

from the willamette to the columbia

September 17, 2020

Re: Alamo Manhattan LU20-102914 Appeal

Dear Mayor Wheeler and City Commissioners,

Our Organization the North Portland Greenway mission is to advocate, plan & develop a robust Greenway from the Willamette to the Columbia Rivers in Oregon.

We believe as citizen volunteers joined by our stakeholders; we must enforce the State of Oregon's statewide planning goal #15 related to the Willamette Greenway.

"To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."

Our State legislature made this goal straightforward in the wording below:

"To increase public access to and along the Willamette River. To achieve this, the Plan identifies a continuous recreational trail extending the full length on both sides of the Willamette River, but not necessarily adjacent to the river for the entire length. The Plan also identifies trail and river access points, viewpoints and view corridors, and provides direction as to their design. The purposes to be achieved by designating and requiring property owners to dedicate right-of-way or recreational trail easements include increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems and helping to create a pleasant, aesthetically pleasing urban environment."

We believe the above referenced development does not come close to meeting these important goals and we ask that you not approve the current recommendations from the Design Commission without the following changes:

Enlarge the width of the Greenway to 150 feet duplicating development parcels to the North.

Building 41 & 44 are 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 offset 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). They followed the master Greenway Plan (2004).

New policies like eco-roof requirements and bird safe window glazing standards; which had been broadly supported by the community and passed by Council, were no longer required and were now largely absent from the proposal. Additionally, the proposed greenway enhancements that remained barely reached the minimum standards and did not provide adequate public benefit to earn a greenway bonus.

We understand that Prosper Portland and Portland Parks and Recreation offered to provide them funds so the Greenway design can be improved beyond the minimum standards. Our understanding is that funds were offered but refused by the development proponents. Portland's planning process is about collaboration and cooperatively bringing all stakeholders together for the public good. Refusing these public funds is not how Portland does business.

If the City Council would require these changes, the Development will not only comply with Greenway Regulations but deliver to Portland Citizenry a more welcoming and inclusive Greenway along our Willamette River.

Thanks again for your time and patience in our collaboration to improve this development.

With Best Regards,

Jeffrey M. Lang
Board of Directors, NP Greenway