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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

LETTERS:

Multnomah NA
responds to planned
Safeway redevelopment
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Complimentary

November 2011

Sunday Parkway planned for Terwilliger centennial anniversary

NEIGHBORHOOD NEWS

By Lee Perlman
The Southwest Portland Post

Next summer the Friends of Terwilliger Parkway and their friends are planning to celebrate the road's 100th anniversary. One of their priorities is a Sunday Parkways event.

During Sunday Parkways, practiced for the last four years in other parts of town, auto traffic is removed from a roughly circular route along local streets, allowing pedestrians and cyclists to tour neighborhoods in a new way.

Activities, by the Portland Bureau of Parks or others, are held at local parks, and designated Community Market Places allow non-profits, businesses and community groups to provide information. Such an event attracted 31,000 participants in North Portland earlier this year.

Last month the event's head orga-

nizer, Rich Cassidy of the Portland Bureau of Transportation, met with the Southwest Neighborhoods, Inc. transportation committee to discuss a possible Southwest Sunday Parkways.

Cassidy initially envisioned a route through Hillsdale, Multnomah and Hayhurst, but Homestead and Hillsdale activists pushed hard for a route along Terwilliger, and for it to occur during the weekend of July 20 through 22, when festivities are planned. Cassidy indicated he would consider such a plan.

Anton Vetterlein of Homestead and Friends of Terwilliger said organizers are planning a variety of events for the anniversary weekend, including a road run, a "cake and speech ceremony," and a concert at Duniway Park.

Organizers are also working with the Bureau of Parks to spruce up the Parkway for its birthday.

"At six locations Parks will cut down non-native trees, prune other



Maplewood School students from Mrs. Dottie Alsman's 3rd grade class (1951-1952) and Mrs. Lucille Goyak Roger's 7th grade class (1955-1956) met for lunch on October 22. The classmates get together with their teachers every year or two to reminisce about the good old days at Maplewood School. Front row: Dottie Alsman, Lucille Goyak Rogers, Lani Graham Saunders. Back row: Sharon Miller Nelson, Patti Ransom Waitman-Ingebretsen, Glyn Brice, Jackie Warsech Haworth. (Photo courtesy of Patti Waitman-Ingebretsen)

trees, and clear away vegetation to restore the historic views that have been slowly lost over time," Vetterlein told *The Post*. At this time they are seeking sponsors to make the plans possible.

Girders to be installed for Gibbs Street Bridge

The five girders that form the superstructure of the proposed Gibbs
(Continued on Page 3)



This building located at 4310 SW Macadam Ave in South Portland will be home to a new federal jail. (Post photo by Don Snedecor)

City Council approves federal detention facility on Macadam Avenue

By Lee Perlman
The Southwest Portland Post

Reversing a city hearings officer's ruling, the Portland City Council voted unanimously last month to approve a conditional use permit for a detention facility at 4310 SW Macadam Ave.

The ruling ends a nearly year-long battle and allows Lindquist Development to expand an existing building upon the site, and lease this to Immigration and Customs Enforcement (ICE) for the processing of immigrants either accused of crime or in this country illegally.

In August, Hearings Officer Gregory Frank had denied the conditional use application based upon what he found to be inadequate assurance that the few people ICE would release from the facility, as opposed to the vast majority who would be shipped to Tacoma and elsewhere, would not constitute a safety hazard for neighbors.

At a City Council hearing, ICE officials presented a more detailed release plan. The City Council withheld a decision due to a challenge by the South Portland Neighborhood Association, which argued that the development team was presenting new evidence on appeal.

City officials had originally found that the building, which with additions will contain 125,000 square feet of floor space, was allowed by right, subject only to design review.

The City Council ruled that a 5,200 square foot portion consisting of holding cells was a detention facility requiring a conditional use permit and a wider review process.

Commissioner Amanda Fritz quoted the Portland Zoning Code to the effect that if a land use request "complies with the Comprehensive Plan, or if it can be made to comply with it with conditions, it will be granted."

Fritz added, "It must be approved; there's nothing to base denial on. We're not allowed to consider if this is the best place in the city for this facility.

"It's ICE's job to deport people, so it doesn't seem likely ICE would release anyone who constituted a risk to the public," Fritz said.

"These are the kind of folks who are in my neighborhood and every other neighborhood in the city." However, Fritz said, South Portland land use chair Jim Davis and transportation chair Bill Danneman, who led the opposition, "are land use chairs after my own heart."

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The Southwest Portland Post
4207 SE Woodstock Blvd #509
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Multnomah NA responds to planned Safeway redevelopment

Letters to the Editor



The Southwest Portland Post
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The Multnomah Neighborhood Association, at a regularly scheduled monthly meeting, discussed the Barbur Blvd. Safeway redevelopment and with unanimous vote, we are responding to the planned redevelopment.

We are very appreciative to Safeway for choosing a final site design complementary to our neighborhood and for their receptiveness to our community input. We are excited to see the inclusion of this new retail development in our community.

We are also very pleased to see that the selection of truck routes is aligned with our neighborhoods desires. The selection of the primary route connecting Safeway trucks to Olesen Road via Multnomah Blvd. was our preference as well.

We would also like to commend Safeway for their work on incorporating safer bus transit stops and sidewalks in and around their site. It is very important to our community that we have the safe options of walk-

ing, biking and taking mass transit to do our shopping.

We do have some concerns that we would like to be on record as part of the redevelopment plans.

First, we are concerned about the increased traffic along SW Capitol Hill Road and of the planned increase of traffic from Barbur Boulevard and from the residential neighborhood leading to the Safeway. We are not aware of any new traffic surveys being done to track the residential traffic.

Also, we feel the residential traffic needs better/adequate notification of the change of the traffic pattern, especially because Safeway trucks will be turning into the store near a blind curve near SW Falcon.

A solution we propose is an alternative loading dock truck traffic pattern. The change would reverse the loading docks and enter the loading dock off of the Multnomah Blvd. fly ramp.

This would allow Safeway trucks to exit the property on Capitol Hill Road via a right hand turn and then proceed either north or south on Barbur Boulevard. This would virtually eliminate most of our traffic safety concerns.

Second, we have concerns about pedestrian and cyclist safety at that particular intersection of SW Falcon and Capitol Hill Road. That section of road had at one time been designated as a city walkway, but still is in need of sidewalk and bike lane improvements. These improvements would make this road much more conducive for local residents to safely access

Safeway.

Third, we ask for clarification of the ODOT decision to not mark the pedestrian crosswalk with "crossing stripes" at the Barbur Boulevard slip lane to Multnomah Boulevard. We feel that marking the walkway clearly would help to slow traffic and make for a safer walking environment for residents.

We are very appreciative of Safeway for their receptiveness and openness with the neighborhood in regards to the planned improvements.

Safeway has been a valued part of the Multnomah neighborhood for decades and has always been a good neighbor.

Thank you for the opportunity to provide our input to this project and look forward to a new store in our community.

Moses J. Ross, Chair
Multnomah Neighborhood Association

Additional letters on Page 7



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Girders to be installed for Gibbs Street Bridge

NEIGHBORHOOD NEWS

(Continued from Page 1)

Street pedestrian bridge are scheduled to be installed this month, with the first set for the night of November 4, project manager Jean Seneschal Biggs told *The Post* last month.

Crews will start on the western end and work eastward, Biggs said. Late during the nights of installation there may be some lane or even road closures along Interstate 5 and Southwest Barbur Boulevard, Kelly and Macadam avenues, she said. The project is set for completion by March, Biggs said.

Barbur Boulevard planning underway

The Barbur Concept Plan, which is examining land uses along the length of the boulevard and may recommend zoning changes, is up and running.

A 20-member advisory committee has been formed and will begin meeting from 6 to 8 p.m. on the first Thursday of the month at the Multnomah Arts Center, 7688 S.W. Capitol Highway, starting November 3.

The project held two public "walks" to look at existing conditions and take public feedback, according to planner Jay Sugnet.

The first walk visited the West Portland Town Center at Southwest Capitol Highway and the intersection of Southwest Terwilliger Boulevard.

The second looked at the Safeway area near 19th Avenue and Capitol Hill Road, and Southwest Hamilton Street. In addition, Sugnet said, a community forum is planned for the second week in December. Details were unavailable at press time.

Burlingame trunk sewer work continues

As many residents and commuters are all too well aware, work on the Burlingame Trunk Sewer has closed the Multnomah on and off-ramps to Interstate 5. When will it end?

According to Bureau of Environmental Services spokesperson Stephen Sykes, the ramps may be open by November 16, two days ahead of the stipulated completion date of November 18.

Meanwhile, there will be sewer-related work on Southwest Multnomah Boulevard between

22th and 25th avenues this month, and some of this work may continue into the night, Sykes said.

Neighborhood coalition abolishes trails committee

The Southwest Neighborhoods, Inc. (SWNI) board of directors voted in September to abolish their trails committee.

This step follows Southwest Trails Committee founder and chair Don Baack's decision this summer to leave SWNI and form a non-profit corporation to pursue the committee's work independently

of the coalition.

Baack claimed the reason for the separation was that it was too difficult to work with some of the individuals involved.

The SWNI board voted to transfer some of the trails committee's functions to other committees, most notably transportation.

In many cases, however, they chose to let Baack and his supporters assume a leadership role rather than try to maintain a rival structure.

In its discussion the board called for pursuing a collaborative approach with the new trails group on specific projects.

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Starting **Monday, October 31**, a contractor for the **Portland Water Bureau** will install another protective pipe casing under SW Naito Pkwy; this time south of SW Harrison St. through the abandoned Grant Street Tunnel. The tunnel was once part of Harbor Drive, and is an obstacle that the new 5,000-foot water supply pipeline must go through.

The open pit installation of the pipe casing will take about **two weeks** to complete. Traffic will be reduced to **one lane in each direction** through the work zone. The speed limit will be posted at **30 mph**. This around-the-clock road change will cause traffic delays as the **8-foot wide by 36-foot long** excavation is too large to safely cover with steel plates.

The **Water Bureau** encourages motorists and bicyclists to find an alternate route. The public's cooperation is appreciated as we work to upgrade the city's century old water system.



Local author urges readers to give democracy a chance

By Polina Olsen
The Southwest Portland Post

More than two dozen people crowded Annie Bloom's Books in Multnomah Village on October 6 to hear Mary M. Clare, a Lewis and Clark College counseling psychology professor, talk about her new book *100 Voices*.

The emphasis on change during the



last presidential election inspired Clare to understand America's yearnings. She took a cross-country road trip, interviewed people from all walks-of-life and wrote her book around the

question, "What does change mean to you?"

Gregory Ayres, director of operations for Loudmouth Press, introduced the speaker by noting this was the independent non-profit publisher's third book. Located in Brooklyn, New York, the press is dedicated to advancing civil rights and important social issues. Clare's story of the power of listening made a perfect fit.

"I'm a social psychologist," Clare began. "I know that a good way to get information is to ask big questions and not know where it will go."

"During the last presidential election, everyone was talking about and excited about change. I was curious to see what everyday Americans meant. With all this change, what should remain the same? What are signs that positive change is coming?"

Clare's book includes stories of her cross-country road trip, which she started after Barack Obama's presidential inauguration.

"As I'm sharing the voices, I write about my own experiences," she said. She knew about half the people she interviewed and found others at coffee



Mary M. Clare talks about her new book "100 Voices" at Annie Bloom's Books. (Post photo by Polina Olsen)

shops and family restaurants. Subjects ranged from children to seniors and covered the political spectrum.

In Georgia, a Sarah Palin supporter felt change meant less strife and more understanding of differences. An eighth grader in Long Island, New York said change was waking up and doing something for the community. Most people saw change as positive and felt individuals could be a catalyst. Some people saw extremes.

Clare spoke to an African American talk show host in Jackson, Mississippi the day after Obama's speech to a joint session of Congress.

"He was off to the races and upset," she said. "He was critical of Obama and progressive causes but as I listened long enough, I heard things where we saw

the universe the same way. He said, 'Tomorrow we're having a meeting of like minded people who are going to influence the next election.' I wondered if he meant the Tea Party."

Another time Clare overheard two men make plans for a Baptist youth group. "I walked over and introduced myself," she said. "At one point, the older one said, 'I'm a Republican and you're a Democrat. We're good at demonizing each other.' Another said, 'We've been majoring in the minors instead of the majors. We need to concentrate on the important stuff.'"

Clare hopes her book will motivate people to listen with an open mind. She urges everyone to set aside resistance and blur Democratic and Republican distinctions.

"It's easy to get offended by people," she said. "We have to stop the chatter in our heads long enough to see if we have something in common. The take away is, give democracy a chance. It's up to us."

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EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: I'm interested in getting a new tattoo, but recently found out that red tattoo ink contains mercury. Is this true of other tattoo inks as well? Are there any eco-friendly alternatives?

-- John P., Racine, WA

It is true that some red inks used for permanent tattoos contain mercury, while other reds may contain different heavy metals like cadmium or iron oxide.

These metals—which give the tattoo its “permanence” in skin—have been known to cause allergic reactions, eczema and scarring, and can also cause sensitivity to mercury from other sources like dental fillings or consuming some fish.

While red causes the most problems, most other colors of standard tattoo ink are also derived from heavy metals (including lead, antimony, beryllium, chromium, cobalt nickel and arsenic) and can cause skin reactions in some people.

Helen Suh MacIntosh, a professor in environmental health at Harvard University and a columnist for the website

Treehugger, reports that as a result of a 2007 lawsuit brought by the American Environmental Safety Institute (AESI), two of the leading tattoo ink manufacturers must now place warning labels on their product containers, catalogs and websites.

These warnings explain that “inks contain many heavy metals, including lead, arsenic and others” and that the ingredients have been linked to cancer and birth defects.

Of course, exposure to mercury and other heavy metals is hardly the only risk involved with getting a tattoo.

The term tattoo itself means to puncture the skin. Tattoo ink is placed via needles into the dermis layer of the skin, where it remains permanently (although some colors will fade over time).

Some people have reported sensitivity springing up even years after they first got their tattoo; also, medical MRIs can cause tattoos to burn or sting as the heavy metals in the ink are affected by the test's magnetism.

Beyond the long-term risks of walking around with heavy metals injected into your body's largest organ (the skin), getting a tattoo in and of itself can be risky business.

If the tattoo parlor's needles and equipment aren't properly sterilized in an autoclave between customers, you could be exposing yourself to hepatitis B or C, tuberculosis, mycobacterium, syphilis, malaria, HIV or even leprosy.

“The potential risk of infectious spread from tattooing (particularly due to Hepatitis B) is high enough that it is a practice that should be avoided by pregnant women to safeguard the health of the baby [and that of the pregnant

woman herself] whose immune system is down-regulated and is much more vulnerable to these types of infection,” reports dermatologist Audrey Kunin, who runs the popular Dermadoctor website.

Dr. Kunin advises to be careful about choosing a tattoo parlor: “Make sure the place is reputable, perhaps check with the health department to see if there have been past claims against the parlor in question if you still have doubts.” She adds that since tattoos are essentially open wounds, they must be cared for properly, especially in the first few weeks, to stave off infection.

Those who want go ahead with getting a tattoo anyway despite the risks should consider steering clear of colors derived from heavy metals. Dr. Kunin reports that black might be the safest permanent tattoo ink; it is often derived from a substance called carbon black and rarely causes any kind of sensitivity issues.

If your heart is set on red in your tattoo, ask around to see if any tattoo parlors in your area are willing to work with non-metallic organic pigments that lend a red color such as carmine, scarlet lake, sandalwood or brazilwood.



(Photo courtesy of Hemera Collection, Thinkstock)

There are non-metallic alternatives available for many other popular tattoo ink shades, too.

CONTACTS: Treehugger, www.treehugger.com; Dermadoctor, www.dermadoctor.com.

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Naturopathic college plans begins master planning process

By Lee Perlman
The Southwest Portland Post

Oregon Health and Sciences University isn't the only southwest institution contemplating growth. The National College of Natural Medicine is seeking a master plan for its future.

The plan's study area is a rough triangle bounded roughly by Southwest Kelly and Woods streets, Naito Parkway and Corbett Avenue.

Within this area they own "five or six acres," including six buildings, two parking lots and the new Min Zidell Healing Garden, and they are looking to eventually occupy "seven or eight acres," NCNM's Marilyn Considine told the South Portland Neighborhood Association.

The college currently has 530 students and Considine said they anticipate they'll have 800 students by 2015.

Consultant Jason Franklin of Parametrix said that at this point in the process the college is looking at its existing facilities and figuring out what its future needs might be.

They are also trying to address transportation issues; for both students and visitors, "There are very

dangerous roads you have to cross to get here," Franklin said.

Architect Tim Eddy said, "The free-ways effectively make our campus an island. We want to integrate into the neighborhood in the best possible way."

According to Eddy, "We're looking for the most viable sites for new buildings, but we're trying to keep the vestiges of the old neighborhood. We're looking at potential sites for housing, and for services that can serve the community as well as the college."

Asked if the school might consider installing dorms, Considine said, "That's at least several years off."

Considine said, "When Dr. (David) Schleich came in 1997, we looked for a place to stay. We liked our neighbors here, they seemed to like us, and we're definitely committed to this now."

Both Considine and Keith North said the college was committed to discussing their plans early, and continuously, throughout the planning process.

As The Post went to press this month, college officials were planning the first of several discussions with South Portland neighborhood leaders.

New OHSU Building

(Continued from Page 8)

leading supporters. It's a statement of overwhelming optimism. There's no value in pessimism."

Reflecting on budget issues, Kitzhaber commented, "This year the legislature dealt with a larger budget deficit than either California or Washington, and they did it with civility, without shutting the state down, without tearing the state apart like Wisconsin and Minnesota."

Oregon State president Ed Ray said the group participation in the building would "promote efficiency and impact" and better enable the colleges to jointly compete for grants. "The new building will promote collaboration that will lead to improved patient care and research breakthroughs."

OHSU president Joe Robertson addressed the donors, saying, "This building is a testament to philanthropy, partnership and innovation. Each gift has inspired another. Each has raised the bar a little higher. It's no secret that we face great challenges in society, especially in this economy, but we can find solutions not thought possible."

Carol Lewis, representing the Schnitzer family, said, "My grandfather came to this country over 100 years ago from Russia, fleeing poverty. My father had his offices, and a scrap yard, on this site. They taught us we had to give

back to this country for the wonderful life we had here. I never imagined that universities that compete with each other would come together to build this great center."

Meanwhile, the Design Commission told the development team that they were nearing approval, but were not there yet. Commission member David Wark said the building was "so great on so many levels."

However, he said, "I count at least a dozen materials and colors. It points to becoming a menagerie that could be tamed a little more. I want to change my 'like' to 'love.'"

The north side of the building facing a future Southwest Meade Street will have a massive garage entrance. While not enthusiastic, commission member David Keltner said this part of the design is "about as good as it can be."

However, he said an exterior stairway on the east side of the tower "feels like it's tacked on."

As they have been from the first session, the commission was critical of the plans for the west side facing Moody, Interstate 5 and the MAX tracks; it was improved, they said, but still seemed to lack an invitation to "active use."

"This is the first stake in the ground for the entire campus," commission chair Gwen Millius said. "There's a little more work to be done, but we're getting there."

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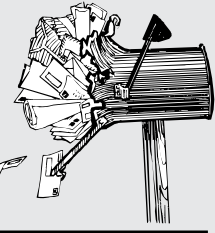
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Consider alternatives to the city's \$19 million Capitol Highway solution

Letters to the Editor



The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206
Fax: (866) 727-5336
email: news@multnomahpost.com

As a proud resident of one of Portland's more storied and expressive locales, I wanted to make sure that my voice is heard when it comes to roadways that my family uses on a daily basis.

There has been a conversation about changing the configuration of Capitol Highway from Taylors Ferry Road to Garden Home Road.

The motion that was approved for improvements by the Multnomah Neighborhood Association was put forward by me, and worded as a result of the presentation made to us by the city engineer about what needed to happen if there were improvements made to the roadway.

However, the proposal was not unanimous, and would have been significantly altered had we known there were alternatives.

The engineer, who did a great job, basically informed us that there was only one way to do the improvement, and that was going to be at a massive cost to taxpayers.

Namely, change the road in a manner unacceptable to the landowners, and create a situation unfavorable to many residents of Multnomah Village.

At the latest neighborhood association meeting, it was brought up that there are clearly alternatives to the proposed solution, including permeable asphalt, not using the city standard sidewalks, and using a bike/walking lane with no sidewalks.

Additional alternatives include reducing the speed limit to 25 mph on the road from Barbur Boulevard to Capitol Highway (as it is from Hillsdale to the Village) and installing sidewalks only; adjusting the walking path on the east side of the road only; or any combination of the above.

Seeking an alternative to the proposed extremely costly solution is the right thing to do for several reasons:

1. The city cannot afford the proposed solution. Therefore, if we don't seek an

alternative, nothing will be done, and that is a considerable concern.

2. Getting something done will make the road safer for all stakeholders, embrace the "walkable neighborhood" desires of the city, and provide much needed and oft overlooked infrastructure to Southwest Portland.

3. It puts people to work, increases the accessibility of Multnomah Village, and thereby increasing the local and state taxes out of southwest.

4. The residents of Multnomah Village, school children, those who use public transit, bikers, casual walkers, and people with disabilities who depend on safe pathways will finally get what they need on a daily basis.

Please note that what we have is largely unacceptable as it functions

poorly and negates several stakeholder groups.

Please seek less expensive alternatives that can be done. The residents of our community are in need of something, and we are not asking for, nor do we want a comprehensive overhaul of our streets.

We are merely looking for a safe, reliable place to walk, run, bike and commute by foot.

Jay Etnier
Multnomah

Editor's Note: Due to space limitations, what appears above is an excerpt from a longer letter regarding streets in Southwest Portland. The Post welcomes reader response.

COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

4 MAC Open House is a fun, free community event, celebrating the arts and artists at Multnomah Arts Center, 7688 SW Capitol Hwy. Event happens Friday, November 4, 5:00 to 8:30 p.m. and includes gallery reception, art demos and hands-on activities, and faculty music and dance recital. For more information visit www.MultnomahArtsCenter.org or call 503-823-2787.

Mystery/Ghost Walk in Multnomah Village takes place on Friday, November 4, at 7:00 p.m. Meet at the Key Bank parking lot, SW 35th Avenue at Troy Street. Social time/ hot drinks planned for the end of the walk. Sponsored by the Multnomah Historical Association.

Check out www.multnomahhistorical.com for more information.

11 Discover easy ways to save energy at home at a free workshop in South Waterfront. Pre-register for the workshop (energy-trust.org/events or 1-866-368-7878) and receive an Energy Saver kit including light bulbs, showerhead, faucet aerators and more! It's Tuesday, November 11, from 7:00 to 9:00 p.m. at Umpqua Bank, 3606 SW Bond Ave.

12 Second Saturday Family Dance is Saturday, November 12. Fun dancing for kids and families with live music and Caroline Oakley calling! Fulton Community Center, 68 SW Miles St, 4:30 to 6:30 p.m. \$6/adults, \$5/kids, \$20/family max. For more information call 503-775-6537.

The draft Portland Plan, which will set public policy for public activities and private development, is now available at www.pdxplan.com.

The Portland Planning and Sustainability Commission will hear public testimony on the draft at hearings on November 8 at Jefferson High School, 5210 N. Kerby Ave.; November 15 at Parkrose High School, 20003 N.E. Shaver St.; and November 29 at the 1900 S.W. Fourth Ave. building downtown. All three hearings will be 5:30 to 9:00 p.m.

The public can also submit written testimony through November 30 via e-mail at psc@portlandoregon.gov, or via U.S. mail to PSC, 1900 S.W. Fourth Ave., Portland, Ore. 97201-5380. In both cases, please include the subject line Portland Plan Testimony in the address.

Lee Perlman contributed to this calendar.

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OHSU breaks ground on new South Waterfront building; design review pending

By Lee Perlman
The Southwest Portland Post

Oregon Health and Sciences University is so eager to have its new Collaborative Life Sciences Building underway that last month they held a ground-breaking ceremony – while City-required design review is still pending.

The 480,000 square foot building will be located on Southwest Moody Avenue at Porter Street, adjacent to a future Portland to Milwaukie Light Rail station.

It will be shared by OHSU, Portland State University and Oregon State University, all of whom contributed to its \$295 million cost.

City planner Kara Fioravanti's latest staff report recommended against ap-

proval of the building's design at this time.

At a hearing last month, the Portland Design Commission, which had already held two informal Design Advisory sessions with the development team, concurred and asked for additional adjustments. Another hearing was set for 1:30 p.m. November 17 at 1900 SW Fourth Ave.

OHSU is proceeding with work on the structure's foundation under a so-called "hold harmless" agreement with the City.

Under this procedure, a developer can begin work on a project still under City review at his own risk, with the understanding that the developer may be required to change work already done if it is deemed necessary.

During a brief discussion, Design



Officials take part in a groundbreaking event at the site of the new OHSU Life Sciences building. (Post photo by Lee Perlman)



An artist's rendition of the OHSU Life Sciences building. (Photo courtesy of OHSU)

Commission members assured the development team that they were safe in beginning the foundation work.

The building is the first on a proposed new 19-acre campus, on formerly industrial land donated by the Schnitzer family. The building's most prominent feature will be a 12-story tower on its north end, and this will be named for Bonnie and Gene Skourtes in honor of their \$10 million gift.

Including the Schnitzer's gift of the land and a \$40 million anonymous contribution, the project received \$83 million in philanthropic contributions.

Governor John Kitzhaber attended the ground breaking, as did the presidents of the three institutions. All three said that the structure would represent a collaborative approach not just in

development resources, but also in the function of the completed edifice.

George Bernsteiner, chancellor of the Oregon public university system, said the building would "set a tone that all of us shed the silo mentality that has characterized our institutions for so long."

Kitzhaber, after recalling his medical school days, said, "I'm excited to be on a future campus. Walls will be torn down so scientists and educators can share, and students can benefit. It will be innovative in its approach to education. Scientific research will depend on a collaborative approach. It will be a shared experience."

Paying tribute to the donors, the governor said, "It's fair to say no institution gets built without the generosity of its (Continued on Page 6)

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