

June 10, 2020

To: Portland Design Commission

From: Jeanne E Galick

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

Chair Julie Livingston and Design Commissioners,

The design has definitely improved. However, there are still troubling issues that need to be addressed before approval.

Most troubling is a condition (p.41 & C.2) allowing a 4-year delay of full greenway installation. This would be *after* first building occupancy (so, approximately 6 years from start?). There are no compelling reasons for the extended delay nor for doing a partial installation. Alamo's increased height and FAR are tied to the greenway bonus. The greenway is a major component of infrastructure, providing a transportation corridor and recreation and natural resources. As well, past experience has shown that enforcement of greenway regulations to be sorely lacking once a development is built. Condition C should be eliminated.

The southern units of Building 44 are still *on* the greenway setback. The elevated planter which defines private from public space is a good addition. But, at Building 44, the planter not only touches but, in many places, encroaches *into* the greenway setback– essentially privatising public space. This may seem like nitpicking but the Alamo is a significant development. Adding 1200 units and 1500 or more people increases the district's residential population by nearly 40 percent. Open space is very limited in South Waterfront. Covid-19 restrictions have underscored the clear need and importance for open space. And in a densely populated community, every square foot matters. (C6, Develop transitions between buildings and public spaces)

The commission should strongly urge the applicant to partner with Prosper Portland and Portland Parks & Rec and use their proffered funding to enhance the greenway design. This is a unique opportunity to match development to the north which offsets their impact by providing a more generous open space setback – 100-150 feet *after* the bank was laid back. Such implementation far better achieves the intent of the bonus to better enhance or enlarge the "natural, scenic and recreational quality of the lands along the Willamette River." It would more closely follow the Greenway Master Plan. Bird-friendly glazing, ecoroofs and/or replacing the concrete pad with a viewing platform would also greatly enhance the greenway and better conform to the current development direction of the city.

Please tentatively deny this project until these crucial, last issues are resolved.

Jeanne Galick
7005 SW Virginia Ave
Portland, OR 97219