be true:

- The purpose of the Pearl District within Portland is to be a dense urban mixed used mixed income neighborhood that will be home to 10,000+ units of housing (not done yet). This idea was set out in the 1988 Central City plan. This vision has been affirmed in every subsequent City of Portland Planning document and Prosper Portland plan. The majority of this neighborhood was a railyard, so it was seen as the perfect place to create density without displacing established neighborhoods.
- The Pearl District is one half of the River District. What this means is that neighborhood is not meant to stop blocks before the Willamette but is actually meant to go the River. Building off the 2001 Peter Walker Master Plan, the plan was for a bridge to spring from the Fields Park over to the River's Edge. Beyond the fact that there was to be a bridge at the end of the park (so ergo no "view"), there was never any discussion of preserving views from the Field's Park because that Park is not the end of the neighborhood – the Willamette River is. The goal was to get people to go to the Willamette and look at the river & views while standing actually by the river. It is also impossible to see the river from the Fields Park so it made no sense to preserve the view.
- Because the Pearl District was meant to be a dense urban neighborhood, the goal of the edge of the neighborhood between Naito and the Willamette was also meant to be dense and urban. This part of the Pearl was not meant to be of suburban scale – one only needs to look at the old proposals for Centennial Mills to know this to be true. The vision for this part of the City via the Pearl District and the River District was to meet the river in an urban way. I was honored to be part of the 2004 North Pearl Study and 2008 North Pearl Plan when this vision was clearly laid out – the only reason height & FAR weren't adjusted in the final version was to accommodate a master plan for Centennial Mills. I have been dismayed at the cherry picking of words from that document by those in opposition to this project. Picking words out of context does not make truth. The truth from history (and documents) is that this part of the neighborhood is meant to be of urban scale.
- The vision and plans for the Pearl District are clearly laid out in every City of Portland code, document, and plan since 1988. Each plan has consistently built on the last plan into a vision of a more dense, more urban, housing rich downtown neighborhood.

With those truths, I am bemused by the point of view of the Pearl District Neighborhood Association in opposition to this project. The developer and architects of the Fremont Apartments have bent over backwards to craft a sensitive building. The current design is the embodiment of all the visions in all the plans for this part of the Pearl District. What the

neighborhood association seems to be asking for (a suburban, shorter, and therefore less units of housing building), actually makes this "view" worse from the public in the park. This position is also contrary to every position that the PDNA has ever taken and in opposition to all the visions of the neighborhood. This fight for lack of height only helps the owners who live in the tallest building. The red herring that is being used for the river edge is the embodiment of a red herring as the proposal not only more than meets the code but also creates public uses at the edge of the river per all the existing plans. The current design is the exact definition of meeting the code and guidelines.

As to the PDNA position, I can only think that people moving into this neighborhood have forgotten Real Estate 101 which is do your homework on the plans and codes of your neighborhood before you buy. If you can't do homework, then it could be as simple as using common sense to acknowledge the truth that if the building you are living in is tall, then it is likely that the empty lot next to your building could also be a tall building. Capitalism 101 also says that if you don't own the lot next to you, you don't get to change the rules because your view is going to change. You want to change the rules? Then you have to buy the lot.

As a Portlander and proud advocate of the Urban Growth Boundary, I am horrified by the idea that this neighborhood could become an Urban Gated Community for the landed class. The idea that this neighborhood could not live up to the density that it was destined for because the "I've got mine" crowd moved in would be beyond criminal if only because the millions and millions of public dollars that have gone into the creation of this neighborhood.

The Pearl needs to continue on its path to being a mixed-use, mixed-income neighborhood with many many units of housing. I would urge those who don't like this established vision to think twice about where you live, because this is clearly not the neighborhood for you.

Please support the Fremont Apartment Project and uphold the Design Commission Decision.

Regards,

A handwritten signature in black ink, appearing to read 'Patricia Gardner', with a long horizontal flourish extending to the right.

Patricia Gardner

Submitted by
John Hollister
2/21/2018



December 18, 2017

Portland Design Commission
1900 SW 4th Avenue, Suite 500
Portland, OR 97201

Benjamin Nielsen
Senior City Planner
City of Portland Bureau of Development Services
Via email: benjamin.nielsen@portlandoregon.com

Re: Case LU 16-278621 DZM GW - Response to New Evidence

Dear Commissioners and Ben,

We appreciate your thoughtful work during the lengthy review of this project, and we look forward to a decision by the Commission on the 21st.

Having received only very limited new information during the open record period closing on December 15th, we would like to briefly summarize our position with regard to issues raised by the Commission, staff and interested parties, together with our responses and proposed solutions.

- **Review Process:**

The project, as designed, has been adapted to reflect the input of staff, the Design Commission, and the PDNA Planning & Transportation Committee, and we believe a better building is the result. As we have discussed in all of the hearings and public meetings, and as the applicable provisions of Title 33 contemplate, the requested modifications have allowed us to "better meet" design guidelines and have helped us to create a project that includes "an urban and active waterfront with significant amenities for the entire neighborhood."

- **Fremont Viewshed Issue:**

This project has been designed since its inception upon an acknowledgment of and intentional minimization of view impacts to the Fremont Bridge from Fields Park, as a matter of good urban design and a 'good neighbor' approach but also to show cause for approval of some of the requested modifications. As noted by staff, this

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920 sw sixth avenue suite 1500 portland, oregon 97204
phone: 503 220 0602 www.tvaarchitects.com

Robert Thompson, FALA, LEED AP, LEED AP BD+C, LEED AP SD, LEED AP ND, LEED AP O+M, LEED AP F&D, LEED AP ID+C, LEED AP C&M, LEED AP C&D, LEED AP C&E, LEED AP C&F, LEED AP C&G, LEED AP C&H, LEED AP C&I, LEED AP C&J, LEED AP C&K, LEED AP C&L, LEED AP C&M, LEED AP C&N, LEED AP C&O, LEED AP C&P, LEED AP C&Q, LEED AP C&R, LEED AP C&S, LEED AP C&T, LEED AP C&U, LEED AP C&V, LEED AP C&W, LEED AP C&X, LEED AP C&Y, LEED AP C&Z, LEED AP C&AA, LEED AP C&AB, LEED AP C&AC, LEED AP C&AD, LEED AP C&AE, LEED AP C&AF, LEED AP C&AG, LEED AP C&AH, LEED AP C&AI, LEED AP C&AJ, LEED AP C&AK, LEED AP C&AL, LEED AP C&AM, LEED AP C&AN, LEED AP C&AO, LEED AP C&AP, LEED AP C&AQ, LEED AP C&AR, LEED AP C&AS, LEED AP C&AT, LEED AP C&AU, LEED AP C&AV, LEED AP C&AW, LEED AP C&AX, LEED AP C&AY, LEED AP C&AZ, LEED AP C&BA, LEED AP C&BB, LEED AP C&BC, LEED AP C&BD, LEED AP C&BE, LEED AP C&BF, LEED AP C&BG, LEED AP C&BH, LEED AP C&BI, LEED AP C&BJ, LEED AP C&BK, LEED AP C&BL, LEED AP C&BM, LEED AP C&BN, LEED AP C&BO, LEED AP C&BP, LEED AP C&BQ, LEED AP C&BR, LEED AP C&BS, LEED AP C&BT, LEED AP C&BU, LEED AP C&BV, LEED AP C&BW, LEED AP C&BX, LEED AP C&BY, LEED AP C&BZ, LEED AP C&CA, LEED AP C&CB, LEED AP C&CC, LEED AP C&CD, LEED AP C&CE, LEED AP C&CF, LEED AP C&CG, LEED AP C&CH, LEED AP C&CI, LEED AP C&CJ, LEED AP C&CK, LEED AP C&CL, LEED AP C&CM, LEED AP C&CN, LEED AP C&CO, LEED AP C&CP, LEED AP C&CQ, LEED AP C&CR, LEED AP C&CS, LEED AP C&CT, LEED AP C&CU, LEED AP C&CV, LEED AP C&CW, LEED AP C&CX, LEED AP C&CY, LEED AP C&CZ, LEED AP C&DA, LEED AP C&DB, LEED AP C&DC, LEED AP C&DD, LEED AP C&DE, LEED AP C&DF, LEED AP C&DG, LEED AP C&DH, LEED AP C&DI, LEED AP C&DJ, LEED AP C&DK, LEED AP C&DL, LEED AP C&DM, LEED AP C&DN, LEED AP C&DO, LEED AP C&DP, LEED AP C&DQ, LEED AP C&DR, LEED AP C&DS, LEED AP C&DT, LEED AP C&DU, LEED AP C&DV, LEED AP C&DW, LEED AP C&DX, LEED AP C&DY, LEED AP C&DZ, LEED AP C&EA, LEED AP C&EB, LEED AP C&EC, LEED AP C&ED, LEED AP C&EE, LEED AP C&EF, LEED AP C&EG, LEED AP C&EH, LEED AP 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particular view is not a protected view corridor as provided elsewhere in the City but is a component of the emerging urban fabric of the area. Fields Park was designed not as a simple viewpoint to the bridge but rather to provide open space opportunities for the significant residential densities in the North Pearl. We understand that a balance must be struck between new development and the evolving views from public spaces to bridges, landscape features and, frankly, the surrounding new development. We believe that the final design solution now before the Commission best strikes this balance.

- **Greenway Improvements:**
The Willamette River Greenway improvements incorporated into the proposed project are 25' wide, as prescribed, and the proposed design has the support of Portland Parks and Recreation. Specifically, the testimony submitted by the Parks & Trails Planning Manager described these proposed elements as a "substantial improvement" that provides "public seating and opportunities to enjoy views of the river, the bridge, and the east bank." Changing the dimensions of the proposed building will not increase the prescribed 25' width for the Greenway, nor does the building, as designed, constrict this width of these enhancements in any way.
- **Design Modifications:**
The requested modifications are similar to the number and type of modifications granted on similarly-sized projects completed in this area in the recent past. The two specific modifications with which the PDNA takes issue have recently been approved on two projects in very close proximity to this parcel (the Waterfront Pearl and Bridgetown Lofts). We believe that these precedents, fairly applied to this project in combination with the design efforts that have been made to improve the massing, design cohesion, and view impacts, make it more than appropriate for these modifications to be approved.

The potential for such flexibility with the result of better buildings is one of the primary reasons why design modifications are available to the Commission and City Council, and, as evident from the staff recommendation of approval, this tool has been effective for this project at this particular location.

- **PDNA Comments:**
We have, in good faith, met with the PDNA Planning & Transportation Committee four times, presenting, discussing, and addressing issues for nearly two hours each time. We have revised the project based on their input and spent the time to explain the complexities and conditions that drive the various components of the building. The PDNA Board, however, who recently modified the Planning & Transportation Committee's letter of conditional support, did not afford us with similar presentation opportunities at any point, has not asked us for any input, and has not cited any rationale for their revised stance on the project.

December 18, 2017
Page 3

We believe that these factors, along with all of the evidence and information that has been previously submitted, merit a vote of approval from the Design Commission.

Thank you for your time, effort, and consideration.

Sincerely,

Tim Wybenga
Principal in Charge

Name: Brooks Hickerson member of PDNA

Subject: Loss of Fremont Bridge from Fields Park

Member of PDNA
d Friends of Pearl
Walking Patrol

My name is Brooks Hickerson and I live at ~~1255 NW 9th Avenue~~ close to the Fields Park. I use Fields Park daily. I paint outdoors in Portland several days a week. Painting outdoors is called "Plein aire painting" from the French term meaning in the open air. I belong to several painting organizations that paint the iconic views of Portland all year around. In the eight years I have lived in Portland I have painted ~~several~~ hundred paintings of Portland iconic views and dozens of paintings of Centennial Mills and the Fremont Bridge. One of the reasons I moved to Portland is the great views that need painting.

I oppose the Fremont Apartment construction as currently proposed.

The current height proposal, 185 feet, and the loss of 30 feet green space along the river will affect me directly, and will reduce the public views.

You can block the beautiful iconic views of Portland, such as the Fremont Bridge, or you CAN limit development to our current limits. The loss will be to our children and future generations. Once a view is gone it is gone.

I urge the City Council to stick to the current development limits and not grant exceptions along the Willamette River and around our beautiful bridges.

Support the Appeal

Thank you,

Brooks Hickerson

Brooks Hickerson

177 FOR Appeal permit for Fremont Apts

Testimony to the Portland City Council

Pearl District Neighborhood Association's appeal of the Fremont Apartments

February 21, 2018

My name is Glenn Traeger and I am a Board Member of the Pearl District Neighborhood Association and a member of its Planning and Transportation Committee. I became actively involved in the Fremont Apartments at the end of last year when I found this project would encroach upon the Willamette River Greenway by building a high-rise apartment building within a few feet of the greenway path. I am an active user of the greenway and could not believe the Design Commission would give away a 175 foot by 30-foot strip of riverfront property to a developer. This encroachment of the greenway buffer is a result of modifications requested by the Fremont Apartments and should be denied. The greenway and its adjacent buffer should be reserved for the enjoyment of the public as mandated in the Central City Plan.

I ask the City Council to do two simple things. First - just follow the Central City plan. The Pearl did not become one of the best neighborhoods in the country by chance. It took hundreds of hours of dedicated effort from Portland residents, city officials and land developers to establish plans and guidelines for its development. The Pearl Plan, The River District Plan, North Pearl Plan and Central City Plan were all created out of this effort. It is important the Fremont Apartments follow existing land use plans since it is an important element in a larger stage of future development along the Willamette River. We ask you to follow these citizen's-based efforts and reject the modifications requested by Fremont Apartments

Secondly, listen to the citizens in this room, to the citizens at our Town Hall and to the hundreds of citizens who signed our petition at the Fields Park on a cold winter's weekend and approve the Pearl District Neighborhood Association's appeal of the Fremont Apartments.

Thank You

Glenn Traeger
1133 NW 11th Ave.
Unit 519
Portland, OR 97209
g.traeger@att.net

My name is Larry Mazer and I am a Pearl resident. I agree with the Chair of the Design Commission's dissent. This project negatively impacts the Willamette Greenway. I understand that a housing crisis creates challenges but it is not an excuse to approve a poorly designed building just because it stuffs the most people into a small space. We ask our elected leaders to not trade a greenway along the Willamette for a few more housing units. Limit this building to the 200 foot depth allowed for in the code. We also ask that you not fall prey to artificial devices like this locker room scam in order to make the building larger. This building can be scaled back in height and depth and still add considerably to the city's housing stock.

What's at stake here is more than just one lot and one over stuffed building. What's at stake is a planning process that took professionals and volunteers months to develop and that envisioned much greater harmony between the river and development. Modification #5 gives the developer an extra 30.9 feet of building room that directly encroaches on the greenway. I sat through numerous Design Commission Hearings and had numerous discussions with its staff. I can tell you that these folks are dedicated and well meaning but they are also overwhelmed with the construction boom in this city. As a result Parks and Recreation only got involved in this process a few days before the final vote. I know this for a fact because I testified before the Commission in November and pointed out that width of the greenway walk was far less than the standard set out by Parks and Rec.

Staff for the Commission did contact staff for the Parks Department after my testimony. Parks and Recreation's finally got a chance to weigh in via a letter dated December 15, 2017 (attached). At that time the developer added more width to the greenway. While the letter addresses the width of the revised walkway it is silent on the 30.9 foot giveaway to the developer. That ship had already sailed. This was an egregious mistake. While Parks and Recreation did approve the expanded walkway it requested the developer extend out the handrail another few feet towards the river. That shows you how desperate they were for additional space. So in summary while the Design Commission was approving a 30.9 foot encroachment on one side of the greenway Parks and Recreation was begging for an extra 2 feet on the other.

It would be easy to characterize this neighborhood uprising as just a bunch of NIMBY's. But I urge you to look much deeper. The Chair of the Design Commission certainly does not fit that profile. We are lawyers, engineers, planners, neighborhood volunteers, and even at least one developer. We are really the canary in the mine. We are your early warning system that something is going horribly wrong. Generations after the housing crisis is over this monstrosity of a building will still be there and people will look east from the Fields park and say "what were these people thinking."

Thank you.



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

December 15, 2017

Bonnie Chiu, R.A., LEED AP
TVA Architects
920 SW Sixth Avenue, Suite 1500
Portland, Oregon 97204

Dear Bonnie:

Thank you for submitting revised drawings of your plans for the riverfront Greenway adjacent to the Fremont Apartments proposal currently under design review. Portland Parks and Recreation (PP&R) appreciates your efforts to increase the width of the multi-use pathway to accommodate pedestrian and bicycle use and the revisions that have been made to address the off-site views of the Fremont Bridge from The Fields Park. We can support this most recent Greenway design which has an average multi-use path width of 18.6 feet, with vegetation and urban-scale sculptural benches to provide public seating and opportunities to enjoy views of the river, bridge and the east bank. We see this as a substantial improvement over the existing Greenway on the site, which is constrained to about 12 feet in width due to numerous planters.

We respectfully request and would strongly encourage the project owner to remove the existing handrail separating the Greenway from the riverbank and provide a new handrail that would be located eastward of the existing handrail, and closer to the river. This would add an additional few feet for the Greenway bike and pedestrian movements. If a proposal is made to replace the handrail, it will need to meet design specifications established by Portland Parks and Recreation, and we would be happy to review those plans.

Thank you again for involving Portland Parks and Recreation in the review of your plans for the Greenway, and please contact me if you have any questions.

Sincerely,

Brett Horner
Parks & Trails Planning Manager

cc: Benjamin Nielsen, BDS
Tate White, PP&R

Administration
1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204
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PORTLANDPARKS.ORG
Amanda Fritz, Commissioner
Mike Abbate, Director



Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.

Ex. H-79

TESTIMONY #2 Depth and Willamette Greenway

My name is Alan Potts and I live at 949 NW Overton St.. I agree with the opinion of the Chair of the Design Commission in her dissent when she concluded that the Fremont Apartment proposal negatively impacts the Willamette Greenway and its use by all Portlanders and visitors who enjoy our waterfront.

In order to expand the size of the Fremont Apartments the developer sought a modification that would allow it to exceed the maximum 200 foot depth set out in the code. This modification means that a 5 story building will directly abut the 25 foot Willamette Greenway. And while the greenway is the bare minimum of 25 feet the path along that greenway is much smaller sometimes as narrow as 13 feet. On the South waterfront planners had the foresight to preserve a greenway park-like setting for hundreds of feet from tall construction so those enjoying the waterfront would not be overwhelmed by looming buildings. We have the direct opposite with the Fremont Apartments proposal. It will literally cast a shadow over the walkway during the summer months.

I understand that the size of this parcel cannot support a dedication of 100 feet or more of width devoted to the Willamette Greenway that is why every foot given over to development is so important. The developer received a modification allowing it to add 30.9 feet of depth to the building. That is 30.9 feet that would have been devoted to making the Willamette Greenway a more viable public space. This modification does nothing to enhance the waterfront. In fact it does the opposite. The actual 13 foot width of the path, in some places, will make it dangerous for cyclists and pedestrians walking in tandem to pass one another without risk of a collision.

In addition the new Central City Code will require a 50 foot setback meaning that the Fremont Apartment project will extend 25 feet further towards the Willamette River than all the new construction in that segment of Naito Parkway including Centennial Mills. Thus it will stick out like a sore thumb.

The Fremont Apartment proposal should be rejected.

Thank you for your attention.

2/21/2018
1 of 4

My name is Michael Roberts and for the last 7 years, I have lived in the income restricted Sitka building located in the Pearl District. I am the manager of the 30 member Foot Patrol and in October of 2017, I was elected to serve on the Pearl District Neighborhood Association's Board. My comments today are as an individual not representing the Board.

My testimony will focus on an email exchange that you have in front of you. It was an exchange between TVA Architects and the entire PDNA Board. It occurred December 27th, the day the PDNA Board was voting on the whether or not to file an appeal. TVA seems to be frustrated with the democratic checks and balance processes of PDNA committees and the board. The emails turn from frustration to, in my mind, intimidation with comments like:

- This type of appeal will serve to reduce your ability as a neighborhood to have a voice in upcoming development in the Pearl
- The result, I believe, of appealing a project like this... will be that future projects will skip the PDNA altogether, which will greatly lessen your voice on development in your own neighborhood
- Neither of these (conditions not being met) has merits as an appealable item, so you appeal will only serve to delay the project by a couple of months
- It will likely cost members of the design team (TVA's design team) their jobs
- It will also come at the expense of goodwill between your group and the development community

This is not neighborly nor, in my in opinion, an acceptable way to talk to representatives of a community.

I have heard people say they are afraid of the development community and that there is nothing citizens can do to stand up to them. If I have a different opinion than the development community don't I have a right to express it?

Roberts
2 of 4

Mr. Penkin and Members of the PDNA Board:

Following our hearing last Thursday afternoon on the Fremont Place Apartments, I was told by one of my colleagues that there was some discussion regarding your Board's meeting this evening, specifically that you were going to discuss and possibly vote on whether or not to appeal the Design Commission's approval for the project. That, of course, is your prerogative, but I would respectfully request that you consider two things, as a group, before taking that step.

First, I think that a vote to appeal, along with the previous decision to modify the letter that was previously written by your Transportation and Planning Committee, would serve to dramatically undercut the work of that committee. From what I have seen myself and from what I have been told by other design professionals, that committee is made up of a core group of people who understand the actual rules for planning and zoning in our city, understand core issues about urban design and planning, and are very involved advocates for the betterment of the Pearl District. That's not to say, by any means, that the group easily rubber stamps projects or is pro-developer. In fact, the two recent projects from our office that have been presented to and were affected by the input of this committee, Fremont Place and the Pearl Apartments, are both substantially better projects due to their input, feedback, and pushback. I can only imagine that the members of this committee spend substantial amounts of time each week keeping on top of issues that affect your neighborhood, preparing for meetings, and reviewing projects, among other things. To spend that much time only to have your decision overruled by a Board who has not been a part of this process, has not been party to the presentations and discussions along the way, and does not spend its energy focused on Planning and design issues would be quite frustrating to say the least. It seems that this would undermine the work of the PDNA Planning and Transportation Committee and its members, making their efforts volunteering on this committee arguably at least partially a waste of time.

This actually brings me to the second point that I would ask you to consider—how **this type of appeal actually will serve to reduce your ability as a neighborhood to have a voice in upcoming development in the Pearl.** It's important to note that meeting with your Planning and Transportation Committee was optional, for the Fremont Place project. At the recommendation of some of my peers, specifically those who had recently been involved with the Pearl Apartments project, I set up an evening presentation with the committee after I proposed the idea to my client, who was willing to go along with my suggestion as I told him it would potentially make the process go more smoothly with the City staff and Design Commission. We attended our first meeting with the committee, heard some very specific feedback, and we redesigned and refined numerous aspects of the project. I returned multiple times—four meetings total, in an attempt to make the project better and specifically to win the support of this group. Following our fourth meeting with the group, which included a lot of neighbor feedback and at least a very conditional letter of support for the project and the process, I actually called our client and told him, "it was worth it", truly believing that the project was better as a result and that it was the right thing to do to engage with the neighbors. However, between the revisions to the Planning and Transportation Committee's letter and potentially a vote to appeal the decision of the City Staff and the Design Commission, I think I'd have a much more difficult time convincing a future client that this effort and this process is 'worth it'. **The result, I believe, of appealing a project like this, despite the developer having followed the prescribed path and despite the fact that we have had no opportunity to present the project to you directly, will be that future projects will skip the PDNA altogether, which will greatly lessen your voice on developments in your own neighborhood.**

None of what's written above is about the merits of this particular project, but I would have been happy to discuss those with your group at any time as I believe strongly that there are many. This is about the process and the effectiveness of your committees and your Board going forward and your ability to make projects better rather than to just try and slow them down with procedural maneuvers and appeals. I hope you'll take this into consideration as you determine whether or not to take any further action on this project, and I hope to have the opportunity to work with your Board and your Planning and Transportation Committee in the future..

Thank you for your time and consideration.

Tim Wybenga, LEED AP
Principal

TVA Architects
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Portland, OR 97204
main: 503.220.0668
direct: 503.517.8175
cell: 971.678.7577

Roberts
3 of 4

Tim,

Thank you for your time and effort with PDNA's Planning and Transportation Committee. Regarding your concern of the checks and balance system of the PDNA, the board takes their role in this process very seriously. There are two common concerns with the Fremont Apartments proposal that were mentioned, in different ways, in both PDNA letters sent to the Design Commission. Here is a letter that was sent to the PDNA Board regarding the common concerns:

The Fremont Apartments proposal was approved this evening by a 3-1 vote of the design commission. (Julie Livingston, the commission chair, voted against the proposal) The final proposal did not address the common areas of concern stated by the PDNA Planning & Transportation committee and the PDNA Board:

- A reduction of the 230' 9" depth from Naito to the river
- Adherence to the 45 degree river setback.

In reviewing both pieces of correspondence from the PDNA, the conditions for approval (12/5/17 letter) or conditions for future potential approval (12/15/17 amendment) were not met.

The 12/5/17 PDNA letter that voted to support the proposal said:

- Approval was "conditional on reducing by a meaningful amount" the 230' 9" depth of the proposal. The final proposal doesn't have any reduction in depth **This condition is not met**
- Approval was "contingent on project adhering" to the 45 degree set back from the river. The final proposal doesn't adhere to the river setback. **This condition is not met**

The 12/15/17 PDNA amendment voted not to support the proposal in its current state because:

- The project must adhere to a maximum of 200' perimeter towards the river. the currently 230' 9" proposed building length from Naito to the river is not supported by the board. **This condition is not met**
- The project must adhere to the required 45 degree set back angle from the river. **This condition is not met**

The common concerns mentioned in both letters came from opposite angles, but bottom line the **conditions for approval are not met in original letter or the amendment.**

I think an appeal to City Council would be a great opportunity for the PDNA to show its support for our community.

We value the time and effort you have put into this project and are more than willing to review a future proposal once the conditions, mentioned in both letters, are addressed..

John E. Hollister

Regional Sales Manager | [GREATER GIVING INC.](#)

C:(503) 956.6294 | jhollister@greatergiving.com

Roberts
4 of 4

Thanks John, I certainly understand your concerns as well.

The conditions that you've mentioned as 'not being met' are conditions that were brought into the process at the end of the fourth presentation to your committee, following a DAR hearing and three Design Review hearings. I understand that these items represent significant issues to your community but they are not violations of the zoning code nor of recent precedent. As I pointed out in my rebuttal letter, both of these conditions were recently approved in two projects directly adjacent to ours, both of which are directly on the river. Neither of these has merits as an appealable item, so your appeal will only serve to delay the project by a couple more months. That may seem a "great opportunity" to you, but it will likely cost members of the design team their jobs, depending on the severity of the delay, and it will also come at the expense of goodwill between your group and the development community.

I thank you for your time and consideration on this matter.

Tim Wybenga | TWA Architects | [tel. 971.678.7577](tel:971.678.7577)

Fremont Apartments Appeal Testimony
by Stan Penkin
President, Pearl District Neighborhood Association
February 21, 2018

You have just heard compelling, expert testimony on why the proposed Fremont Apartments is the wrong project in the wrong place and not deserving of approval. But this appeal, approved by a significant majority of our board, is about far more than a building. It's about who we are, where we're going, our vision and what we are leaving to our children, grandchildren and generations beyond.

Going back decades, Portland has been a model for visionary thinking, smart urban growth and innovative planning. Having worked with the Planning Bureau as a member of the Portland Plan and Comprehensive Plan Community Involvement Committee for seven years, I've seen first hand the passion and dedication of our planners in developing policies that work for the betterment of our City for everyone. It's not just about buildings. It's about considering every aspect of our daily lives from where we live, where we work, where we play, where we walk, where we bike, where we drive, how we all interact as a community and how that all works in harmony. It's about livability, quality of life, sense of place and connection to our rivers and mountains that are all ingredients that make us such an amazing city. The Fremont Apartments as currently designed is a contradiction of all those Portland values and established policies that makes people want to be here in the first place.

I want to be clear that the Pearl District does not oppose development. The Pearl has been a mecca for smart development guided by visionary planning that takes into account all the values just mentioned. We are a vibrant and diverse community because of that. But, after hearing our community's concerns in a public involvement process, we do oppose misplaced development such as Fremont that will harm and detract from the character, spirit and soul of this unique neighborhood, not to mention the river that belongs to all of Portland.

The Design Commission's approval of this project was by a close 3-1 vote with the minority opinion representing much of what we are speaking of today. That opinion was by the Commission's Chair, Julie Livingston, who I believe is here today. As there does not appear to be a process in this current appeal format whereby a minority opinion is heard, in the spirit of City Councils' recent resolution that all voices be heard, I am asking that Julie be invited to add her voice and that you take her opinion under careful consideration.

We are in the throes of enormous growth where rampant development seems to have outpaced our ability to control it while we await the final approval of the Central City 2035 plan. Please do not allow this massive, misguided project to go forward as a contradiction to all that we value and cherish.

Testimony of Kurt Sorensen

regarding appeal from the decision of the Design Review Commission

Fremont Apartments LU -16-278621

My name is Kurt Sorensen. My email address is kr.sorensen@att.net. I am a resident of the Pearl District. My wife and I bought here after researching the various land use plans for this district, including the Central City Plan, the River District Plan, the North Pearl Plan and the Centennial Mills Framework. Concluding the plans were consistent over time and provided a good framework for future development of the area, we bought our residence here. The proposed Fremont Apartments will destroy that good district and waterfront planning framework. I oppose the proposal for the following reasons.

The consistent theme of the various plans since before the Central City Plan of 1987 require that building height and bulk be scaled down from the west as the river is approached. In the north Pearl waterfront east of NW Naito Parkway and Front Street that means stepping down height from the west part of the Pearl District. The primary zoning tool used to accomplish that is a FAR of 2:1 as opposed to the 4:1 or 5:1 ratios, applied in the Pearl District west of Naito Parkway and the railroad tracks. That limited FAR has been maintained for many iterations of the plans and planning code despite pressure by developers to increase it. That is augmented by other provisions such as basic height restrictions, façade restrictions, open space and view corridor restrictions, code provisions to impose a Portland block pattern for lot size, and the greenway overlay.

The basic point is that building on the greenway right of way and in the open space and view corridors is prohibited, as is building of non-river related structures riverward of the greenway. For this long strip of land between Naito Parkway and the river, the plans and the code require the 200-foot Portland block pattern be followed. That is accomplished by limiting façades to 200 feet and by requiring open corridors not less than 25% of the frontage from Naito Parkway to the river for public views and access. The reason of course is that there are no cross streets and sidewalks, which in the rest of the district would be removed from consideration as buildable area. The habitual process of computing buildable area and thus allowable floor space according to gross lot size in that long waterfront area is not workable. If the goals of the plans and the code are to be met, the building restrictions must be treated the same as the rights of way in the downtown blocks. Relying on 33.140.220, applicable to EX base zones, the allowable

building coverage was determined to be 100% of the parcel. But 33.140.040 states that “(s)ites in overlay zones or plan districts ...are subject to the additional regulations which supersede this chapter.” The Fremont Apartments site is in the greenway overlay zone and the central city and river districts, and the north Pearl subarea.

For the FAR to limit bulk and height, it is necessary to define the site area by which allowable floor area is measured. The American Society of Planning Officials defines that site area as the minimum area of a buildable parcel as permitted by zoning. USGBC, LEED states that buildable land means that area of a parcel where construction can reasonably and legally occur and FAR is the ratio of floor area to buildable land area. Area with physical encumbrances, such as flood zones and waterways, and legal encumbrances, such as rights of way and zoning restrictions, does not count as buildable area and cannot be used to calculate floor area. Similarly, a planning handbook published by the Metropolitan Council of Saint Paul, Minnesota, defines buildable land area for FAR calculation as “that portion of a development site where construction can legally and reasonably occur – so public streets and rights-of-way, wetlands and watercourses, and other constraints would not be included.” To the same effect, a planning advisory report of the American Society of Planning Officials states that “lot area should refer to the minimum area of a buildable parcel as permitted in the zone”. The following is found at pages 53-55 in a textbook entitled “Construction of Architecture: from Design to Built”: “The key element to be established is the buildable area of the tract. This is defined as the area available for development and building after all legal and physical encumbrances are accounted for. Often only a relatively small portion of the site is buildable ... Zoning regulations are one of the encumbrances.” Portland zoning code section 33.930.025 agrees that public and private rights of way must be excluded from measuring base floor area. For the code provisions imposing the standard block on large tracts such along the river to be effective, public corridors should be treated the same

That all means the land from western edge of the greenway to the river cannot be counted as floor area for purposes of FAR. It also means that a footprint exceeding 200 by 200 feet or intruding into mandatory corridors cannot be counted and still comply with code restrictions. The Fremont Apartment floor area (72,080 square feet) was based upon the gross parcel measurement of 240 feet by 300.33 feet, with the east-west property line extending to at least the mean low water line. But the state owns the river and bank from the ordinary high-water line, not the

ordinary low-water line. In any case, the river bank east of the existing sea wall is within a protected flood zone. The floor area number also includes all the area encompassed by the greenway and the mandatory open space corridor. When the flood zone, the greenway and the mandatory public open space are deducted, the permissible floor base floor area for the building is about 42,000 square feet. A standard block is 40,000 square feet. The error in measurement and calculation makes a huge difference in building mass when FAR is applied and bonuses are added.

The difference is illustrated graphically in the following figures 1A-1F. Let each square represent 10,000 square feet. Figure 1A portrays in green the proper 40,000 square feet per code. Figure 1B portrays in red the erroneous and excessive calculation of an additional 30,000 square feet, an increase of 75%. Figure 1C shows the effect of application of the base FAR of 2:1.

The erroneous calculation of floor space is compounded by the application of a residential bonus. Assuming for simplicity that the building will be all residential, the mass again doubles as portrayed in figure 1D. Then add the bicycle locker/shower room bonus, really intended for employees of commercial buildings. Again, the error in calculation is compounded as portrayed in figure 1E. There is an additional bonus for eco-roof, which also compounds the error, but is not considered here for simplicity.

All the excess mass made it difficult to fit a medium-rise building on the permitted building site. That necessitated the application of various façade modifications and rearrangement of the mass into a tower that exceeds the base height and the bonus by a modification for rooftop mechanical penthouses. Despite the height, the excess mass creates a building that impinges on the greenway, overshadows the public plaza and walls off the river from Naito Parkway and beyond. See figure 1F. Virtually all the ways this proposed building would hinder the achievement of Portland's planning objectives can be traced to that fundamental error in overcalculating base floor area and granting requested modifications which were generated by that overcalculation.

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Figure 1 Consequences of Miscalculating Base Floor Area for Building Mass

Figure 1A

Permissible Footprint of Fremont Apartments
(each square represents approx. 10,000 square feet)

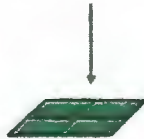


Figure 1D

Building Mass after Residential Bonus FAR
Permissible Erroneous Excess



Figure 1B

75% Erroneously added Footprint of Fremont Apartmen
(failed to exclude area of river, greenway and public pla:



Figure 1E

Building Mass after Bike Locker Room Bonus FAR
Permissible Erroneous Excess



Figure 1C

Building Mass after Base Zoning 2:1 FAR
Permissible Erroneous Excess



Figure 1F

Erroneous Excess Mass Creates Building Too Big for Site;
Forces Rearranging Mass Upward and Outward to Greenway



Applicant justified its method of calculating base FAR, its modification of the height set back requirement and its impingement on the greenway by referencing Waterfront Pearl as precedent for approval of its modifications and design. Waterfront Pearl in fact does not support applicant's approach and the buildings are in stark contrast.

Waterfront Pearl is a complex of two towers surrounded on three sides by a spacious rippling water feature. The gross lot dimension for Waterfront Pearl is 440 feet by an average of 246 feet to the low water line. Using the gross dimensions of the lot as done at Fremont Apartments, the allowable floor area would be 108,240 Square feet. The final staff report and decision of the Design Review Commission reports the FAR to be 3.48. At that FAR and at the gross lot floor area, the two towers would be 376,675 square feet. In fact, they are not. The total floor area of the two towers is only 264,339 square feet, or an average of 132,169.5 square feet each. So obviously a smaller site size was used. The actual towers are 140 feet by 171 feet each in a trapezoidal shape narrowing toward the river. The FAR number divided by the total floor area of the two towers equals 79,959.48 square feet total base floor area for the two towers, or an average of 39,979.74 square feet each. That is slightly smaller than the square footage of two Portland city blocks. Thus, they each are based upon the Portland block pattern. At 132,169.5 square feet each, and ten stories in height, the trapezoidal shape results in an actual average floor area of 13,216.95 square feet. Those numbers indicate that they were based on a total site of about 400 feet by 190 feet, or about 76,000 square feet. It is clear that the greenway and riverside area and open areas between and to each side of the buildings were not included to calculate base floor area.

The towers are 60 feet apart at the Naito frontage, tapering to about 140 feet apart at the river end. There is substantial open space at both the north and south ends of the buildings, providing ample and widening sight lines and river access from Naito Parkway. The east ends of the towers are more than 70 feet from the mean low-water line. The greenway sidewalk is 18 feet wide, and the narrowed east end of the towers are more than 30 feet set back from the sidewalk. As found by the design review commission, the ample view corridors, the shape of the buildings, the generous pedestrian amenities, and the expansive water feature more than justified the modifications. A copy of the condominium plat is attached to provide perspective.

CONCLUSION

The approach used by this applicant for this Fremont Apartments project, to be located on an extraordinary lot, subject as the lot is to planning and code provisions intended to preserve the character of the riverfront, will completely subvert all the planning that has been done. The viability of FAR as a restrictive and predictive tool will be destroyed. Allowing this building here, where it is like trying to cram a whale into a bathtub, will make it very likely that all the remaining parcels along the river will be similarly impacted. There will be a high wall hard against the river that effectively will separate the river from the rest of the community. In the downtown part of the Pearl, across the tracks, the proposed building would fit its environment and might even be an attractive feature of the community. On a standard block it would have a perfectly acceptable FAR of 7.68:1. The appeal should be sustained. Thank you.

Kurt Sorensen

WATERFRONT PEARL CONDOMINIUM

LOTS 16 THRU 23 AND A PORTION OF LOT 24, BLOCK 318,
"COUCH'S ADDITION TO THE CITY OF PORTLAND"

SITUATED IN THE
N.W. 1/4 OF SECTION 34, T. 1 N., R. 1 E., W.M.
CITY OF PORTLAND, COUNTY OF MULTNOMAH, STATE OF OREGON

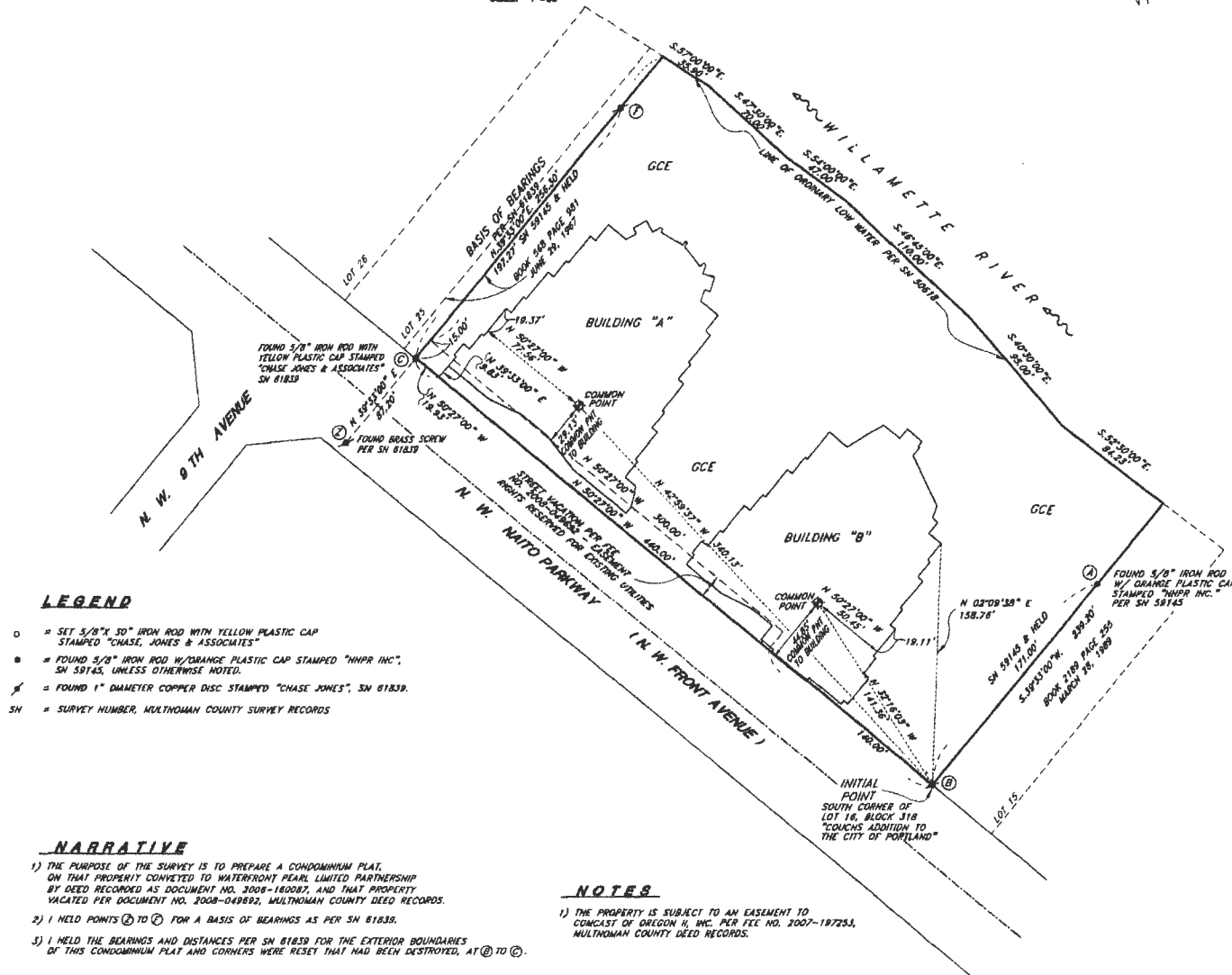
SURVEYED: MAY 2, 2008
JOB NO. 13303
1/4 SHEET NO.: 2929
SCALE: 1"=30'

BY CHASE, JONES & ASSOCIATES, INC.
716 S.E. 11TH AVE.
PORTLAND, OREGON 97214
PHONE (503) 226-8844

BOOK 1294 PAGE 72

REGISTERED
PROFESSIONAL
LAND SURVEYOR
C. D. Jones
OREGON
JULY 18, 1982
ERRIC D. JONES
1988
EXPIRES: 6-30-09

I HEREBY CERTIFY THIS
TO BE A TRUE AND EXACT
COPY OF THE ORIGINAL



BOUNDARY AND NARRATIVE
SHEET 1 OF 30

I LOVE PORTLAND, ...a city of neighborhoods I chose 25 years ago for its outdoors... the parks, the paths, the river and its bridges, AND because its people care and speak up for what matters to them, and depend on its leaders, all of you, to hear them and take action for them.

For the last 7 years as a renter in the Pearl, I have enjoyed the city daily, at ground level, as a 100% walker, cyclist, and transit user. I've seen how all the riverfront neighborhoods have become connected, from south to north.

Today I am shocked by possible disregard for any continued integrity in the building of proposed Freemont Apartments, a high-rise between Front Ave. and the river, which will not only obstruct views of FREEMONT BRIDGE, THE ICON OF PORTLAND'S NORTH END, but also the public riverfront access and walkpath nearby.

Think of Tillikum Bridge, the icon for the South End, and how well planned all the hi-rise density of So. Waterfront was SET BACK FROM THE RIVER, allowing river pathways to be connected to others that already existed, and even adding a new riverfront park. Even now in the area north of the Freemont Bridge, between Front Ave. and the river, care was taken in recent low-rise residential developments to create, along with newly formed and continued river paths, set backs that line up, and allow the full major curve of the Freemont Bridge to be seen by all.

I ask you to please look again... this plan just does not work. It does not continue the livability that has already been carefully built in the Pearl area for all to share. Hasn't the Pearl done enough in creating density, while integrating parks, paths and river access?

Thank you for listening, and as a Pearl Foot Patrol leader, I invite you to let me show you our "hood".

Sally Mize
Pearl Resident/Lovejoy Station Apts.

Moore-Love, Karla

From: Aaron Brown <aaronmbrown503@gmail.com>
Sent: Tuesday, February 20, 2018 2:25 PM
To: Council Clerk – Testimony
Subject: Support for the Fremont Tower Project

I'm writing in support of the Fremont Tower project, and in opposition to the appeal request placed by the Pearl District Neighborhood Association. Portland is in the midst of a housing crunch that is affecting affordability across the city. A proposal to build hundreds of units in our downtown core on an empty parking lot accomplishes so many of our policy goals for public health, sustainability, and affordability. Every one of these project delays chips away at the housing stock that is absolutely necessary to construct if Portland has any chance of being home to middle class families in the decades to come. Please don't hesitate to support the construction of more homes in our urban core.

Aaron Brown
4047 N Michigan Avenue
Portland OR
97227

Moore-Love, Karla

From: Bob Shotland <bshotland@aol.com>
Sent: Monday, February 19, 2018 2:44 PM
To: Moore-Love, Karla; Wheeler, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Commissioner Eudaly
Subject: comments on Fremont Apartments project

Dear City Council Commissioners,

I wish to express my opposition to the Fremont Apartments proposal as it now stands. I think it is the wrong building for the wrong location.

As a resident of the Pearl District, I wish to stress that this is not just another case of NIMBY. I completely understand the concept of density in urban living. It's one of the reasons I chose to live in the Pearl in the first place. A densely populated neighborhood also makes it more likely that our favorite restaurants, bars, and other retail establishments will survive, as well as insuring a healthy use of our public transit options. And it shouldn't be the case that very few people who work in the neighborhood can afford to live in that neighborhood.

However, walling off the city from the river with rows of waterfront high rises – all exceeding the current height limit - is not the right direction to go in. I realize that the current proposal is just for one building but I greatly fear that if this proposal goes ahead, that it will set a precedent for subsequent Centennial Mills proposals and other future riverfront projects.

The developer for Fremont Apartments seems to have gotten a lot of exceptions to the building codes in exchange for some very dubious "concessions". They seem to have really gamed the system to maximize their profit in a way that does not benefit the community. I know that other residents of our neighborhood will testify in person and give more detailed examples, so I won't belabor those points here. One example would be their offering to put in a locker room - a concept originally used for commercial buildings and bike commuters and never used for a residential property – to get a big multiple of its square footage in additional buildable area. The encroachment of the Willamette Greenway width, destroying views of the iconic Fremont Bridge from the Fields Park, in addition to the previously mentioned walling off of the neighborhood from the river hardly seem like desirable outcomes.

I hope you will listen to all the neighbors' testimony and decide to grant this appeal and require major modifications to the proposal or solicit proposals from other developers who can better appreciate the unique character of the neighborhood.

Bob Shotland
1260 NW Naito Pkwy. Unit 1002

Moore-Love, Karla

From: Tracy.J.Prince <tracy.j.prince@gmail.com>
Sent: Wednesday, February 21, 2018 12:36 PM
To: Moore-Love, Karla
Subject: PDNA appeal

Dear City Council members,

I support the Pearl District's appeal of a building that will block public views of the Fremont Bridge. This isn't about private views, as some have accused. This is about making sure that everyone has access to views. This building was given variances which eat into views, which eat into public access to the riverbank. The public benefit of access to the riverfront and access to this stunning public view should outweigh the privatization of those public assets.

Thanks,

Tracy Prince, Goose Hollow

Moore-Love, Karla

From: David Dysert <david.dysert@gmail.com>
Sent: Wednesday, February 21, 2018 10:04 AM
To: Council Clerk – Testimony
Subject: Fremont Apartments Appeal

David Dysert
323 NW 13th Avenue #408
Portland, Oregon 97209

February 21st, 2018

Mayor Ted Wheeler
Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Dan Saltzman

Re: PDNA Appeal of the Fremont Apartments Decision

I am the Co-Chair of the Pearl District Neighborhood Association Planning and Transportation Committee and a member of the PDNA Board. As such I cannot speak in that capacity against the appeal due to our bylaws. But I did want to highlight some facts regarding the process.

TVA Architects presented and listened for over 10 hours in 4 meetings to our committee. This is an unprecedented contribution of time and access. Tim Wybenga of TVA responded to the committee's questions and suggestions and refined the project over multiple meetings. This is how the process should work. We are an advisory committee and our goal is to make projects better working with developers and designers. In addition he attended and generously responded to not only the committee's questions but a large public crowd with heightened emotions and hyperbole attempting to provide factual information and relevant context. In the spirit of greater understanding he volunteered to do this on his own time; he was not required to do so.

This is a critical contribution to our public discourse. It is understandable how change can create emotional responses by many and it is all the more important to make sure we all are presented with factual and relevant information. Sadly this has not been the case in much of the public discourse on this project outside of the committee.

I understand the basis of your decision will be in legal terms but I feel this anecdotal evidence should be submitted to the public record. In our current climate of scorched earth public discourse and personal attacks we need to highlight efforts to provide more understanding and collaboration in the efforts to compromise. In fact the massing of the Fremont Apartments is a physical expression of compromise--the form of the building twists and turns to provide greater views to the bridge from Fields Park.

This compromise did produce a complicated building--a building that the committee ultimately did recommend approval (with a few adjustments) after many hours of deliberation given the generous public plaza and activation of the waterfront--goals specifically identified in the North Pearl Plan. The Board chose to nullify the committee's decision.

While it is true the Board has the authority to overturn the committee's decisions, it should be noted that the majority of the Board did not attend any of the committee meetings where this project was discussed in detail.

It is my firm belief good decisions can only come from elevated discourse based on factual and relevant information.

Thank you for your attention to this matter.

David Dysert
Planning & Transportation Co-Chair
Pearl District Neighborhood Association

Moore-Love, Karla

From: Andrew Parish <atparish@gmail.com>
Sent: Wednesday, February 21, 2018 10:26 AM
To: Council Clerk – Testimony
Subject: Appeal to Fremont Apartments project

Greetings,

The Fremont Apartments is a decent project in an area that is well-served by multi-modal transportation connections and urban services. The City clearly needs more housing and downtown is one of many appropriate locations for multifamily development.

The Fremont Bridge is neither historic nor in my opinion particularly interesting, and the irony that the owners of units in (not necessarily even residents of) residential towers similar to the one proposed are cynically opposed to further residential development downtown would make me laugh if it wasn't so sad and frustrating.

By all accounts the developer has been very responsive to local concerns. Re-litigating on a site-by-site basis the idea that tall buildings may be built downtown is ridiculous for a city of our size. Portland is not a precious museum of what life was like in 1998 – we have real housing needs being stymied by those who have got theirs already and feel entitled to shut the door behind them.

This project has met the applicable design criteria through a lengthy process, as shown by the approval of the design commission. The appellants are throwing darts to see what sticks, showing that the true intent of NIMBYS in this town is simply to slow down and hamper development at all costs. Their complaint to criteria A-4 states: "The building creates a visual mishmash." I hereby enter the following into the record for the Council: "No it doesn't."

I implore you to do the right thing and reject this specious appeal.

-Andrew Parish

Moore-Love, Karla

From: Stephen Judkins <stephen.judkins@gmail.com>
Sent: Wednesday, February 21, 2018 1:52 PM
To: Council Clerk – Testimony
Subject: Fremont Apartments project

Hi there,

I want to express my very strong support for allowing the construction of the Fremont Apartments in the Pearl District. It is unconscionable to me that a small group of wealthy dwellers of recently constructed condo towers could block any news neighbors from sharing their neighborhood. We need more construction and everyone not living in this new building will displace people elsewhere in the city.

Thus, I hope you deny the appeal.

Thank you,
Stephen Judkins

Moore-Love, Karla

From: Evan Heidtmann <evan.heidtmann@gmail.com>
Sent: Wednesday, February 21, 2018 12:03 PM
To: Council Clerk – Testimony
Subject: Please approve more apartments

The Fremont apartments, like all housing developments in this city, needs to be allowed to proceed. We can't solve any of our collective goals by delaying, downsizing, or stopping new housing construction.

Condo owners have not purchased their views of anything.

Evan

Moore-Love, Karla

From: Charlie Tso <charlie.tso@gmail.com>
Sent: Wednesday, February 21, 2018 12:11 PM
To: Council Clerk – Testimony; Wheeler, Mayor; Commissioner Fish; Commissioner Eudaly; Commissioner Saltzman; Commissioner Fritz
Subject: Fremont Place Apartments Written Testimony
Attachments: Fremont_Apartments_CC_Testimony_02.21.18.pdf

Hello,

Please see my written testimony in support of the Fremont Apartments attached.

Best,

Charles Tso

Charles Tso
37 NW Trinity Pl. #31
Portland, OR 97209

February 21, 2018

Mayor Ted Wheeler
Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor Wheeler and Members of the Portland City Council,

I am writing to you today to express my support for the approval of the Fremont Place Apartments as proposed in the Pearl District.

It makes me both frustrated and disappointed that I have to write and ask you to exercise your responsibility and judgement as elected officials who ought to make decisions based on the benefits to the public and not the preferences or inconveniences of a few. Our city needs more housing of every kind if we are concerned about housing affordability. When the demand for housing exceeds supply, housing costs rise. When we suppress market rate housing development, people with more resources outbid those of modest means competing for available housing in the next tier, causing economic displacement. A decision from City Council to either change or deny this project would be a huge setback for housing affordability and an act of poor governance.

Housing aside, we need more density in our urban core to create walkable, vibrant neighborhoods that provide easy access to services and amenities for all people. We need more connected, accessible, mixed-use and mixed-income neighborhoods within the Central City so our city can be more inclusive and our community can be more stable. The Pearl District is one of the most suitable places in the City for mixed-use, compact, and walkable development. Denying or changing the proposed Fremont Place Apartments is the same as rejecting our values and goals and denying equal access to this neighborhood in exchange for preserving the selfish interests of some existing residents.

The City is falling behind on building enough housing units that meet the demands of our residents and workers. The City is falling behind on meeting its transportation and climate goals, which can only be met by building denser, walkable, and transit-oriented neighborhoods. For these reasons, I urge you to lead the city by taking a step forward and support the Fremont Place Apartments as proposed.

Sincerely,

Charles Tso
Northwest Portland resident

Moore-Love, Karla

From: Ed <eorourke@comcast.net>
Sent: Wednesday, February 21, 2018 10:28 AM
To: Moore-Love, Karla
Cc: eorourke@comcast.net
Subject: [User Approved] Electronic Testimony - File #LU16-278621 DZMGW (Fremont Apartments Appeal)

To the Portland City Council:

My name is Ed O'Rourke. I have been a renter in the Pearl District for the last 5 Years upon arriving in Portland. I was recently elected to the PDNA Board (Oct.'17). My electronic testimony is submitted as an individual resident, not representing the board.

For the record, as it pertains to the Approval Criteria of this Appeal, I concur and support fully, the testimony of Jeffrey L. Kleinman, Attorney at Law on behalf of the Pearl District Neighborhood Association.

Other relevant context

In my view, this 'burning platform' issue marks an important coming out for an evolving (leadership) and changing neighborhood association who collectively, has made a conscious decision to prioritize the voice of neighbors rather than that of a narrow few in the development community, to ensure greater transparency and balance as to the actions and outcomes affecting their neighborhood today and for future generations. This appeal is proof that this process is working.

As the Pearl District continues to be a highly regarded destination to live, work and visit <http://www.wweek.com/culture/2017/10/26/the-pearl-district-somehow-ranks-in-the-top-25-hottest-neighborhoods-in-america/> having a collaborative, transparent operating model in place between the PDNA, residents and the development community will only help avoid future disconnects like the Fremont Bridge Apartments. I hope the City Council will recognize and consider the importance of the Appeal through this lens.

Sincerely,

Ed O'Rourke

Moore-Love, Karla

From: KS <elliot1972@gmail.com>
Sent: Wednesday, February 21, 2018 9:33 AM
To: Moore-Love, Karla
Subject: Fwd: Fremont Apartments Appeal

Greetings,

I am writing you to express my opposition to the current design of the Fremont Apartments. This is a pivotal moment for the future of Portland as the city appears willing to sacrifice what remaining visual aesthetic this beautiful city possesses in order to cram as many people as possible into as many tall buildings as possible. While development will always be necessary, does it have to occur to the detriment of what makes this city beautiful?

Thank you!

Kristine Sarles
1314 NW Irving st. #314
Portland, OR 97209

Sent from my iPhone

Moore-Love, Karla

From: Lee Novak <lnovak@ForeProperty.com>
Sent: Wednesday, February 21, 2018 9:05 AM
To: Moore-Love, Karla
Cc: Patrick Gilligan
Subject: LU 16-278621 DZM GW (Fremont Apartments)

Dear Council Members,

I am writing in support of LU 16-278621 DZM GW (Fremont Apartments). We have previously developed three apartment communities in the immediate neighbor, Bridgetown Lofts, Waterline and Rivage. We currently are owners of Bridgetown Lofts and Rivage.

The waterfront in Portland has long been neglected. By adding residents to the area, we continue to improve the vibrancy of the neighborhood and celebrate the importance of our waterfront. The proposed project has worked through a long process to reach the currently approved design. It provides needed housing for our community. Overall, this is a high quality design and building. It is the type of project we need in Portland.

If Council's goal is to create more housing opportunities for our community, the Neighborhood Association's spurious NIMBY arguments should be rejected and the project should proceed.

Thank you,

Lee Novak

Vice President of Development - Western Region
Fore Property Company
1332 NW Kearney
Portland, OR 97209
direct: 971-254-1309
www.foreproperty.com

Moore-Love, Karla

From: Reza Michael Farhoodi <rmichael87@gmail.com>
Sent: Wednesday, February 21, 2018 8:55 AM
To: Council Clerk – Testimony; Wheeler, Mayor; Commissioner Fish; Commissioner Eudaly; Commissioner Saltzman; Commissioner Fritz
Subject: Fremont Apartments Written Testimony
Attachments: FremontApts_CCTestimony_022118.pdf

Hello,

In advance of today's hearing, please see my written testimony in support of the Fremont Apartments attached.

Thank you,
Reza Farhoodi

--

Reza Michael Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association
rmichael87@gmail.com
301-452-4924

Reza Farhoodi
1230 NW 12th Avenue Apt 228
Portland, OR 97209

February 21, 2018

Mayor Ted Wheeler
Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland, OR 97204

Re: Fremont Apartments

Dear Mayor Wheeler and Members of the Portland City Council,

I am a Pearl District resident and a co-chair of the Pearl District Neighborhood Association Planning and Transportation Committee. However, I am writing to you on behalf of myself, urging the City Council to confirm the Portland Design Commission's decision to approve the Fremont Apartments as proposed.

For 30 years, the City of Portland has adopted plans and policies that have primed the Central City, and the Pearl District in particular, for high-density development. Meanwhile, the ongoing housing affordability crisis demands that we continue to build housing, especially in walkable urban environments where multimodal access is prioritized. Increasing our supply, even at the top end of the market, will work to reduce instances of residential displacement from lower-priced housing units across Portland neighborhoods. We must also continue to encourage more infill housing to reduce the pressure for development that would threaten open space and farmland at the edge of our Urban Growth Boundary. In addition, the Fremont Apartments will contribute to the development of a growing neighborhood along the riverfront and create a new public plaza that will extend the Willamette Greenway and allow all Portlanders to enjoy views of Fremont Bridge.

The Pearl District represents a major international success story in repurposing what was once industrial railyards into an urban, mixed-use, mixed-income neighborhood. I consider myself incredibly fortunate to have been able to call this vibrant and well-planned community home for the past six years, and wish to share that experience with as many people as possible. If we continue to desire living in a region that is sustainable and affordable for everyone, we must make sure to accommodate as many future residents of Portland, including renters, as possible in our Central City.

Sincerely,
Reza Farhoodi
Pearl District resident

Moore-Love, Karla

From: Alan Kessler <alankessler@icloud.com>
Sent: Tuesday, February 20, 2018 11:07 PM
To: Council Clerk – Testimony
Subject: The Fremont Place Apartments LU Appeal (LU 16-278621 DZM GW)

Dear Mayor and Commissioners:

Please reject the Pearl District Neighborhood Association's appeal unanimously and without reservation.

As a citizen who cares about equity, and who wants to see our artists stop being priced out of Portland, I find it excruciating to see an organization recognized and subsidized by a city bureau use its collective privilege to attempt to block the construction of homes.

Please show the appellants the contempt they deserve and put an end to the PDNA's efforts to delay 275 homes and beautiful public amenities from being built.

Best Regards,
Alan Kessler
2725 SE 36th Ave
Portland, OR 97202

Moore-Love, Karla

From: Abraham N. Rodríguez <abrahamn.rodriguez@gmail.com>
Sent: Tuesday, February 20, 2018 6:56 PM
To: Council Clerk – Testimony
Subject: Fremont Place Appartments Appeal

Hi,

As a local architect and concerned citizen I am writing to convey my support for the approval of the Fremont Place Appartments on 1650 NW Naito Parkway. I am deeply concerned by the harmful precedent than can be set if the city overturns an approved project due to a small minority expresing what amounts to (in my honest opinion) selfish and unimportant concerns. Simply put, concerns about blocking arbitrary "view corridors", specially ones not already protected by current zoning code are not a valid reason to stop the addition of much needed housing in this city. While I understand that this project will be market rate and not affordable housing, it's not an large leap to make that if this project is denied it will just empower other neighborhood associations to try to stop any housing project/building they see fit (including those meant to serve under-served and marginalized communities) for their own arbitrary and capricious reasons. Such rampant NIMBYism can only hurt us in our quest to solve the housing crisis in our city.

Thank you for your time, and I hope the voices of people like myself are not forgotten in the face of what I expect to be a loud and heated debate at the city council meeting tomorrow afternoon.

Sincerely;

--

Abraham N. Rodríguez, AIA
503.953.3994
archinect.com/abrahamnr

Moore-Love, Karla

From: Daniel Miller <danreedmiller@yahoo.com>
Sent: Tuesday, February 20, 2018 5:06 PM
To: Council Clerk – Testimony
Subject: Fremont Apartments: in favor!

Dear Councilmembers,

I am writing to strongly support the continued approval of the Fremont Apartments on what is currently a surface parking lot at the edge of the Pearl District. The project has already gone through an extensive process of design review and approval. This is not the time to pull the rug based on concerns about the view of a freeway bridge. This city has dire need of more housing of all types. Anything we can add is good. And on a current surface parking lot? Win win!! Views are nice but not sacrosanct. And please, ask yourselves: if the people opposing this project didn't happen to live in *other* nearby towers, that doubtless block some *other* people's previous view, do you think they'd care or have any basis at all for opposing the Fremont Apartments? Very unlikely.

I implore you, reject this specious appeal.

Sincerely,
Daniel R. Miller

Portland, OR

Moore-Love, Karla

From: Tyler Woodard <twooard89@gmail.com>
Sent: Tuesday, February 20, 2018 4:29 PM
To: Council Clerk – Testimony
Subject: Fremont place apartments

Please approve this project. The majority of portlanders are not as vocal as downtown condo owners but we still deserve a place in this city. Please do not create a precedent of affluent home owners being able to block proposed developments.

--

In Solidarity,

Tyler Woodard
(503) 935-6160

Moore-Love, Karla

From: Tim Davis <pdxfan@gmail.com>
Sent: Tuesday, February 20, 2018 3:59 PM
To: Commissioner Fish; Commissioner Eudaly; Commissioner Fritz; Commissioner Saltzman; Wheeler, Mayor; Council Clerk – Testimony
Subject: Fremont Place Apartments is *exactly* what we need; don't let the super wealthy 0.01% block it

Hi Portland City Council!

In the upcoming 2PM Wednesday hearing you'll hear an absolutely ridiculous "appeal" from the Pearl District Neighborhood Association in their latest attempt to block construction of the Fremont Apartments. The PDNA's campaign has been full of lies and misleading information, but all they care about, other than the generous free publicity they're receiving, are the very private 100% unblocked views of the Fremont Bridge from a few people's incredibly expensive condos. The rhetoric and tactics used by the wealthiest, most well connected people and attorneys in the Pearl, West Hills, etc. has gotten totally unbearable, and you need to hear from the 99.99% of Portlanders whose views of the bridge will NOT be impacted—and who are unbelievably tired of seeing Portland's wealthiest residents get well over 100 times the voice they should have when it comes to land use, transportation, housing, etc.

I've followed the Fremont Apartments proposal very closely. The view in question is not even a protected view in either the current zoning code or even the new code that's due to be adopted in May. Nevertheless, by cutting back nearly the entire massing of the southeast corner of the building, the architects ensured that as much as possible of the view of the Fremont Bridge from Fields Park and other key spots will be preserved. The highest portion of the building also only occurs in its northwest corner, in accordance with height setback requirements from the river. TVA was *extremely* pro-active with the PDNA.

Not surprisingly to anyone who follows these issues, the PDNA's appeal is happening *after* extensive city review and *after* a very thorough design review process. But if the city's most unbelievably entitled hijackers of City Hall get their wish and are somehow able to block the project, they will succeed in advancing the anti-density and anti-height rhetoric fostered by Portland's most entitled NIMBYs—the types who cry "neighborhood character" while continuing to block urgently needed housing opportunity. It will also be a clear signal that City Council favors the private deck views of the 0.02% (I'm now adding those living in the top floors of the Harrison and American Plaza towers who have completely dominated the opposition to Kengo Kuma's beautiful RiverPlace proposal, which includes *500 units* of affordable housing!!) over the needs of the overwhelming MAJORITY of Portland.

Plus, the Fremont Apartments site is currently a parking lot!! I'm SO tired of people protecting views of parking lots, highways, hideous low-rise stucco crap, and the most unbelievably inefficient land use imaginable in a rapidly growing URBAN environment (the only life forms at or near RiverPlace are Canadian geese). And if people are THAT concerned about losing part of a view of a bridge, then they can always go OUTSIDE and enjoy the view of the entire bridge from any angle they'd like to! Trust me, the Fremont Bridge will still be there, and it will still be just as beautiful.

Endless crying by the same 15 or 25 people over views that no one else cares about has resulted in ridiculous displays I couldn't believe I was witnessing, such as how a full HOUR of your time was wasted by folks defending the view from a bridge of a single weather beacon that 99% of Portlanders have never even noticed or heard of—and it's a super ugly weather beacon that can be *moved* onto any other boring, squat office building downtown. Literally no view of that stupid weather beacon is worth preserving, especially when we're facing the worst housing crisis in our entire history.

As some of you know, I'm a major fan of math and numbers. Technically, we live in a metro area of 2.5 million people. Thus, if all of 25 people complain about a particular view, that's ONE person for every 100,000 area residents. That's always worth keeping in perspective.

There's one view that I was definitely wrong about, though; I had completely forgotten how epic the view of Mt Hood is from Lovejoy Fountain. It really couldn't be framed more perfectly or be seen *that* prominently from this public park! I now see why that tiny but crucial view corridor so important to preserve for the *public*, including literally millions of past, present and future visitors! And there are quite a few housing/mental health-challenged people that congregate in Lovejoy Park. It's the only good view of Mt Hood that they can enjoy in any kind of peace in Portland.

Anyway, on behalf of 99.99% of Portland, I URGE you to let Fremont Place be built as approved long ago by a very extensive design review process. If PDNA's appeal succeeds, it will be the clearest and most depressing sign I've ever seen on how much influence the super wealthy have over City Council. I'm optimistic that this will NOT be the case here, though. :)

Thank you so very much for your consideration, and thank you once again for the unbelievably tireless work you do! I don't know how you do it, but I GREATLY appreciate everything you do and tolerate from residents of all stripes here in our beloved Portland. Just remember that people wouldn't write you if they didn't care incredibly deeply for the City of Roses. :)

Cheers,
Tim Davis

Moore-Love, Karla

From: Tony Jordan <twjordan@gmail.com>
Sent: Tuesday, February 20, 2018 3:37 PM
To: Council Clerk – Testimony
Subject: Agenda Item 177: Fremont Apartments

To Whom It May Concern,

I strongly urge council to reject the appeal from the Pearl District Neighborhood Association of the approval of the Fremont Apartments.

Portland needs all the housing it can get. Upholding this appeal would send a message that wealthy condo owners can push the city around. Our city is growing and we have enough restrictions, as it is, on where abundant housing can be built.

Please reject this appeal.

Thank you,
Tony Jordan
971.207.1348

Moore-Love, Karla

From: Doug K <dougurb@gmail.com>
Sent: Tuesday, February 20, 2018 3:34 PM
To: Council Clerk – Testimony
Subject: #177 Fremont Apartments

Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214
2-20-2-18

Re: LU 16-278621 DZM GW, Item #177 Fremont Apartments,

Mayor Wheeler and Commissioners:

I oppose the appeal of this Design Commission approval. I support the project going forward as approved by the Design Commission.

We need more housing, housing of all price points, types, and locations. But, as you decided in approving the Comprehensive Plan Update, we need a large amount of housing in the Central City. This project is one more step in fulfilling that mandate.

The Design Commission considered all of the issues the appellants raised, and approved all the adjustments and bonus provisions that the project incorporates. A view of the Fremont Bridge from the Fields is preserved by notching the building on the SE corner. The amount of housing provided will contribute to the overall supply in the city, and help accommodate the 111 people a day who are moving to our city.

I urge you to reject this appeal, and let the project proceed as approved by the Design Commission.

Thank you.

Doug Klotz

Moore-Love, Karla

From: TERESA MCGRATH <bone1953@msn.com>
Sent: Friday, February 09, 2018 5:14 AM
To: Council Clerk – Testimony
Subject: no to fremont apts obstructing the bridge

to the city council testimony,

no to this project...

enough is enough...

thx

teresa mcgrath and nat kim

3344 ne 15 97212/442 ne sumner 97211

<https://pearldistrict.ejoinme.org/MyEvents/PDNAFremontApartmentsAppeal/tabid/936746/Default.aspx>

PDNA Fremont Apartments Appeal

pearldistrict.ejoinme.org

PDNA Fremont Apartments Appeal

February 5, 2018

2/5
JHP
FW

City Council Clerk
1221 SW Fourth Ave, Room 140
Portland, OR 97204

Regarding Case File #: LU 16-278621 DZM GW (Fremont Apartments)

Council Members,

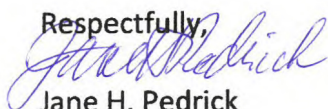
Please accept my written testimony regarding the appeal by the Pearl District Neighborhood Association to the design of the Fremont Apartments. I support the appeal made by the PDNA because I oppose some of the modifications to established design standards approved by the Portland Design Commission for the project, namely:

1. Allowing overall height of the building to exceed development standards
2. Allowing the shadow area on the north plaza to exceed the established shadow standard
3. Allowing portions of the building over 35' in height to extend into the setback area of the Willamette greenway
4. Allowing the dimension of the building in the east-west direction to exceed the design standards
5. Allowing the landscaped area along Naito Parkway to be narrower than design standards and eliminating the requirement to plant trees
6. Narrowing the parking setback on the south border

Some of the developer tactics to obtain bonus FAR and modifications to design standards are specious and simply a demonstration of developer greed. We have design standards for a reason, and I see no credible justification for granting them for this project.

Please don't sacrifice neighborhood livability and public enjoyment of the river in order to maximize property tax revenue by allowing oversized and non-conforming development.

Respectfully,



Jane H. Pedrick
1260 NW Naito Pkwy Unit 706
Portland, OR 97209

Moore-Love, Karla

From: Lloyd Taylor <lmactaylor@gmail.com>
Sent: Sunday, February 04, 2018 8:33 AM
To: Moore-Love, Karla
Subject: Case File LU 16-278621 DZM GW (Fremont Apartments)

I am writing to support the appeal of the review body decision in the above case filed by the Pearl District Neighborhood Association as described in the Notice of Hearing dated 22 January 2018.

As described in detail in the appeal, the proposal fails to meet the Central City Fundamental Design Guidelines and the River District Design Guidelines in 10 separate instances each and every one of which will negatively influence the quality of design, appearance, function, and quality of life in the neighborhood, and thus, the city.

As concerned city residents, and neighbors, we strongly urge the Council to deny approval to any project/development which does not meet all design guidelines.

Thank you.

Lloyd and Catherine Taylor
1260 NW Naito Pkwy Unit 402
Portland 97209

Moore-Love, Karla

From: Poole, Colleen
Sent: Wednesday, January 24, 2018 11:16 AM
To: Moore-Love, Karla
Cc: Nielsen, Benjamin
Subject: FW: FREMONT APARTMENTS

Hi Karla,

BDS received an opposition email for the 'Fremont Apts' in NW Pdx near the Fremont Bridge. The Type III DZ Design Commission decision of approval was appealed to City Council by the neighborhood association. I believe the Council hearing date is 2-21 and was told to forward the comments on to you with a Cc to Ben.

Thanks,
Colleen

From: BDS Web mailbox
Sent: Wednesday, January 24, 2018 10:35 AM
To: Poole, Colleen <Colleen.Poole@portlandoregon.gov>
Subject: RE: FREMONT APARTMENTS

Hi Colleen,

This email came in through the BDS Web Mailbox. I noticed another one came in before. If possible, please copy me with your response as this is helpful for our records.

Thanks,

Vanessa Pena, Office Support Specialist II
City of Portland Bureau of Development Services
Front Desk/Admin Support Section
1900 SW Fourth Ave., Suite 5000
Portland, OR 97201

503-823-7300
bds@portlandoregon.gov

From: Fred Freymuller [<mailto:cia12x@comcast.net>]
Sent: Wednesday, January 24, 2018 10:23 AM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; BDS Web mailbox <bds@portlandoregon.gov>
Subject: FREMONT APARTMENTS

To my Mayor, Commissioners and City Planners:

Portland is the city of rivers and bridges -- the sights and sounds that remind us where we live and how happy and fortunate we are to live here. When did blindness and amnesia to this beauty strike all of you?

Your approval of a design for the Fremont Apartments is truly an insult to all sense of design and to the City you have chosen to serve. This is far from a case of "Not In My Backyard" -- it's a horrible example of "Why Approve A Blight On The City".

The river front will be encroached upon by allowing a HUGE building too close to the mandated walkway and access spaces, and the HUGE HULK of the proposed building will impact (aka destroy) views of a beautiful bridge that is part of our city's fabric. PLEASE reconsider this decision. The ugliness, if constructed, will unfortunately impact and outlast us all.

Sincerely,

Frederick Freymuller

949 NW Overton, #1506

Portland 97209

Moore-Love, Karla

From: Poole, Colleen
Sent: Wednesday, January 24, 2018 11:17 AM
To: Moore-Love, Karla
Cc: Nielsen, Benjamin
Subject: RE: WHO PAINTED THE "FOR SALE" SIGN ON CITY HALL?? or, FREMONT APARTMENT DECISION

Hi Karla,

Another opposition email for the 'Fremont Apts' in NW Pdx near the Fremont Bridge. The Type III DZ Design Commission decision of approval was appealed to City Council by the neighborhood association. I believe the Council hearing date is 2-21 and was told to forward the comments on to you with a Cc to Ben.

Thanks,
Colleen

From: Fioravanti, Kara
Sent: Wednesday, January 24, 2018 10:52 AM
To: Poole, Colleen <Colleen.Poole@portlandoregon.gov>
Cc: Nielsen, Benjamin <Benjamin.Nielsen@portlandoregon.gov>; Tallant, Kimberly <Kimberly.Tallant@portlandoregon.gov>; BDS Web mailbox <bds@portlandoregon.gov>; Barber, Josiah <Josiah.Barber@portlandoregon.gov>
Subject: Re: WHO PAINTED THE "FOR SALE" SIGN ON CITY HALL?? or, FREMONT APARTMENT DECISION

Thanks. Because the appeal is already submitted, I would suggest the commenters forward their emails to Karla Moore-Love and cc: Ben.

Sent from my iPhone

On Jan 24, 2018, at 10:42 AM, Poole, Colleen <Colleen.Poole@portlandoregon.gov> wrote:

Thanks for the clarification, Kara.

Another opposition email was received today. Should we send them directly to Ben to reply and/or include with the case file? Please let us know, I assume that this isn't the last email we will receive.

Thanks,
Colleen

From: Fioravanti, Kara
Sent: Tuesday, January 23, 2018 6:44 PM
To: Poole, Colleen <Colleen.Poole@portlandoregon.gov>; Nielsen, Benjamin <Benjamin.Nielsen@portlandoregon.gov>
Cc: Tallant, Kimberly <Kimberly.Tallant@portlandoregon.gov>; BDS Web mailbox <bds@portlandoregon.gov>; Barber, Josiah <Josiah.Barber@portlandoregon.gov>
Subject: Re: WHO PAINTED THE "FOR SALE" SIGN ON CITY HALL?? or, FREMONT APARTMENT DECISION

Hi Colleen. Thanks for asking. This refers to the 'Fremont Apts' (which aren't on NE Fremont) in NW Pdx near the Fremont Bridge. The Type III DZ Design Commission decision of approval was appealed to City Council by the neighborhood association. I believe the Council hearing date is 2-21, but I'll let Ben Nielsen, the assigned planner, confirm Council date and LU#.

Sent from my iPhone

On Jan 23, 2018, at 4:01 PM, Poole, Colleen <Colleen.Poole@portlandoregon.gov> wrote:

Hi Kara,

Did BDS recently approve a building design for new apartments on NE Fremont? I goggled the project but I didn't find anything.

The email from the citizen below is sharing their opposition of the project. Do you have a LU file that you can include their comments with?

Thanks,
Colleen

From: BDS Web mailbox
Sent: Friday, January 19, 2018 1:29 PM
To: Poole, Colleen <Colleen.Poole@portlandoregon.gov>
Subject: FW: WHO PAINTED THE "FOR SALE" SIGN ON CITY HALL?? or, FREMONT APARTMENT DECISION

Hello,

Forwarding an email.

If possible, please copy me with your response as this is helpful for our records.

Thanks,

Adrien Pacheco, Office Support Specialist II
City of Portland Bureau of Development Services
Front Desk/Admin Support Section
1900 SW Fourth Ave., Suite 5000
Portland, OR 97201

Adrien.pacheco@portlandoregon.gov
(503) 823-5675

Schedule: M-F, 8:00 AM to 4:30 PM

From: NANCY HOGARTH [<mailto:nanhogarth@comcast.net>]
Sent: Friday, January 19, 2018 9:39 AM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>;
Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish
<nick@portlandoregon.gov>; Commissioner Eudaly
<chloe@portlandoregon.gov>; Commissioner Saltzman
<dan@portlandoregon.gov>; BDS Web mailbox
<bds@portlandoregon.gov>
Subject: WHO PAINTED THE "FOR SALE" SIGN ON CITY HALL?? or,
FREMONT APARTMENT DECISION

To my Mayor, Commissioners and City Planners:

Portland is the city of rivers and bridges -- the sights and sounds that remind us where we live and how happy and fortunate we are to live here. When did blindness and amnesia to this beauty strike all of you?

Your approval of a design for the Fremont Apartments is truly an insult to all sense of design and to the City you have chosen to serve. This is far from a case of "Not In My Backyard" -- it's a horrible example of "Why Approve A Blight On The City".

The river front will be encroached upon by allowing a HUGE building too close to the mandated walkway and access spaces, and the HUGE HULK of the proposed building will impact (aka destroy) views of a beautiful bridge that is part of our city's fabric. PLEASE reconsider this decision. The ugliness, if constructed, will unfortunately impact and outlast us all.

Sincerely,

Nancy Hogarth

949 NW Overton, #1406

Portland 97209