

September 14, 2020

To: Portland City Council

From: Jeanne E Galick

**Re: LU 20-102914, DZM ADGW Alamo Manhattan River Blocks 41 & 44 and Greenway**

Mayor Wheeler and Commissioners,

Thank you for taking the time to carefully review this proposal. With 1200 units, the Alamo will increase South Waterfront's community by nearly 40 percent. The potential impact of such a significant development—on both the district and the Willamette Greenway—makes it critical that all design standards and guidelines are not just met but exceeded. To unlock the greenway bonus, the project needs to *better enhance or enlarge* the “natural, scenic and recreational quality of the lands along the Willamette River.” **This project fails to meet this standard.** The Alamo proposal is a prime example of getting maximum development concessions while doing the minimum to meet guidelines.

Building 41 & 44 continue to be too large and too close to the greenway setback. This has been a consistent and troubling issue throughout the multiple Design Commission hearings. Buildings need to be further back from the greenway setback and have additional erosion (stepbacks).

The Alamo only has a 55' greenway after the bank has been laid back. Separation between private and public space is minimal. In some places, planter separators are right on or *encroaching* into the greenway setback.

Bonus greenway footage neither functions nor appears to be public. Much of it is hardscaped. It feels like the Alamo's backyard rather than Portland's front yard. Bonus greenway areas need to be integrated into the greenway and clearly for public usage not just for “bike and resident activity.” **This does not fully meet C6, Develop transitions between buildings and public spaces.**

In contrast, dense development to the north offsets its impact by providing a generous setback – 100-150 feet—*after* the bank was laid back. Elevated patios and swales clearly define private from public space so no conflicts arise (photos on next page). It implemented the master Greenway Plan (2004).

This is one of the last segments along the Willamette to be developed. It should be of the utmost quality for the public, future residents and the environment. It shouldn't just technically meet guidelines but “*better enhance or enlarge* the natural, scenic and recreational quality of the lands along the Willamette River.” Recognizing this importance, Prosper Portland and PP& R offered financial assistance to improve the greenway but as of June, neither offer had been accepted.

**Any delay of full greenway installation is unacceptable.** The increased height & FAR are tied to the greenway bonus. Occupancy of buildings 41 & 44 should only occur when the greenway is developed. At the June hearing, Design Commissioners agreed yet **Condition G.2 still allows deferral up to 4 years to install the full greenway!** This must be removed. Inspectors will refer to this document. It must state clearly that the full greenway must be installed by first building occupancy.

This massive development will impact the Willamette River and greenway for many, many years. Let's get it right. Let's make it an asset and destination for all, not just a few.

I urge commissioners to send this back to the Design Commission.

Jeanne Galick, 7005 S Virginia Ave, Portland, OR 97219

**South Waterfront north of the Alamo property:**



*The 150' average greenway allows for generous public areas, expansive views and robust tree and vegetation plantings. Building erosion contributes to the openness of the greenway.*



*Swales and elevation changes clearly define public and private spaces.*