

From: [Diana Harris/Gary Piercy](#)
To: [Council Clerk – Testimony](#)
Subject: Subject: LU 20-102914 DZM GW AD PC # 19-225732 - Alamo Manhattan Blocks - FINAL DECISION BY THE DESIGN COMMISSION
Date: Friday, September 4, 2020 7:32:07 AM

Re: The Alamo Manhattan property under consideration bounded by SW Bond, SW Lane, SW Lowell & Willamette River.

Alamo Manhattan have requested and received Design Review approval “for a four-block development in the South Waterfront sub-district of Central City Plan District. In addition to the buildings, the project includes a greenway trail connection, new streets (SW River Parkway, western portion of Lowell and Abernethy. Note: It’s actually the eastern portions of Abernathy and Lane—Lowell already goes all the way through.) and river accessways (SW Lane, Abernethy and Lowell east of River Parkway.” Note: One assumes this means a ramp and walkway down to the river edge).

The property is coded: “Plan District: Central City - South Waterfront Zoning: CX d, g – Central Commercial zone with Design and Greenway Overlays”. The overlay codes are of primary concern because they have not been taken into consideration by the Design Review Commission in two important respects.

1. “d” stands for “Design Overlay Zone”, which is applied to areas where design and neighborhood character are of special concern. (See Chapter 33.420 and Design Review). As the appeal submitted by Carrie Richter clearly describes, the structures proposed for this property do not comply at all with the design and neighborhood character of the other high rise building in South Waterfront.

2. “g” stands for River overlay zones, which “generally promote the protection, conservation, restoration, enhancement and maintenance of the economic, natural, scenic and recreational qualities of lands along the central reach of the Willamette River. See Chapter 33.475.” “g” also stands for “Greenway Zones”.

The proposed design takes advantage of the greenway, in that the planned setback is 100 ft. from the top of the adjacent riverbank. This means that the private buildings will be encroaching on public space. The building setback needs to be 100 feet from the edge of the proposed greenway walking and cycling trails—like those of the high rise units a couple of blocks north.

Of even greater concern is that “the project provides approximately 1,200 residential units, 22,000 SF retail and 738 parking spaces.” This makes no sense whatsoever. Why would anyone not assume that at least one parking space is required for each unit? Yes, the NS streetcar line serves the South Waterfront, but most people regularly travel farther than downtown and they use their own cars for such trips.

Also, the management and maintenance staff for the buildings and the retail operations will need parking spaces—not to mention customers of the retail units.

The proposal requests loading zone permission on River Parkway. One loading zone for garbage pickup from all these units will not be sufficient—not to mention tenant move in/move out and supply deliveries to the retail operations. In addition to underground parking, several above-ground floors of the buildings should be constructed as parking that can later be re-purposed if residents eventually no longer need to use their own cars.

Please, Councilors, come down and take a look at this neighborhood. With 2745 residential units in this neighborhood, traffic is already congested. The 1200 units in this project, plus the 232 in the Alamo Manhattan Block 40 project under construction on Moody, represent a 52% increase in the number of residential units in this neighborhood. In addition to the extensions of Abernathy, Lane, and River Parkway included in the proposal, the Bond extension north to its intersection with Tilikum Crossing must also be completed to facilitate traffic into and out of the South Waterfront neighborhood. I understand that funds for this extension are already in the City budget.

We hope for a positive resolution and a constructive approach to adding new homes to these vacant lots in South Waterfront.

Regards,
Diana Harris/Gary Piercy

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