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Lents Gateway

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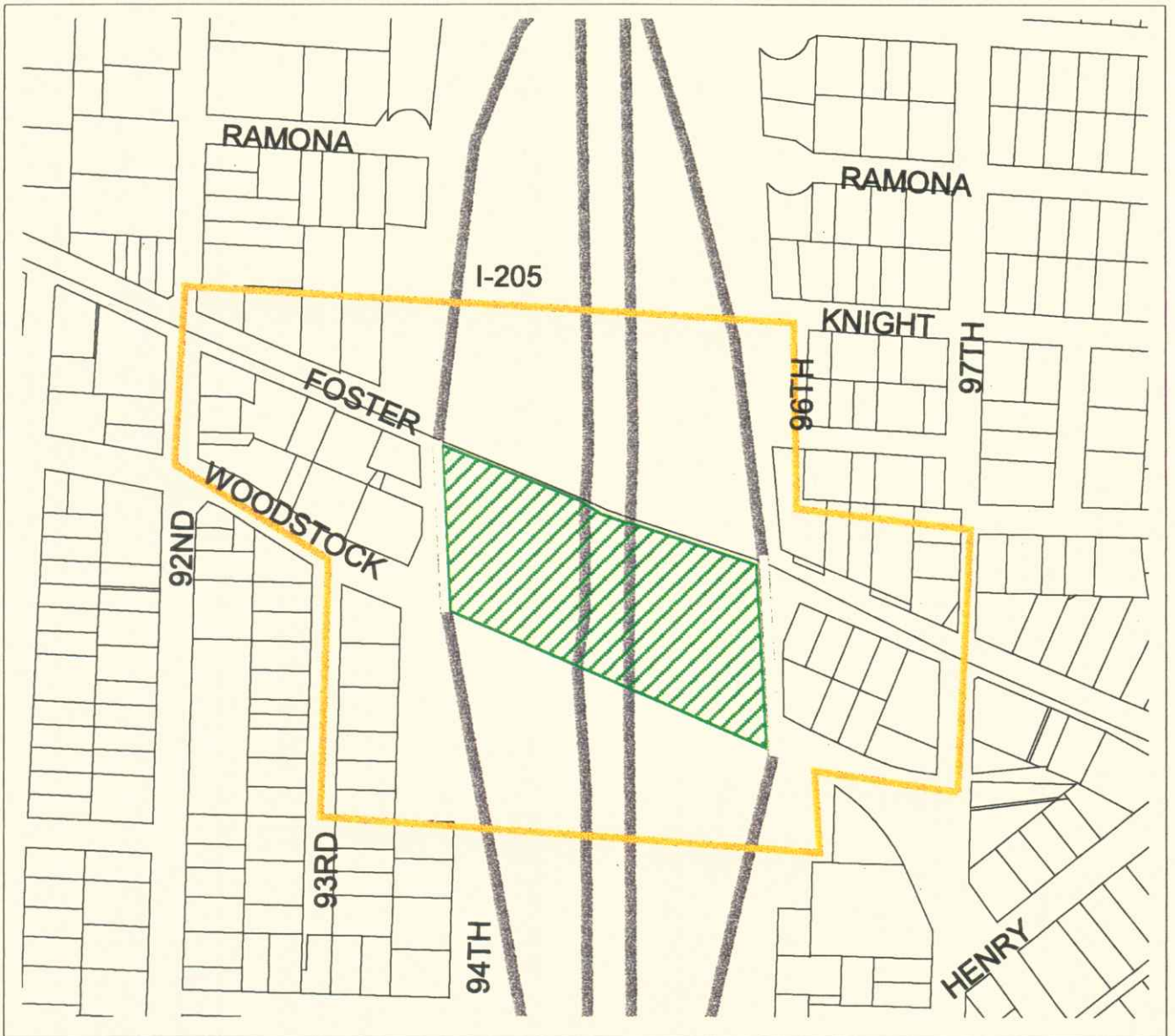
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LENTS GATEWAY



a proposal by

Lumpétek

Portland, Oregon

December 1996

Table of Contents

Lents Gateway:

The Big Picture

Introduction	page 1
Background	page 2
Challenges & Opportunities	page 2
Regional Context	page 3
Planning Intentions	page 4
Client	page 4
Other Stakeholders	page 6
Firm Profile	page 7

Bringing it into Focus

Methodology	page 8
-------------	--------

Project Development

Phased Work Plan	page 11
Phase 1	page 11
Phase 2	page 17
Phase 3	page 19
Phase 4	page 19

Completing the Circle

Relationships with Client & Other Parties	page 20
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Appendix 1

Maps

Appendix 2

Project Schedule



Lents Gateway:
the Big Picture

Lents Gateway: the Big Picture

Introduction

The Lents Neighborhood of Portland, Oregon aspires to reclaim its identity and renew its economic vitality. Construction of the I-205 freeway in the mid-1970's physically divided it and disrupted its sense of community. Prompted by the wishes of the community and other concerned parties for greater visibility and a stronger economic center for Lents, the Oregon Department of Transportation (ODOT) has asked Lämpétek to study this site and develop recommendations for its best use. We will research physical, environmental and demographic aspects of the parcel and surrounding area, as well as designs which have been implemented on sites with similar constraints and develop three conceptual alternatives for site usage. We see our project as an opportunity to work with our client ODOT and the Lents community to aid in attaining the goals of both groups, and to assist in repairing the damage done by the introduction of the freeway.

Impetus for the project has come from a number of different sources. Lents has been designated a town center in the METRO 2040 plan; as a result METRO's State Agency Task Force asked ODOT to study the site for the potential of developing an asset to the community instead of vacant lots. Another stimulus was the Outer Southeast Community Plan which includes recommendations for developing a distinct gateway and focal point in downtown Lents. And finally, the Oregon Transportation Initiative (OTI) -- a group formed to marry land use with a sound transportation strategy to promote economic development -- and an amalgam of state agencies known as the Community-Based- Solutions Team (CBS), requested that ODOT look at what could be done with its land to help the community.

Background

In the mid-1970s, I-205 was constructed, splitting the community of Lents in two, and severely damaging what was once a thriving working-class community. Freeway right-of-way clearance removed approximately 500 dwellings from the neighborhood's housing stock and effectively divided the community with its concrete barrier (Lents Neighborhood Plan, 1995).

Further damage was done in 1975 when the one-way Foster/Woodstock couplet was completed to provide access to I-205. The couplet rerouted both east- and westbound traffic around Lents' main commercial intersection at 92nd and Foster. On-street parking was eliminated to ease traffic flow. The result was the loss of a pedestrian-friendly environment . Shoppers who lived in the neighborhood could no longer drive, park or safely walk to the businesses of the Lents commercial neighborhood. Instead, they jumped in their cars and drove onto the freeway to nearby shopping centers. With the decline of the pedestrian environment, business fell off in the commercial center (Lents Neighborhood Plan, 1995).

Today, the area around the Foster Road interchange of I-205 is the last remaining undeveloped I-205 interchange within the Portland metropolitan area. The ODOT parcel is an open, grassy field visually dominated by the massive concrete structure of the I-205 overpasses rising above it. (See Map, Appendix 1)

Challenges & Opportunities

Part of Lümpétek's challenge on this project arises from the physical configuration of the site. Divided by a freeway, the site has two overpasses running North-South effectively bisecting the Lents Neighborhood. Their presence and associated right of way restrictions severely limit the development potential of the site. Another major drawback of the parcel is that it sits isolated

in a sea of heavy, high-speed traffic. There is no pedestrian access to and from the site across the Foster/Woodstock couplet. Traffic noise and emissions are a related challenge.

Another project challenge will be coordinating our efforts with the many planning groups working in Lents. Our preliminary investigation has revealed that numerous agencies and government bodies are currently involved in land use planning and economic development efforts for the area. Our team will remain in contact with the other players on the Lents scene so that we can minimize duplication of work and avoid production of incompatible plans.

It is important to respect the wishes of the Lents community. Our team has been informed that this community feels a bit under siege from all the groups that are trying to “help” it. This project should be an opportunity to give the residents of the Lents neighborhood a meaningful voice in the evolution of their area.

A final challenge will be gathering, understanding and classifying the enormous amount of data on the area that currently exists. We will ultimately use this data to set up a criteria list to help select the best use of the site.

Regional Context

The parcel and the area immediately surrounding it are important in both a local and regional context. The site currently serves as a terminus for two bus routes; should a high-capacity transit line be constructed along I-205, a transit station likely would be located within its boundaries. The I-205 bikeway, which parallels the freeway, skirts the western perimeter of the site. As mentioned above, the site and surrounding area has been designated a Town Center in the recently-approved Outer Southeast Community Plan, as well as in the METRO 2040 plan,

eventually making it a major regional focus. Our recommendations for the parcel will help further the plans' objectives.

Additionally, other communities have been damaged by the introduction of a major roadway or other public works project. Our work will be replicable so other communities can utilize the project process or the final design concepts.

Planning Intentions

Our project's final product will be the development of three conceptual alternatives for the Lents site. It will be documented in a visual and written format. The team will generate our product through a three-phase approach. Broadly defined, the three phases are Data Collection, Evaluation of Alternatives and Preparation of the Final Document. Throughout our work we will maintain regular contact with our client to obtain input and solicit feedback.

Client

The client of the Lents Project is the Planning Division of ODOT, Region 1. Leo Huff, Manager of Land Use and Transportation Planning, will be our client contact within ODOT. ODOT is the state agency charged with building and maintaining Oregon's state highways and transportation systems. The agency is "dedicated to the goal of developing an integrated, balanced, statewide transportation system that moves people, goods and services safely and efficiently throughout the state." ("Statewide Transportation Improvement Program," ODOT, January 1996)

The 1992 Oregon Transportation Plan, written by the ODOT Strategic Planning Section lists five goals: to provide a balanced, efficient, accessible, environmentally responsible transportation system; to support livability in urban and rural areas; to promote economic

development; to implement creatively, flexibly and cooperatively with "federal, regional and local governments, Indian tribal governments, the private sector and citizens." ("Oregon Transportation Plan," ODOT, September 15, 1992, pp. 3-6)

ODOT's preliminary ideas for the site have included a park-and-ride, a transit station, and simple signage informing the motorist that she has entered Lents. In the Lents Project, our team will help ODOT meet its goals of supporting livability and acting cooperatively with local governments and citizens. Our client has also informed us that funding for the project is limited, and we will keep this constraint in mind during our planning process.

Other Stakeholders

As mentioned there are a number of other local and state organizations currently working in Lents. A complete list of stakeholders includes the other interested parties listed in Table 1

Table 1: Other Interested Parties

Transportation

- Oregon Department Of Transportation (ODOT)
 - Governor's/Oregon Transportation Initiative (OTI)
 - Transportation Growth Management (TGM)
 - Regional Transportation Plan (RTP)
 - Right of Way Division (ROW)
- Tri-Met
- Portland Department Of Transportation (PDOT)
 - bicycle/ped plans

Neighborhood

- Lents Neighborhood Association
- Kelly & Lents Schools
 - Kelly Moms
- Boys & Girls Club
- Saint Peter's Church
- Steve Johnson
- SouthEast Uplift (Jim Cleary)

Community & Economic Development

- Lents Target Area (Doug Strickler)
- Lents Target Area Business Development Plan
 - Cogan, Owens, Cogan
- Portland Development Corporation (PDC)
- Rose Community Development Corporation
- Bureau of Housing and Community Development (BHCD)

Regional Players

- METRO
- Portland Planning Bureau

Environmental Players

- Springwater Trail
- Bureau of Environmental Services (BES)
- Portland Planning Bureau
 - Horticultural Division

Firm Profile

Lümpétek is a planning firm consisting of graduate students from Portland State University's School of Urban and Regional Planning. The principles are AG Flynn, Carol Herzberg, Lisa Nasshahn and Brett Sheehan. Their backgrounds range from community development to the military to public relations to legal investigation. Their wide range of skills address the process and products needed to complete this project. Lümpétek is committed to providing excellent planning services to our clients while also serving the public interest.



**Lents Gateway:
Bringing it into Focus**

Lents Gateway: Bringing it into Focus

Methodology

PHASE I: DATA COLLECTION

This first phase of the project will include information-gathering about the site and surrounding area as well as about design ideas. The team will accumulate and review historical information and planning and visioning materials conveyed by the neighborhood, the city and various other entities in their plans and reports regarding the Lents neighborhood and the ODOT parcel. The team will perform background investigation of the history of the Lents area, as well as the parcel. Other tasks in our information gathering include:

- connect with other organizations and agencies working in Lents;
- review the various plans which have been written for this area;
- research area demographics;
- obtain or create a site plan;
- perform a land-use survey;
- obtain data on traffic volume speed and accidents on roadways adjacent to the site;
- engage in community outreach.

This piece of Phase I will yield information which will give the team a "feel" for the area, its history, residents, problems and assets and its envisioned future.

Phase I also includes information-gathering about design possibilities. The firm will undertake a literature review of architecture, planning, landscape architecture and design journals

to study the design, intentions and viability of other town centers, gateways and focal points. In particular, we will look for design solutions to the most pressing problems of our site, its bisection by the freeway and high volume of auto traffic. Other tasks include:

- interviewing experts in the above fields;
- meet with schoolchildren to obtain their conception of the site's best use;
- make a site visit to a park in Eugene, Oregon located on a similar site transversed by an overpass;

Our intention in this second part of Phase I is to cast our net as broadly as possible to obtain relevant design ideas. Our firm will use the collected design ideas to brainstorm a large list of design alternatives. We will include class input in this phase; we will invite the class for a site visit to Lents and will request their ideas and input.

PHASE II: EVALUATION OF ALTERNATIVES

In Phase II the team will integrate the data collected to assess our site opportunities and constraints. We will prepare a list of criteria derived from this data, from the State Goals, as well as from the various plans and other items reviewed. The team will use the criteria list to evaluate the feasibility of the design concepts.

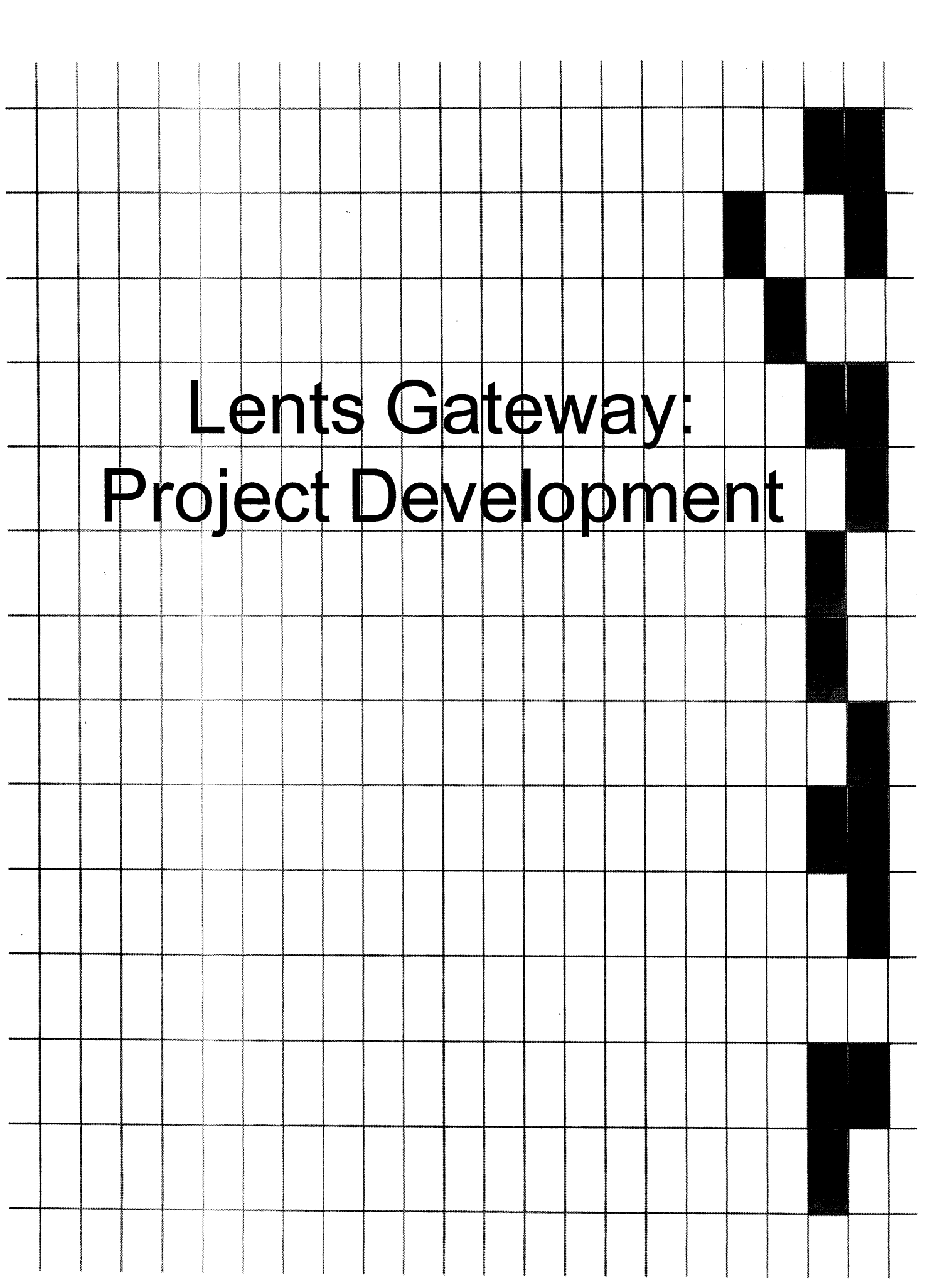
The team will narrow the list of design alternatives to five. These five alternatives will be presented to the client and other stakeholders. Based on their feedback, as well as our criteria list, we will analyze these alternatives. We will then narrow the list to three preferred alternatives.

PHASE III: PREPARATION OF FINAL DOCUMENT

In Phase III the team will prepare written documentation on the three preferred alternatives and the process of evaluation. The team will prepare a visual representation of the three preferred alternatives for presentation to our client, our class, the Lents community and other interested stakeholders.

Table 2: Interim Products

<u>Name</u>	<u>Complete Date</u>
Resource Directory	1/31/97
Annotated Bibliography	1/31/97
Photographs	12/2/96
Maps	various
Memos	various
Criteria List	2/14/97
Three Preferred Design Alternatives	2/28/97
Final Report	3/7/97
Presentations	3/12/97



**Lents Gateway:
Project Development**

Lents Gateway: Project Development

Work Plan

Phase I: Data Collection

**Products: Resource Directory and Annotated Bibliography
Completed by 1/31/97**

I Understanding the Neighborhood

Final Product: Resource Directory

A Understand and connect with other agencies/projects. Identify agencies working in the Lents area and what are their projects/intentions, funding for projects, contact persons (who, what, where, what programs/actions are planned?). Interview contact persons. Collect any documents prepared by the agencies regarding the Lents area.

Personnel Assignments:

AG-- ODOT

Governor's Transportation Initiative
Transportation Growth Management
Regional Transportation Plan
Tri-Met

Brett-- Lents Target Area (Doug Strickler)

Lents Target Area Business Development Plan
Cogan, Owens, Cogan
PDC

Rose Community Development Corporation
Bureau of Housing and Community Development
PDOT

Carol--Lents Neighborhood Association

METRO
Steve Johnson

Lisa-- Springwater Trail

BES
Portland Planning Bureau
bicycle/ped plans
Horticultural Division

Interim Products: Resource Directory (contact persons, phone numbers, association) memos, log entries on results.

Person hours: estimated 5 per agency; total 75 hours

Completed: 1/10/97

B Physical Aspects--what do the site and the surroundings look like? What are characteristics of a typical Lents Neighborhood citizen?

Task 1: Land Use Survey--Identify all commercial and multi-family (defined as 4+ units) uses in the primary study area. Primary study area is derived from a circle of 500 ft radius centered on the ODOT parcel. Obtain a zoning map for the primary study area.

Personnel Assignments:

Carol and Lisa--physically survey parcels within the primary study area. (8 hours)

Carol--obtain map of parcels and building footprints (2 1/2 hours)

AG--write textual description and generate map of primary study area. (1 hour)

Interim Products: Land use map, zoning map, map of primary study area.

Person Hours: 11 1/2

Completed: 12/30/96

Task 2: Characteristics of the Neighborhood--Collect, interpret and memorialize demographic data regarding Lents utilizing data collected for the Outer Southeast Community Plan, the Lents Neighborhood Plan, the Foster/Woodstock Transportation Study (hereafter referred to as the DKS study). Data will include total population of Lents, age, income and race breakdowns, employment by type, amount of unemployment, amount of owner-occupied homes and rental units.

Personnel Assignments: Carol

Interim Products: memo

Person Hours: 12

Completed: 1/15/97

Task 3: Site Plan--Collect a visual rendering of the site. Write a textual description of the site.

Personnel Assignments:

AG--obtain "as-builts" from ODOT. Write description. Create a site diagram

Interim Products: Site plan.

Person Hours: 10

Completed: 1/6/97

Task 4: Characterize Traffic Issues at the Site and Surroundings--Investigate average daily traffic volume crossing the site on I-205 and ramps. Obtain information from ODOT. Examine traffic volume on Foster and Woodstock at the site. Gather information regarding accidents.

Personnel Assignments: Brett

Interim Product: memo

Person Hours: 5

Completed: 1/6/97

Task 5: Photographic Depiction of the Site and Surroundings--Photograph the site and surroundings on slide and print film for use in presentations and documents. Photograph freeway on- and off-ramps, I-205 bike path, Springwater Trail at intersection with Foster Road, Lents business district, Freeway Land Site, Beggar's Tick Marsh, others as they become apparent.

Personnel Assignments:

Brett and Lisa--photo site and surroundings (6 hours)

AG--process film (1 hour)

Interim Products: Photos and slides.

Person Hours: 7

Completed: 12/2/96

C Environmental Issues--what agencies and groups, governmental and non-governmental, are concerned with this area? What regulations apply (regulatory, jurisdictional issues)? What does the natural environment mean to the neighborhood (cultural issues)?

Tasks: Identify all agencies and groups involved in the area. Investigate watershed issues. Identify adjacent natural areas and connections to Lents. Consult BES to determine jurisdiction/regulations. Consult Fish and Wildlife regarding native landscaping/habitat creation.

Personnel Assignment: Lisa

Interim Product: written memo.

Person Hours: 15

Completed: 1/15/97

D History--discern the historical significance of the site. What was the neighborhood like before the freeway was built? How has it evolved to become the place it is now? What did Lents look like, historically?

Tasks: Review historical literature regarding Lents. Obtain information from the Oregon Historical Society (OHS), the Lents Neighborhood Plan and the Outer Southeast Plan. Collect photographs of historic Lents from the OHS. Perform 3 personal interviews with citizens, Steve Johnson, Lents Neighborhood Association.

Personnel Assignment: Lisa

Interim Product: memo

Person Hours: 20

Completed: 1/31/97

E Regional Context--understand the significance of the primary study area (central Lents) within the Lents neighborhood (which we have defined as our secondary study area), the outer Southeast area and Portland. Many neighborhoods within Portland and outside have been bisected by freeways and urban renewal projects. How can our design concepts be transferable to other neighborhoods? If there is a renewed objective to build new arterial and freeway projects through existing neighborhoods, can we understand and communicate their impacts on communities and suggest methods to mitigate those impacts?

Task 1: Identify agencies involved in the area which also have a regional perspective--have any others developed a neighborhood focal point or gateway project?

Personnel Assignments: AG, Brett, Carol, Lisa (complete task as we review plans/contact agencies in tasks above)

Task 2: Consult METRO Main Streets documents to identify parameters of the Main Streets designation. Research other Town Centers; identify parameters, identify areas where Town Center concept has been implemented--what do those areas look like?

Personnel Assignment: Carol

Person Hours: 6

Completed: 1/6/97

Task 3: Identify the area's significance in regional transportation. Characterize ODOT plans, the Regional Transportation Plan, Community Based Solutions. Describe Tri-Met's plans for future transit service to the area and any regional transit significance such as transit oriented development plans.

Personnel Assignment: AG

Person Hours: 6

Completed: 1/12/97

Task 4: Identify the area's projected future economic significance. Consult Portland Development Commission to obtain plans/projections.

Personnel Assignments: Brett

Person Hours: 4

Completed: 1/12/97

Task 5: Characterize the area's regional environmental significance (consult BES and Oregon Fish and Wildlife).

Personnel Assignment: Lisa

Person Hours: 4

Completed: 1/15/97

Interim Products for all tasks: memos

F Community Outreach--establish communications with community groups to aid in understanding the aims and priorities of the community.

Tasks: Attend 4 community meetings (Lents Neighborhood Association, Lents Business Association, Lents Target Area group, Springwater Trail group). Introduce project and request feedback.

Personnel Assignments: AG, Brett, Carol, Lisa

Interim Products: memos

Person Hours: 20

Completed: 1/31/97

II Conceptualizing Neighborhood Focal Points

Final Product: Annotated Bibliography

A Literature Search--are there examples of town centers designed for similar spaces?

Task 1: Survey architectural literature for examples of town centers, gateways, neighborhood focal points (journal of American Institute of Architects). Research use of landscaped plazas, street furniture, lighting treatment, street trees. Collect promising examples.

Personnel Assignment: Carol

Person Hours: 15

Completed: 1/20/97

Task 2: Survey landscape architectural literature for examples of soft-scaped neighborhood focal points (American Society of Landscape Architects journal). Research the use of plants, water features, lighting treatment. Collect promising examples.

Personnel Assignment: Lisa

Person Hours: 15

Completed: 1/30/97

Task 3: Survey plans within the region that examine/ propose visions for Town Centers. Examine the METRO 2040 plan, survey community plans for examples of proposed neighborhood/town focal points.

Personnel Assignment: Carol

Person Hours: 3

Completed: 1/6/97

Task 4: Survey sources for examples of art in public places. Sources will include the Portland State University Art Department, visual preference surveys, internet. Collect promising examples.

Personnel Assignment: AG

Person Hours: 10

Completed: 1/15/97

B Site Visit--visit sites that are similar to ours

Task 1: --examine Eugene site where a similar freeway-bisected parcel was transformed into a park. Photograph site.

Personnel Assignments: AG, Brett, Carol, Lisa

Person Hours: 40

Completed: 1/11/97

Interim Products for all Tasks: annotated bibliography, memos, photographs and photocopies of design examples.

C Expert Interviews--what treatments are possible given the physical limitations of the site?

Task 1: Interview ODOT's landscape architect currently working on native plant landscaping on freeway medians, banks.

Personnel Assignment: Lisa

Person Hours: 5

Completed: 1/24/97

Task 2: Interview a traffic engineer. How can site design mitigate traffic impacts, how does traffic volume impact site design?

Personnel Assignment: Brett

Person Hours: 5

Completed: 1/24/97

Task 3: Interview architect George Crandall. Does he know of examples of gateway projects?

Personnel Assignment: AG

Person Hours: 5

Completed: 1/24/97

Interim Products for all Tasks: memos

D Engage Children in Site Design Conceptualization--how do area schoolchildren conceive of the site and to what uses do they think it can/should be put?

Task: Connect with at least one grade school teacher. Explain the project, request classroom time to talk to children about the project. Guide children through a discussion of site limitations and possibilities. Ask children to draw pictures of their ideas of how the site should be used.

Personnel Assignments: Brett, AG

Interim Product: memo

Person Hours: 20

Completed: 1/31/97

E Generate List of Design Concepts--what design concepts have occurred to the team as it gathers information about the site's physical aspects, history, regional context, environment? What concepts are suggested by architectural, landscape, art searches? What suggestions are made by adult community members, schoolchildren, experts?

Tasks: List alternatives as they are suggested in the accomplishment of the above tasks.

Personnel Assignments: AG, Brett, Carol, Lisa

Interim Product: a compilation of memorialized design concepts, photographs and photocopies of design alternatives.

Person Hours: 10

Completed: 1/31/97

Phase II: Evaluation of Alternatives

Products: Criteria List, Five Design Alternatives

Completed by 2/14/97

A Cull standards from collected documents--what plans and rules govern the use of the site.

Tasks: Review documents gathered in Phase I. Assemble a list of requirements and restrictions on the use of the site.

Personnel Assignments: Brett, Carol, AG, Lisa

Interim Product: memo

Person Hours: 10

Completed: 2/7/97

B Prepare a list of criteria

Tasks: Assemble a list of criteria for evaluation of alternatives. Utilize list of requirements and restrictions from A above, funding restrictions from ODOT, information from experts, the neighborhood, literature review. Generate a criteria list to evaluate alternatives for feasibility in the areas of funding, regional and economic development plans, neighborhood buy-in.

Personnel Assignments: Carol, Brett, AG, Lisa

Interim Product: Criteria List

Person Hours: 15

Completed: 2/7/97

C Initial filter of alternatives through criteria list.

Tasks: Evaluate alternatives for feasibility using criteria list. Select the three most feasible alternatives.

Personnel Assignments: AG, Lisa, Carol, Brett

Interim Product: memo, list of three selected alternatives

Person Hours: 30

Completed: 2/14/97

D Present selected alternatives to client and other interested parties--are they feasible in their view?

Tasks: Familiarize the client with the large list of alternatives, the criteria list and the selected alternatives. Request feedback regarding the client's perception of their viability.

Personnel Assignments: Lisa, AG, Carol, Brett

Person Hours: 8

Completed: 2/14/97

Phase III: Preparation of Final Documents

Final Products: Documents and Presentation Materials for Three Preferred Alternatives

**Products: Final Document and Presentation Materials
Completed by 3/07/97**

A Prepare written documentation for each of the selected alternatives.

Tasks: Review memos, write final report documenting the generation of the first alternatives list, the criteria list and the selection of the three chosen alternatives.

Personnel Assignments: Lisa, Brett, Carol, AG

Person Hours: 80

Completed: 3/7/97

B Compose and compile presentation materials for the chosen alternatives.

Tasks: Assemble and create design renderings, maps and overheads for use in presentations to the client, the class and the public.

Personnel Assignments: Carol, Lisa, AG, Brett

Person Hours: 50

Completed: 3/7/97

Phase IV: Conclusion of Project

Products: Presentations

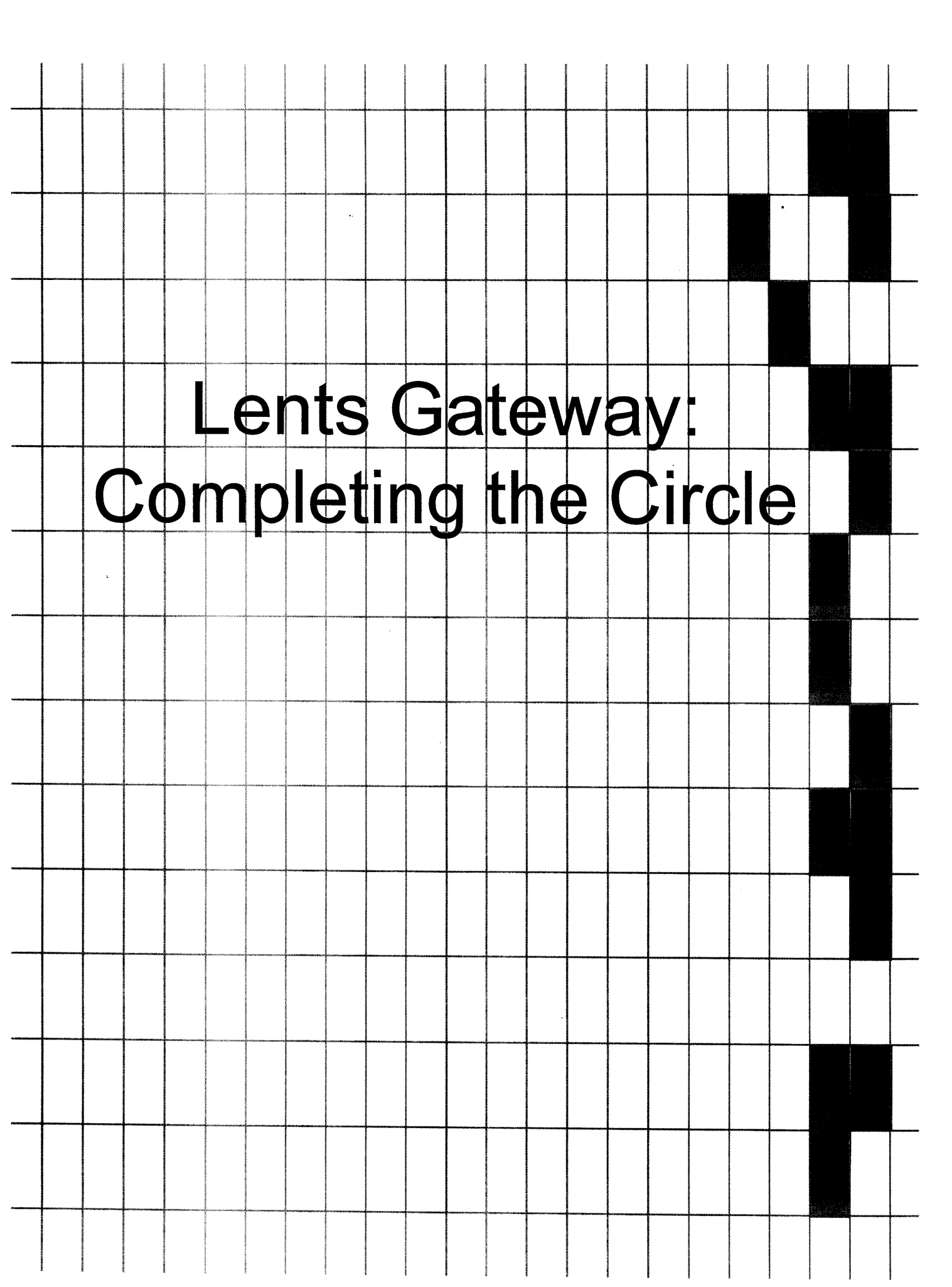
Completed by 3/12/97

A Present project to client

B Present project to the class

Personnel Assignments: Carol, AG, Brett, Lisa

Person Hours: 20

A grid of 15 columns and 15 rows. A vertical bar of black squares is located on the right side, starting from the top row and extending down to the bottom row. The bar is composed of 15 squares, with the following pattern from top to bottom: black, white, black, white, black, white, black, white, black, white, black, white, black, white, black. The text "Lents Gateway: Completing the Circle" is centered in the grid.

Lents Gateway: Completing the Circle

Lents Gateway: Completing the Circle

Relationships with Client and Other Parties

Lümpétek's client for the Lents Gateway Project is the Oregon Department of Transportation. We will maintain contact with our client through periodic memos, which will update our progress. We will also provide interim products throughout the course of the project. A.G. Flynn will be the liaison to our client due to her experience with ODOT.

ODOT will provide Lümpétek with supplies, a meeting space and any necessary information to include access to relevant experts, e.g. traffic engineers. We will maintain open communication with our client and we expect to be kept abreast of any relevant policy changes. One way of ensuring this is to be entered into ODOT's information routing loop.

Due to the multiple foci on Lents, i.e. over 10 different planning agencies working within the neighborhood, Lümpétek has a responsibility to maintain communications with other groups. We will assign one group member as a liaison to each other interested party we encounter. Liaison's will maintain open channels of communication while observing appropriate levels of confidentiality. Liaison's will be responsible for keeping the team informed and up to date.

Lümpétek's most important client is the general public. The American Institute of Certified Planners Code of Ethics clearly states, "A planner's primary obligation is to serve the public interest." We intend to do this by working with the residents of Lents in developing alternative proposals.

First, we will identify the community's voice through examination of relevant planning documents. These plans were written with the involvement of the public and therefore we must be cognizant of what has already been said. Planning documents alone do not fully describe the public interest. At best, a planning document gives voice to only a portion of the community at a given time. Therefore, we must strive to contact a broad range of citizens to make ensure their views have been heard, and to capture any new input.

As planners we must also consider those who have no voice. One example is groups and individuals that are overlooked or perceived as having little influence in the planning process. If we rely solely on the Lents Neighborhood Association members, we risk ignoring a silent majority of the residents of Lents. Lümpétek must also plan with the future residents of Lents in mind, both future transplants as well as unborn generations. To accomplish this we will interact with a broad spectrum of Lents citizens.

Our classmates expect to be informed about Lents Gateway and the process Lümpétek follows to create a final product. We look forward to their contributions to this endeavor as well. Open dialogue throughout the coming months will achieve this goal for all involved.

Lümpétek solicits the participation of the class for a field trip to the site to capture their thoughts and ideas for our project. One of our interim products is a global list of alternatives for the site. We believe this list will be stronger the more contributors it has. Our classmates are an important resource in this effort and we welcome input from them.

Lümpétek expects to learn about what other groups are doing in class. We are very interested in what our classmates are up to. Because we were a late forming group, several of us feel a certain bond with the other projects, and would like to be informed about how they

progress. We will also share any expertise we have with the other groups in the class. This includes providing names of contacts we know that might be helpful to other groups. We will also keep our eyes open when doing any literature searches. If we come across something we think another group might find interesting, we will make a note and inform that other group. We expect the other groups in the workshop to provide us with similar support.

We recognize the importance of working with Professor Howe and Professor Ozawa. We are new planners and we will need their guidance to keep us on track, out of trouble and encouraged. We will meet regularly with our advisors and provide them with a clear and accurate picture of our progress. We will prepare fully for these meetings. We look forward to this opportunity to view our project as a whole as well as receive evaluative comments.

One "check" we have created is the identification of interim products and associated due dates. By providing products in a timely fashion, we can prove both to ourselves, our advisors and our client that we are making headway.

Lümpétek is excited to work on the Lents Gateway Project. We are sure the proposed blend of academic pursuits, community involvement and planning practice will provide ODOT and Lents with a viable set of gateway alternatives.

Respectfully Submitted,



AG Flynn

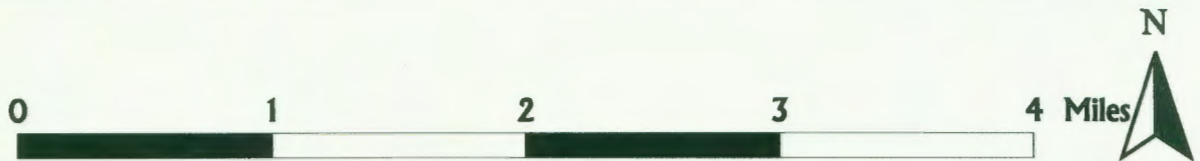
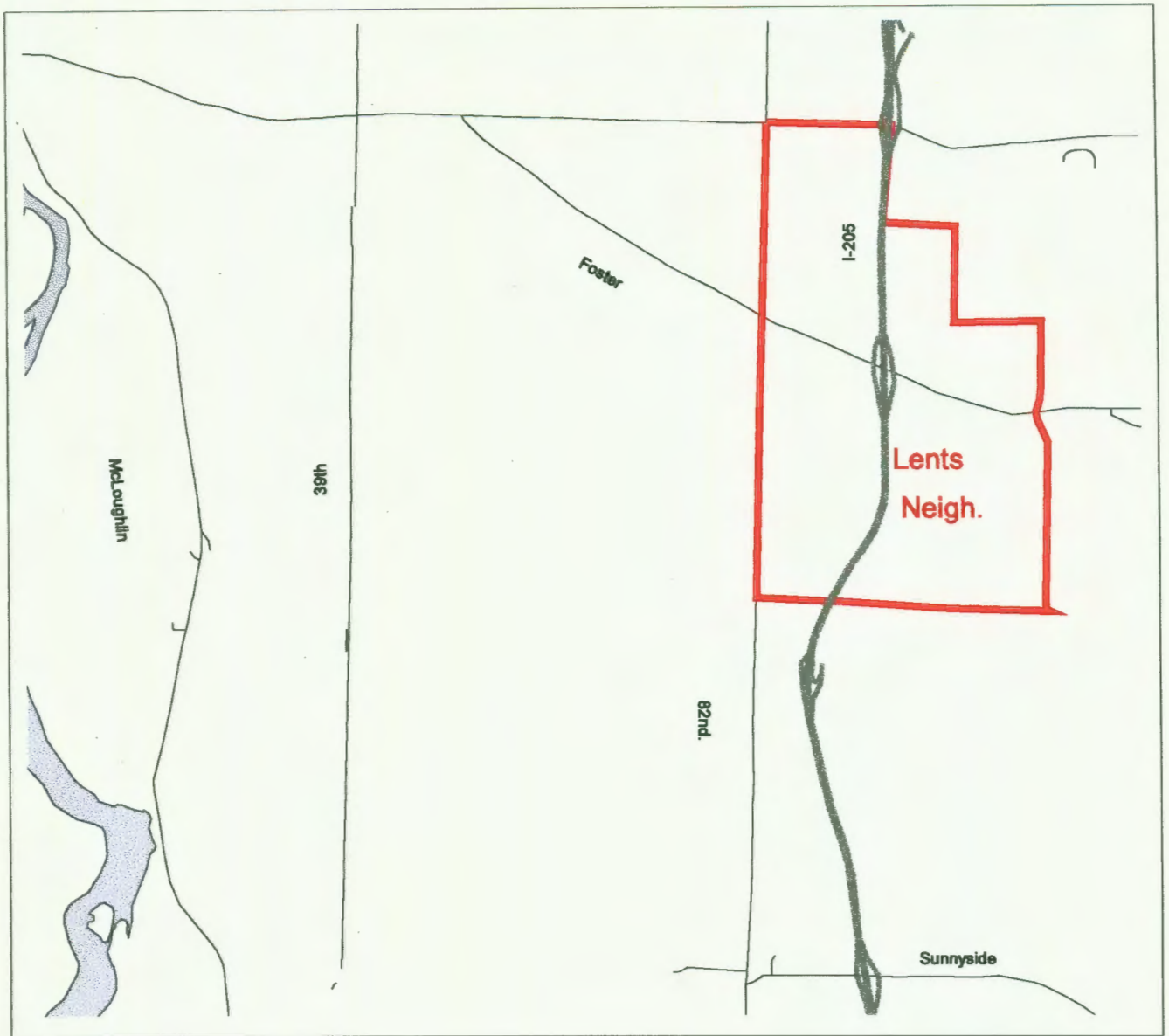
Carol Herzberg

Lisa Nasshahn

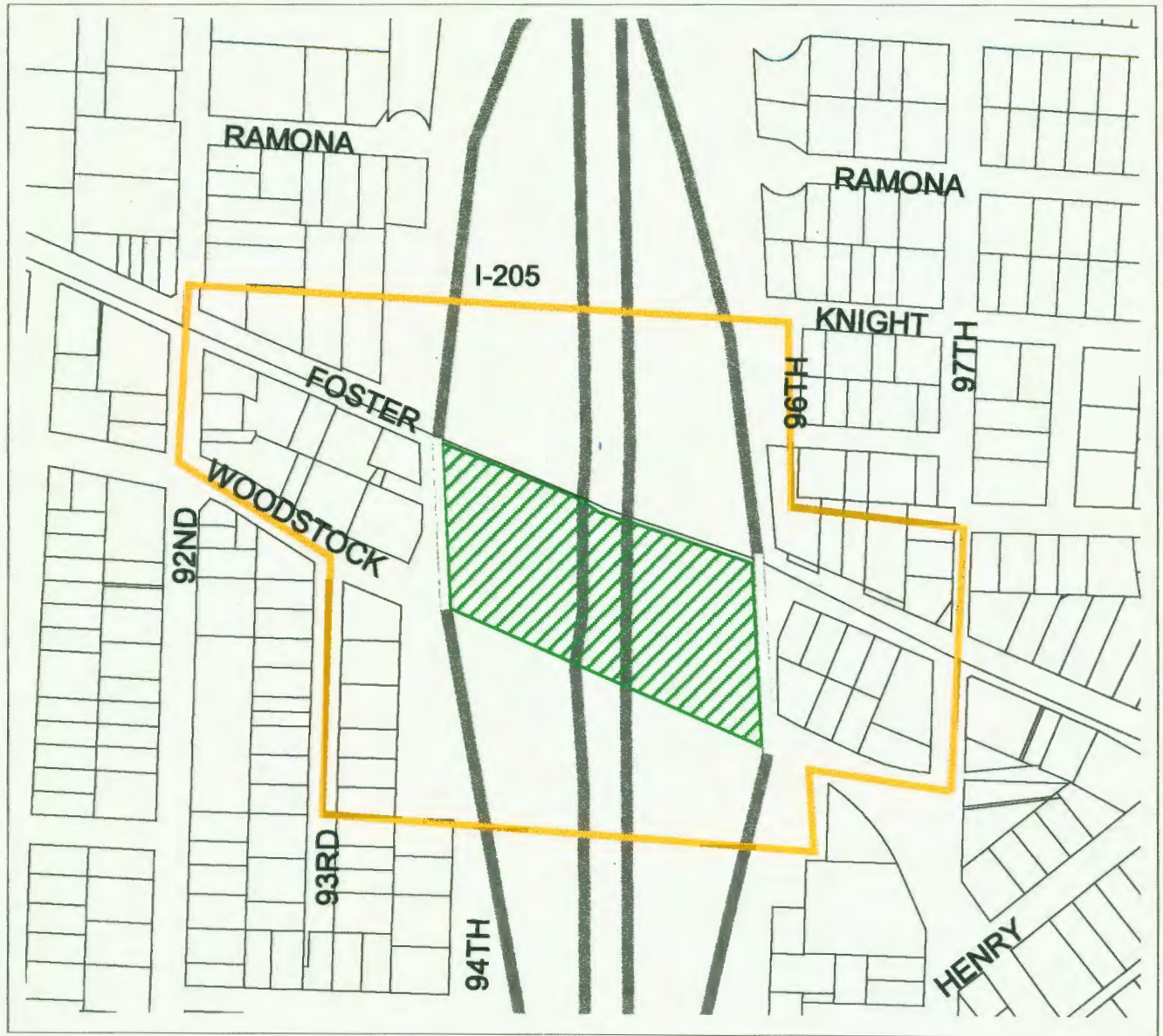
Brett Sheehan

Lents Gateway: Appendix 1

Outer SE Portland



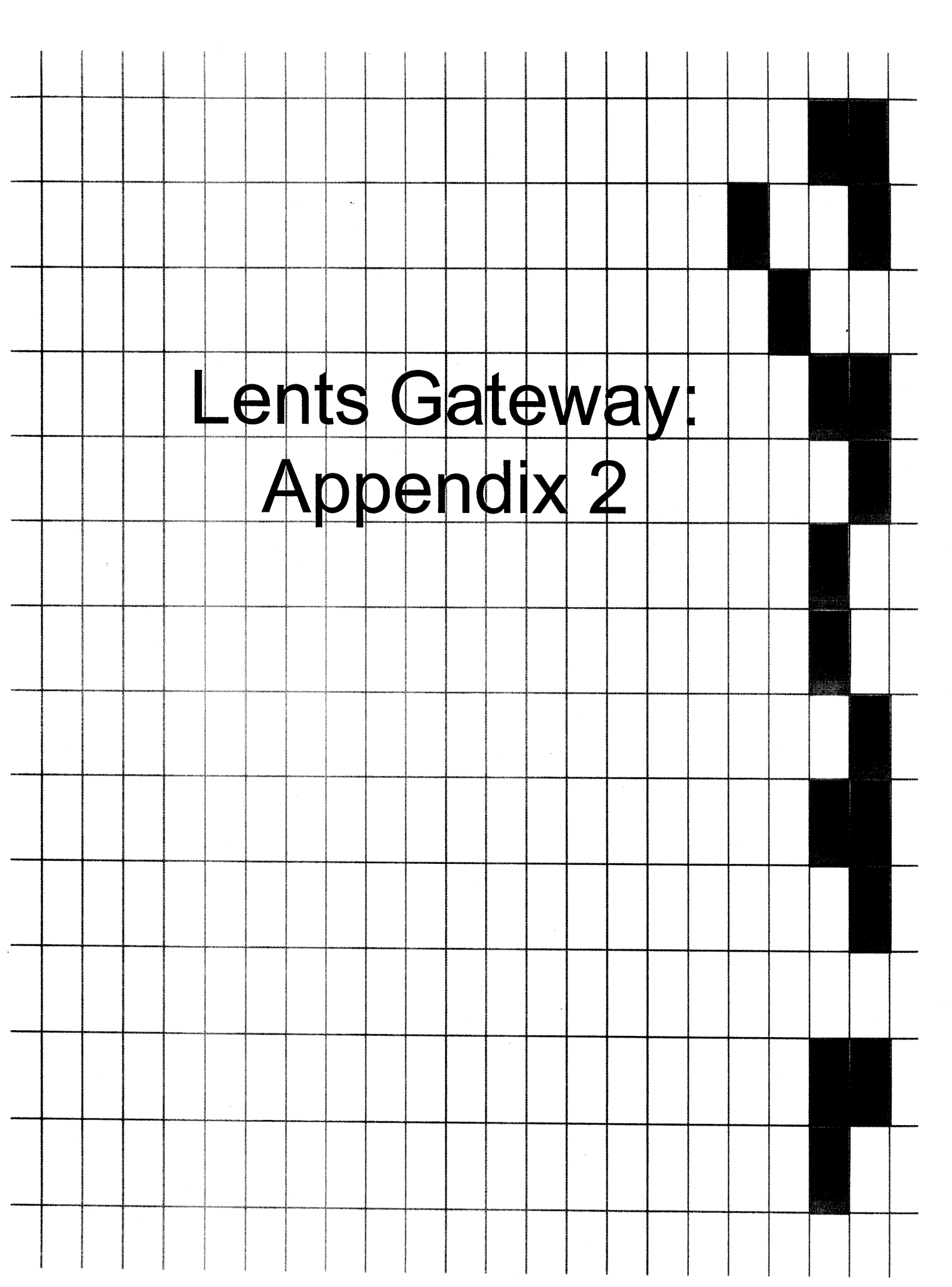
Close Up of Lents Gateway Site



Gateway Site



Boundary of Study Area

A grid of 15 columns and 15 rows. A vertical column of black squares is located on the right side, starting from the top row and extending down to the bottom row. The black squares are located in the 14th and 15th columns of the grid.

Lents Gateway:
Appendix 2

insert schedule here