

Opfølgning på Teknisk Udvalgs studietur til Vancouver og Portland 20.-26. august 2016

På baggrund af Teknisk Udvalgs studietur til Vancouver og Portland er der et ønske om at arbejde videre med følgende temaer:

1. Øget kvalitet i byudviklingen
2. Øget brug af bydels-/kvartersplaner
3. Udvikling af processer – samskabelse/inddragelse
4. Modeller for stærkere samarbejde med developere om fælles funktioner/faciliteter og kvalitet
5. Sammenhæng til mobilitetsområdet

De fem temaer skitseres nedenfor. Det skal bemærkes, at temaerne i høj grad hænger sammen/er overlappende.

1. Øget kvalitet i byudviklingen

Temaet omhandler de kvaliteter, vi gerne vil styrke, når vi udvikler byen. I både Vancouver og Portland bidrager klare strategier for bykvalitet og liveability til, at byerne bliver endnu bedre at bo, arbejde og leve i.

Fokuspunkter fra udvalgsturen:

- De grønne elementer som noget værdifuldt for alle
 - træer
 - parker
 - grønne tage
 - klimatilpasning/LAR-løsninger
- Urban design
 - hvordan styrker vi fokus på "urban design"?
 - design codes?
 - retningslinjer/vejledning?
 - særlig urban design-strategi ifm. høje huse?
 - street level-fokus – f.eks. bredere fortove

TEKNIK OG MILJØ

Ledelsessekretariatet
Aarhus Kommune

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Sagsbehandler:
Lone Dannerby Paulsen

- terrasseringen / de forskellige zoner (private/ semioffentlige/offentlige)
- Liveability
 - Vancouvers forståelse af "liveability" - funktionelle elementer: sikkerhed, servicetilbud mv - men også ikke-funktionelle: hvordan vil vi opleve byen (f.eks. hund, sol, tryghed, oplevelser i bred forstand) - både hjerte og hjerne
 - Liveability som afsættet for at fokusere på kvaliteten i "menneskelig" forstand
 - "Walkable city" som grundlag for liveability
- Differentierede fortætningsstrategier
 - hvordan fortætter vi i villaområder/åben lavområder?
 - inspiration til Godsbanen og Sydhavnen ift. eksisterende aktiviteter
 - variationen i byområder og boligtyper – hvordan skaber vi blandede boligformer via fortætning?
 - hvordan kobler vi vores fortætningsstrategier med vores bosætningsstrategier?

Hvordan arbejder vi videre?

- I det kommende forslag til kommuneplan, hvor der skal formuleres retningslinjer ift. disse emner
- I bydels-/kvartersplaner og lokalplaner
- I byggesagsbehandlingen
- I de kommunale arealudviklingsprojekter
- "Urban design" som et tema i udviklingen af de generelle lokalplanprocesser

2. Øget brug af bydels-/kvartersplaner

Temaet omhandler værdien af mere omfattende planer, der dækker større byområder. I både Vancouver og Portland arbejdes der med forskellige former for helhedsplaner, der dækker hele bydele/kvarterer. Dette bidrager til en helhedsorienteret og sammenhængende byudvikling på bydelens/kvarterets præmisser – frem for udvikling af det enkelte projekt på projektets præmisser.

Fokuspunkter fra udvalgsturen:

- Hvordan arbejder vi med udviklingsplaner for kvarterer/bydele, når arealerne er privatejede?
- Hvordan sikrer vi de offentlige tilbud i nye udviklingsområder?
- Hvordan udvikler vi kvarterer/bydele med afsæt i det eksisterende? (f.eks. Godsbanen og Sydhavnen)
- Hvordan arbejder vi med bydelenes forskellige identiteter/karakteristika?

Hvordan arbejder vi videre?

- Udpegning af "vækstområder" i det kommende forslag til kommuneplan – indebærer bl.a. en forudsætning om "helhedsplaner" – ved de højest prioriterede foreslås det, at kommunen er proaktiv
- Øget fokus på behovet for "helhedsplaner" ifm. aktuelle lokalplansager
- Særskilt metodeudvikling ift. bydels-/kvarterplaner - muligheden for ekstra ressourcer undersøges pt.
- I de "de fem store" kommunale arealudviklingsprojekter

3. Udvikling af processer – samskabelse/inddragelse

Temaet omhandler processerne i relation til byudvikling. I både Vancouver og Portland er der stor fokus på at involvere borgerne i stort omfang - ikke mindst i de tidligere faser af planlægningen for større byudviklingsprojekter. Ønsket er at gøre byudviklingen til en fælles opgave – ikke kun et anliggende for bystyret og developere.

Fokuspunkter fra udvalgsturen:

- Behov for stærkere processer - ikke mindst på privatejet jord

- OBS på, at "byudviklingskulturen" i byen har betydning – borgernes tillid (til processen) som grundlag for en positiv/ambitiøs byudvikling
- Hvordan markedsfører/fortæller vi historien om "urban living"?
- Det tager tid at ændre "byudviklingskulturen"
- Hvordan kan vi arbejde med mere åbne processer?
- Al offentlig involvering skal løbende nytænkes
- Husk at tegne/visualisere som grundlag for dialog - ikke bare snak
- Vigtigt med timing (tidlig inddragelse) - drømmemøder
- Hvordan får man lokalområdets ønsker og tanker i spil på det rigtige tidspunkt? - og hvad koster det af ekstra ressourcer?
- Behov for at træne helhedsorienterede processer
- Surrogate-communities i nye områder
- Hvordan trækker vi eksterne kompetencer ind i processerne? (advisory boards)
- Kan vi oftere lave undersøgelser af holdningerne hos borgerne generelt? (fremfor kun de særligt interesserede)

Hvordan arbejder vi videre?

- Udvikling af de generelle lokalplanprocesser
- I forbindelse med de kommende bydels-/kvarterplaner
- I forbindelse med de "de fem store" kommunale arealudviklingsprojekter
- Kompetenceudvikling i forhold til processer
- Nye rammer for udvikling og afvikling af processer – i Dome of Visions – i det nye hus i Gellerup – i et "Liveable City Lab"

4. Modeller for stærkere samarbejde med developere om fælles funktioner/faciliteter og kvalitet

Temaet omhandler modeller for samarbejdet med developere om sikring af bykvalitet og liveability i bred forstand og om etablering og finansiering af fælles funktioner og faciliteter. Byrådet, bygherrerne og borgerne er gensidigt afhængige af, at alle arbejder for at skabe en positiv byudvikling.

Især i Vancouver er der veludviklede modeller og incitamentsstrukturer for dette samarbejde. Udgangspunktet er, at byudviklingen både skal give værdi til byen og borgerne og til developerne.

Fokuspunkter fra udvalgsturen:

- Alle byudviklingsprojekter skal bidrage til større liveability, et godt byliv for alle og være af høj kvalitet
- Vi skal stille større krav om kvalitet
- Hvordan samarbejder vi med developere om mere omfattende helhedsorienterede processer?
- Hvordan bringer vi developerne midler i spil - med afsæt i foreløbige og/eller blivende aktører i området?
- Hvordan kan vi honorere dem, der leverer gode løsninger? (eksemplificeret ved koblingen til byggeretter i Vancouver) - særlige modeller ifm. højhuse?
- Hvordan sikrer vi det nødvendige analytiske grundlag for forhandling – f.eks. ift. økonomi?
- Særlige modeller for at sikre bevaringsværdige bygninger/miljøer - Hvad ligger der i Heritage/bevaringsværdigheds-modellen?

Hvordan arbejder vi videre?

- Teknik og Miljø har igangsat et arbejde med at af-dække mulige virkemidler i en dansk sammenhæng – foreløbig med fokus på følgende:
 - udbygningsaftaler
 - grundejerforeninger
 - dialogbaserede/frivillige aftaler
 - aftaler i relation til parkeringsområdet
- Muligheden for at co-finansiering af mere omfattende processer undersøges ligeledes
- Kompetenceudvikling i forhold til at kende/forstå developeres tilgang og vilkår
- Der arbejdes på at udbrede erfaringerne fra Vancouver – eventuelt via tilbud om en tur til Vancouver for developere med henblik på fælles læring/referenceramme

5. Sammenhæng til mobilitetsområdet

Temaet omhandler sammenhængen mellem byudvikling og mobilitetsområdet. I både Vancouver og Portland er der klare strategier for, hvordan mobilitetsområdet skal understøtte bykvalitet og liveability.

Fokuspunkter fra udvalgsturen:

- Mobilitet ud fra en helhedsbetragtning om kvaliteter i byen/de enkelte områder
- Skal vi have et klarere mål om færre biler i byen?
- Har vi brug for en klarere prioritering af trafikarter?
- Nye parkeringsnormer? - maks-normer frem for min-normer? – varierende normer afhængig af nærhed til kollektiv trafik + cykelstier/fodgænger?
- Hvilken rolle skal indfaldsvejene have?
- Mulighederne i at tænke i en "walkable city"
- OBS på "Congestion is our friend" som noget, der er forankret i en bred folkelig holdning
- Enighed kan ikke nødvendigvis sikres - fair access og gennemskuelse ses i Vancouver som "svaret" på uenighed

Hvordan arbejder vi videre?

- Indgår i arbejdet med den nye Trafik- og Mobilitetsplan for Midtbyen
- Parkeringsområdet – som en del af Trafik- og Mobilitetsplanen eller parallelt hermed – og i sammenhæng med det kommende forslag til kommuneplan
- I konkrete bydels-/kvarterplaner og konkrete lokalplaner

Vedlagte dokumenter fortæller mere om studieturen:

- Program
- Guide
- Regnskab

PROGRAM

**VANCOUVER AND
PORTLAND**

**THE TECHNICAL COMMITTEE OF AARHUS
VISIT 20TH-26TH OF AUGUST 2016**

PARTICIPANTS

Mr. Kristian Würtz, Alderman, Technical Services and Environment	4043 1213
Ms. Camilla Fabricius, Chairman of the Technical Committee	2338 1990
Mr. Steen B. Andersen, Member of the Technical Committee	3057 9985
Mr. Gert Bjerregaard, Member of the Technical Committee	2933 7181
Mr. Peter Bonfils, Member of the Technical Committee	2713 5157
Mr. Jan Ravn Christensen, Member of the Technical Committee	2423 5049
Mr. Steen Stavnsbo, Member of the Technical Committee	2933 7181
Mr. Erik Jespersen, Managing Director, Technical Services and Environment	2570 2352
Mr. Stephen Willacy, City Architect	4185 9350
Ms. Lone Dannerby Paulsen, Chief of Staff, Technical Services and Environment	2036 2336
Ms. Bente Lykke Sørensen, Director, Housing and Project Development	5157 6418
Mr. Claus Nickelsen, Director, Environment and Energy	2920 3862
Mr. Claus Pedersen, Director, Urban Services	2920 8640
Mr. Michael Johansson, Director, Finance and Property Management	8940 1550
Ms. Luise Pape Rydahl, Director, Urban Development & Mobility	4187 2400
Ms. Kirsten Rehling Hedegaard, Secretary to the Technical Committee	2920 4256

TRAVEL TIMES OUT AND HOME

Saturday, 20 August, 2016

7:00 Departure from "Agnete og Havmanden" in Aarhus
8:30 Check-in at the airport
10:35 Departure from Billund Airport with flight LH837 to Frankfurt
13:30 Departure from Frankfurt Airport with flight LH492 to Vancouver
14:25 (Local time) Arrival at Vancouver Airport.

Thursday, 25 August, 2016

7:30 Departure from the hotel in Portland
8:00 Check-in at the airport
10:35 Departure from Portland Airport with flight AC8118 to Vancouver Airport
16:30 Departure from Vancouver Airport with flight LH493 to Frankfurt
13:15 Departure from Frankfurt Airport with flight LH838 to Billund
14:35 Arrival in Billund Airport
16:00 Arrival in Aarhus

LOCAL GUIDE VANCOUVER

Larry Beasley, former Director of Planning in Vancouver and your guide. Mobile: 778 837 0512. Email larrybeasleycm@gmail.com

William (Sandy) Logan – Senior Associate Beasley & Associates. Home phone: 604 687 5108. Mobile: 604 787 1723 (text messaging is fine). Email: sandylogan2@hotmail.com

LOCAL GUIDE PORTLAND

Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability. Phone: 503.823.7713. Email: tyler.bump@portlandoregon.gov

CONTACT PERSONS IN THE GROUP

Lone Dannerby Paulsen

Bente Lykke Sørensen

TRAVEL PROGRAM

For more information on the individual speakers, see separate biographies in the back of the program

Day 1: Saturday, 20 August, 2016 – Departure Aarhus – arrival Vancouver

- 7:00 Departure from "Agnete og Havmanden" in Aarhus – bus to Billund Airport (Todbjerg Busser). Coffee and bread in the bus
- 7:30 Pickup at Burger King, Horsens Vest – exit 56)
- 8:30 Check-in at the airport
- 10:00 Meeting at the gate
- 10:35 Departure from Billund Airport with flight LH837 to Frankfurt
- 12:00 Arrival in Frankfurt Airport
- 13:00 Meeting at the gate
- 13:30 Departure from Frankfurt Airport with flight LH492 to Vancouver
- 14:25 (Local time) Arrival at Vancouver Airport. Meet and greet guide Lisa Hagn (Cell: 778 858 3494) will meet you at the airport with a sign "Aarhus Kommune group" and lead you to the bus.
- 15:30 Approximate departure with bus to Metropolitan Hotel – 645 Howe Street, Vancouver. <http://www.metropolitan.com/vanc/>
- 16:00 Approximate arrival at hotel from the airport
– Check-in coordinated by Group Leader
- 16:00-16:30 Settle into hotel
- 16:30-17:30 **Welcome and introduction**
Larry Beasley (former Chief Planner of Vancouver) + Sandy Logan (Senior Associate – BAP) in the Pacific meeting room at the hotel
This will start with a welcome by Larry Beasley, including introductions, an outline of the week's program and a short orientation to the story of Vancouver's recent transformation (45 minutes) – Sandy Logan will answer any questions and provide assistance about city destinations.
- 17:30-19:00 Free time to explore the city on an individual basis or in small informal groups – or take a nap
- 19:00+ **Group dinner** – preordered buffet at the hotel in Connaught room – this will be a casual dinner just for the Delegation

Day 2: Sunday, 21 August, 2016 – Day out to see and experience Vancouver

7:30-8:20 Breakfast at hotel

It is a day with a lot of walking. Wear good walking shoes and dress to be outside.

8:20 Meeting with Larry Beasley in the lobby of the hotel

8:30-10:15 Walking tour of **Downtown South, Yaletown and False Creek North** – Starting at the hotel, Larry Beasley will explain planning and development of these pivotal areas to illustrate the “Vancouverism” themes from the orientation the evening before (those not up for a longer walk may taxi to a specified meeting point before the major section of the tour)

10:15-10:45 Coffee break

10:45-11:15 Aquabus from Yaletown to Athlete’s Village (aka Southeast False Creek)

11:15-12:30 Walking tour of **Southeast False Creek and Southwest False Creek**, finishing at Granville Island – Larry Beasley will be joined by urban designer Scot Hein (Former Head of the City’s Urban Design Studio) who, together, will explain planning and development of these areas

12:30-14:30 **Group lunch** at Granville Island – Granville Island Hotel Restaurant, Dockside Restaurant & Brewing Company, 1253 Johnston Street, Granville Island, Vancouver. Phone: 604-685-7070. The delegation will order from the menu. <http://docksidevancouver.com/>

14:30-15:30 Walking tour of **Granville Island** – Larry Beasley will be joined by architect Joost Bakker (Principal of Dialog Architecture, designers of Granville Island) who, together, will explain design and development of this important cultural and commercial area

15:30-16:00 Transportation pick-up and drive through the West End to Coal Harbour to the front entrance of the Bayshore Hotel

16:00-16:30 Coffee break

16:30-18:00 Walking tour of **Coal Harbour** – Larry Beasley will be joined by urban designer Ralph Segal (Retired Senior Urban Designer/Development Planner of Vancouver) who, together, will explain planning and development of this area. Starting at the front entrance of the Bayshore Hotel, we will move east, ending at the Olympic Plaza and then walk south to end the day’s tour at the hotel

18:00-19:30 Free time before dinner

19:30-20:00 Meeting with Sandy and Larry in the hotel lobby at 19:30 and walk to restaurant – about 10-minute easy walk

20:00+ **Group dinner** – Cactus Club Restaurant, 1085 Canada Place. Phone 604.620.7410. <https://www.cactusclubcafe.com/location/coal-harbour/>
The delegation will order from the menu. Larry Beasley and Sandy Logan in attendance.

Walk back to the hotel

Day 3: Monday, 22 August, 2016 – Meetings and discussions in Vancouver

7:30-8:30 Breakfast at hotel

A day of meetings. The morning session is at City Hall. The afternoon session is at the hotel.

8:20 Meeting in the lobby of the hotel

8:30-9:00 Transportation will pick up delegation including Larry Beasley to take to Vancouver City Hall

9:00-12:00 Visit at **Vancouver City Hall** with presentations from senior leaders, facilitated by Larry Beasley (coffee will be served during this line of presentations):

9:00-9:40 Jerry Dobrovolny (Chief Engineer)

9:40-10:00 Paul Mochrie (Deputy City Manager)

10:00-10:40 Anita Molaro (Senior Urban Designer/Planner)

10:40-11:00 Raymond Louie (Acting Mayor)

11:00-11:30 Mucktar Latif (Chief Housing Office)

11:30-12:00 Doug Smith (Sustainability Officer)

12:00-12:30 Walk across the street to the restaurant at City Square

12:30-14:30 **Group lunch** – Kirin Vancouver Westside at City Square Mall, 201 City Square, 555 West 12th Avenue.

http://www.kirinrestaurants.com/index.php5?page=city_square

The delegation will order from the menu.

14:30-15:00 Transportation will pick up delegation to take back to the hotel for the afternoon session

15:00-18:00 **Meeting the private sector:** Session in Connaught meeting room at the hotel with the following people, facilitated by Larry Beasley (coffee will be available during this series of short meetings):

15:00-15:30 Duncan Wilson (Vancouver Port Corporation)

15:30-16:00 Matt Meehan/Peter Webb (VPs of Concord Pacific)

16:00-16:30 Cathy Grant (SVP of Intercorp Developments)

16:30-17:00 Geoff Cross (Senior Transit Planner at TransLink)

17:00-17:30 James Cheng (Architect)

17:30-18:00 Margot Long (Landscape Architect)

18:00-20:00 Free time to explore the city on foot on an informal basis

20:00-20:30 Meet in hotel lobby at 20.00 and walk to restaurant – 15-minute easy walk

20:30+ Group dinner – Il Giardino Restaurant, 1328 Hornby Street, Vancouver. Phone 604.669.2422.

<http://www.umberto.com/giardino/> The delegation will order from the menu. Larry Beasley and Sandy Logan in attendance

Walk back to the hotel

**Day 4: Tuesday, 23 August, 2016 – Departure from Vancouver
– arrival in Portland**

- 8:00-8:30 Breakfast at hotel
- 8:30-9:00 Check out of the hotel (no later than 12.00) coordinated by Group Leader
- 9:00-12:00 Free time to explore the city on an individual basis or in small informal groups – with optional guided tours available
- For those who are interested, at 9am, a 1-hour walking tour will be offered of **Woodwards and the Downtown Eastside** – Larry Beasley will meet those interested in the lobby of the hotel and the tour will be led by Nathan Edelson (Retired Senior Community Development Planner for Vancouver)
- For those who are interested, at 10:30am, a 1-hour walking tour will be offered of the historic area of **Gastown and Chinatown** – Larry Beasley will meet those interested in the lobby of the hotel and the tour will again be led by Nathan Edelson (Retired Senior Community Development Planner for Vancouver)
- 12:00-14:00 **Final plenary lunch session** – with Larry Beasley and Sandy Logan in meeting room of hotel
- This will be an open discussion, facilitated by Larry Beasley, for questions and comments on the various tours, events and meetings of the visit
- Lunch will be served during this session.
- A menu has been ordered for you
- 14:00-15:00 Free time to say goodbye to Vancouver
- 15:00 Taxis from hotel to Vancouver airport (arranged by Group Leader)
- 15:30 Check-in at Vancouver Airport
- 17:10 Meeting at the gate
- 17:40 Departure from Vancouver Airport with flight AC8127 to Portland
- 19:00 Arrival in the airport of Portland, Oregon
- 19:30 Taxis to the hotel organized by Group Leader: Westin Portland – 750 SW Alder Street, Portland <http://www.westinportland.com/>
- 20:00 Check-in at the hotel coordinated by Group Leader
- 20:00-20:40 Settle into hotel
- 20:40 The group will meet in the hotel lobby and walk to the restaurant – an easy 10 minutes walk
- 21:00 Dinner at Higgins Restaurant and Bar, 1239 SW Broadway Portland, OR 97205. Phone (503) 222-9070. <http://higginsportland.com/> A menu has been ordered for you.

Day 5: Wednesday, 24 August, 2016 – Day out to see and experience Portland

7:30 Breakfast at hotel

It is a day with walking and biking. Wear good walking shoes and dress to be outside.

8:00 Meeting in the lobby of the hotel

8:10 Departure from hotel by foot to the City Hall – about 10-minute easy walk

8:25 Tyler Bump, Senior Economic Planner, Bureau of Planning and Sustainability will meet you either in front of, or in the atrium at City Hall

8.30-11.00 Broad overview at the City Hall with presentation: **The sustainable development of Portland**. Presentation from

Commissioner Steve Novick, Portland City Council

Susan Anderson, Director, Bureau of Planning and Sustainability

Joe Zehnder, Chief Planner, Bureau of Planning Sustainability

Themes:

- **Sustainable Development** – CO₂reduction and urban densification through long range land use planning in Portland by Tyler Bump, Senior Economic Planner, Bureau of Planning and Sustainability
- **Climate Adaptation** – Green infrastructure and Portland's Citywide Systems Plan by Marie Walkiewicz, Environmental Program Coordinator, Bureau of Environmental Services
- **Mixed population and housing:** How the City Portland ensures mixed population in the city center – especially focusing on families. Strategy, tools and handling raising housing prices by/ Matthew Tschabold, Equity and Policy Manager, Portland Housing Bureau
- **Mobility** – Public transportation, infrastructure for vulnerable road users by Art Pearce, Supervising Planner – Transportation Planning and Policy, Bureau of Transportation and Eric Engstrom, Principal Planner, Bureau of Planning and Sustainability
- **Livability** – A discussion of Portlanders priorities for livability and a changing urban environment Eric Engstrom, Principal Planner and Tyler Bump, Senior Economic Planner
- An introduction to the Central City 2035 Plan – Joe Zehnder, Chief Planner

11.00-17.00 Tour in the city. Walk, light rail and bike share. Tyler Bump, Senior Economic Planner will be your guide through the day.

- Light Rail to the South Waterfront
- **Active transportation infrastructure site visit at [SW Moody Avenue](#)** in South Waterfront. Tyler Bump, Senior Economic Planner with Troy Doss, Senior Planner and Roger Geller, Bicycle Program Coordinator
- **Transit Oriented Development Strategy in the South Waterfront.** Troy Doss, Senior Planner

- Site visit to the [Zidell Yards](#) a 33 acre brownfield regeneration project. Lisa Abuaf, Central City Manager, Portland Development Commission will explain the visions for the development of the site.
- Site Visit to the **Oregon Health and Science University Collaborative Life Sciences Building**. The building will be presented by members of the Campus Planning Staff from the Oregon Health and Science University
- Information on **BIKETOWN**. Tyler Bump and Tom Rousculp, Manager, Biketown Bike Share will explain and demonstrate the system
- Walk, bike share, or light rail across [Tillikum Crossing bridge](#). Tyler Bump and Roger Geller, Bicycle Program Coordinator, Bureau of Transportation will explain the background for the bridge and the influence of it

Lunch at Olympia Provisions, 107 SE Washington, Portland.

<http://www.olympiaprovisions.com/blogs/about-locations/8098615-southeast-restaurant>

The delegation will order from the menu.

- Tabor to the River: **Green infrastructure and stormwater management in the Tabor to the River Program** The program and actions will be presented by Tyler Bump
- Site Visits in the [Central Eastside Industrial District in Portland](#). An overview of the Southeast Quadrant Plan and urban regeneration focused on employment development. The development plan for the area and the visions for the future identity will be presented by Tyler Bump and Troy Doss with assistance from Jonathan Malsin, Beam Development
 - Employment transit oriented development
 - Planning for the evolution of a 21st Century Employment District

Coffee break and special cupping and coffee tasting [Water Avenue Coffee](#) (1028 SE Water Street Ave #145, Portland)

- Visit to **Pearl District and Brewery Blocks** – Presentation with Troy Doss, Senior Planner and Lisa Abuaf, Central City Manager
- Visit to **West End and Food Cart Pod** at 9th and Alder. Tyler Bump will discuss regulatory approaches to food cart pods and entrepreneurship for food carts.

18:00 Return to the hotel

18:00-20.15 Free time to explore the city

20:15 The group will meet in the lobby to walk to the restaurant
– a 5 minute easy walk

20:30 **Dinner** at Restaurant Clyde Common, 1014 SW Stark St. PDX, 503-228-3333. <http://www.clydecommon.com/> Tyler Bump will join you for dinner at the restaurant. A menu has been ordered.

Day 6: Thursday, 25 August, 2016 – Goodbye to Portland

6:30-7:15	Breakfast at the hotel
7:15-7:30	Check-out from the hotel coordinated by group leader
7:30	Departure from the hotel to the airport by taxis coordinated by Group Leader
8:00	Check-in at the airport
10:00	Meeting at the gate
10:35	Departure from Portland Airport with flight AC8118 to Vancouver Airport
11:50	Arrival in Vancouver Airport
12.30-14:30	Evaluation meeting in a meeting room in Vancouver Airport. Lunch is preordered
16:00	Meeting at the gate
16:30	Departure from Vancouver Airport with flight LH493 to Frankfurt

Day 7: Friday, 26 August, 2016 – Transportation and arrival in Aarhus

11:10	(Local time) Arrival in Frankfurt Airport
12:45	Meeting at the gate
13:15	Departure from Frankfurt Airport with flight LH838 to Billund
14:35	Arrival in Billund Airport
Transportation by bus – Todbjerg Busser – from Billund Airport to Aarhus.	
16:00	Arrival in Aarhus

NOTES

GUIDE
VANCOUVER
AND
PORTLAND

**THE TECHNICAL COMMITTEE OF AARHUS
VISIT 20TH-26TH OF AUGUST 2016**

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PURPOSE

- Visit selected North American cities with clear urban identities and strategies
- The purpose is for the Members of the Delegation to directly experience the urban setting of these cities and to discuss how they evolved with the key leaders who were instrumental in their recent history
- A primary inquiry in this visit is the meaning of political leadership: How have the chosen cities worked with urban leadership and urban strategies and how have they transformed strategies into actual development – positive change?
- The Delegation hopes to meet some of the most competent decision makers, urban strategists and urban developers in order to gain knowledge and inspiration for the ongoing work with local urban strategies in Aarhus
- The Delegation wants to gain insights about how specific solutions can improve urban, living, and environmental quality for the inhabitants in the City of Aarhus



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GUIDE AND HOTEL

LOCAL GUIDES

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Portland:

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Phone: 503.823.7713

Email: tyler.bump@portlandoregon.gov

HOTEL ADDRESS

Metropolitan Hotel – 645 Howe Street, Vancouver

Westin Portland – 750 SW Alder Street, Portland



PRAKTISK INFO

KREDITKORT

Det er muligt at anvende de mest gængse kreditkort såsom VISA og Mastercard i USA og Canada. Der er hæveautomater i de fleste banker.

KLIMA

Byerne vi besøger har alle et mildt tempereret kystklima. Vejret skifter meget i byerne og kan i august svinge fra 12 - 13 grader celsius og regn den ene dag til 34-35 grader celsius og sol den næste.

HUSK PARAPLY!

DRIKKEPENGE

I Danmark er vi vant til, at regningen inkluderer betjening. Men sådan er det ikke i USA og Canada. Servicepersonale har en lav løn, og de er afhængige af drikkepenge. Måske derfor er betjeningen i USA oftest bedre end i Danmark. På restauranter skal man altid give 15 % i drikkepenge, hvis man er tilfreds med betjeningen. Vær dog opmærksom på, at nogle restauranter – ofte de finere – lægger "service charge" på regningen, og så skal der ikke gives drikkepenge. Fastfoodrestauranter mv. har ingen betjening, og der skal derfor ikke betales drikkepenge.

ELEKTRICITET

Amerikanerne og canadierne bruger stik med meget brede, flade ben. Køb et adapterstik i lufthavnen, eller køb det allerede nu i forretninger med el-udstyr. I USA og Canada bruger man kun 110-115 volt, men normalt fungerer barbermaskiner, hårtørrere og opladere til mobiltelefoner, kameraer o.l. fint. I øvrigt er der normalt hårtørrere på hotelværelserne.

DRIKKEVAND

I USA og Canada kan man drikke vandet fra vandhanerne. Man vil dog bemærke at vandet har en bismag af klor.

RYGNING

Rygning på offentlige steder bliver mindre og mindre velset i USA, og mange stater har indført skrappe restriktioner. De fleste hoteller har rygeforbud, og det giver en bøde, hvis man ryger på et røgfrít hotelværelse. Under al flyvning, tog- og bustransport er der rygeforbud. Der er dog ofte afmærkede områder i togene, hvor rygning er tilladt.

TAKT OG TONE

Amerikanerne går næsten altid praktisk og afslappet klædt. Kun på arbejdspladser kan der være en vis uniformering. For turister er alt tilladt, når blot man har tøj på. Vær dog opmærksom på, at finere restauranter kan have en såkaldt dress code, hvor mænd er iklædt jakke og slips, og kvinderne kommer i kjole eller nederdel.

TIDSFORSKEL

Vancouver og Portland er 9 timer bagefter dansk tid. Den store tidsforskel kan bevirke, at du bytter om på nat og dag i den første tid i Canada/USA. Tving dig selv til at følge amerikansk/canadisk tid, så overvindes tidsforskellen hurtigst.

TELEFON OG INTERNET

USA og Canadas landekode er: +001.

Ved opkald fra USA til Danmark trykkes: +45 + det ottecifrede danske nummer.

NØDHJÆLP

I USA og Canda ringer man 911.

MÅLEENHEDER

Mens de fleste canadiere godt kan det metriske system, så bruger man i USA udelukkende følgende overordnede måleenheder: længde: 1 mile = 1,6 km, vægt: 1 pound = 0,5 kg, 1 ounce = 28,4 g, flydende væsker: 1 US gallon = 3,8 L.

Og er man 180 cm høj bliver det i USA 5 feet og 11 inches, eller bare 5'11".

VALUTA/KURS

I Canada bruges der Canadiske Dollars. 100 CAD ≈ 500 DKK.

I USA bruges der US Dollars. 100 USD ≈ 660 DKK.

TAXI

Det er nemt og billigt at køre taxi i alle større nordamerikanske byer.

ÅBNINGSTIDER

Åbningstiderne varierer meget. Butikker har generelt åbent fra kl. 9.00 til 16.00 (mandag-fredag), mange butikker har desuden åbent til sent om aftenen en eller to dage i arbejdsugen, ligesom de fleste forretninger har åbent om lørdagen. Enkelte butikker har åbent om søndagen, og enkelte har åbent 24 timer i døgnet. Banker har åbent fra 10.00 til 15.00 (mandag-fredag), nogle har længere åbent på hverdage, og nogle har åbent et par timer om lørdagen.

FORSIKRING

Lone har forsikringskort. Aarhus Kommunes rejseforsikring findes desuden som en app til smartphones og tablets, så man altid har den på sig. Via appen er det fx muligt at se Aarhus Kommunes dækning og betingelser. Fremgangsmåde:

- Download den gratis app "Bupa Global Travel myCard" til mobil og/eller tablet.
- Man skal oprette en firecifret pinkode.
- Under "minForsikring" skal man tilføje police.
- Policenummer: 7453253
- Fødselsdag (fælles for alle i AAK): 01.01.2012

DIÆTER

Skema omkring diæter i forbindelse med turen udleveres efterfølgende

VANCOUVER



FACTSHEET

VANCOUVER

Vancouver has been chosen as one of these important reference cities because over the last 25 years or more it has become one of the leading North American examples of advanced planning and development for sustainable and liveable urbanism and it continues to innovate – a process and results now called “Vancouverism”.

More to the point, the civic government has made things happen – converting words into action in a positive, collaborative way. In Vancouver, in addition to site visits, the Delegation will meet politicians and strategic leaders in the public and private sectors to discuss the urban strategy and urban leadership that has transformed the city.

The Delegation will learn how the government, people and development industry in Vancouver are addressing strategic themes such as livability, urban densification, urban design, sustainable development and climate adaptation.



THE PRIMARY THEMES OF THE VISIT:

- Livability: How to make a livable city? What are the specifics of “Vancouverism”?
- Density and high-rises: What are the specific policies and experiences?
- Citizen involvement: How do the local government and development community convene dialogue and involvement of residents, businesses, and experts in urban development? What are the expectations of citizenship and social sustainability?
- Controlling urban development: How do government and business handle escalating real estate prices and property speculation in Vancouver?
- Sustainable urban development: What are the “smart growth” policies and practices, especially related to densification, CO2-reduction and mobility?
- Neighbourhood physical and social development: What are the components of the neighbourhood framework that dominates the structure of new development in Vancouver?
- Collaboration between public and private: How is private co-funding of urban social and physical infrastructure handled through re-development?

THE PARTICIPANTS ALSO HOPE TO LEARN ABOUT THE FOLLOWING:

- Social sustainability and disadvantaged neighborhoods: How has Vancouver tried to revitalize without gentrification, and involve socially disadvantaged citizens in urban development?
- Harbor development: How has Vancouver managed transformation from an industrial harbor to a modern vibrant diversified city – and maintained the coherence between the harbor area and the old city?
- Mobility: What is being done regarding intelligent transportation systems, traffic regulation, public transportation, traffic systems for walking and cycling.
- Programming: What does Vancouver do to vitalize public places and optimize use of urban spaces and how is this managed?
- Green urban solutions: How has Vancouver facilitated green roofs, urban farming, urban gardening, urban reforestation and other urban green initiatives?
- Green infrastructure: What is Vancouver’s strategy for climate solutions concerning drainage and recycling of rainwater, district energy, recycling of waste and conservation of resources?
- Smart City: What initiatives are underway to apply technology to city management and services?
- Architecture: What are the important architectural accomplishments in Vancouver and the unique architectural expressions or character of the city?
- Public realm design: What are the special features of Vancouver’s public realm agenda?
- Urban Design: What is the urban design framework of Vancouver and how is it managed?

FACTS ON VANCOUVER

COUNTRY: Canada

CITY: Vancouver

MAYOR: Gregor Robertson

Vancouver is governed by the eleven-member Vancouver City Council, a nine-member School Board, and a seven-member Park Board, all of whom serve three-year terms. Mayor Gregor Robertson represents the Vision Vancouver party, and took office in 2008. The Mayor is a Member and is Chair of the City Council. All City Councillors sit 'at large' – there is no district representation. The local government is what is called in North America a “weak mayor system” because administrative power is vested not with politicians but, rather, with the City Manager and the Senior Corporate Management Team of the City.

FURTHER INFORMATION:

<https://en.wikipedia.org/wiki/Vancouver>

https://en.wikipedia.org/wiki/Metro_Vancouver

<http://www.tourismvancouver.com/vancouver/neighbourhoods/>

<http://citywideplan.vancouverplanning.ca/city-wide-plan-2011/context/5-early-plans/> (a list of prominent Earlier Plans and Policies)

HISTORY

Vancouver, with approx. 603,000 people (2011), is the most populous city in the Canadian province of British Columbia. It is the third largest city in Canada, after Toronto and Montreal. It is located beautifully between the Georgia Strait and the mountains. The center of the city is located on a peninsula between False Creek and the Burrard Inlet, with Stanley Park at its western tip. Simon Fraser (1776-1862) was the first European to reach the area overland, descending the river, which bears his name, in 1808. Despite the influx of the Fraser Gold Rush in 1858–59, while there had long been indigenous villages spotted along the foreshore, European settlement on Burrard Inlet and English Bay was almost unknown prior to the early 1860s. The city developed based on a significant lumbering industry.

Vancouver is consistently named as one of the top five worldwide cities for livability and quality of life. Urban planning in Vancouver has been characterized by two phenomenon: low-density, single-family residential suburban development; and, high-rise residential and mixed-use neighbourhood development focused in the core and a pattern of regional town centres. As part of the larger Metro Vancouver region, it is influenced by the policy direction of livability as illustrated in Metro Vancouver's Regional Growth Strategy. Vancouver's characteristic approach to urban planning originated in the late 1950s, when city planners began to encourage the building of high-rise residential towers in Vancouver's West End, subject to strict requirements for setbacks and open space to protect sight lines and preserve green space. However, the major planning innovations started in the early 1970s with the election of a reform progressive City Council. Innovation reached a high-point in the late 1980s through the 2000s, after Expo 86, with a fundamental reshaping of the planning policy framework, urban design and economic structure of the city. While the suburbs were protected, the emphasis has increasingly been on high-rise, high density urbanism with a distinctive and beloved human face.

The success of these dense but liveable neighbourhoods led to the redevelopment of obsolete industrial precincts, such as North False Creek and Coal Harbour, beginning in the mid-1990s. The result is a compact urban core that has gained international recognition for its “high amenity and ‘livable’ development. More recently, the city has been debating “ecodensity”—ways in which density, design, and land use innovation can contribute to environmental sustainability, affordability, and livability in suburban communities outside the core city.

In December 1998, Vancouver City Council adopted a set of policies and guidelines stating the vision of a waterfront city where land and water combine to meet the environmental, cultural and economic needs of the City and its people in a sustainable, equitable, high quality manner.

Unlike many large cities, Vancouver has no freeways into or through the downtown area. A proposed freeway through the downtown was rejected in the 1970s by a coalition of citizens, community leaders and planners, because it would have demolished the historic areas of Gastown and Chinatown as well as alienated the vast potential of waterfront urban expansion and creation of amenities. This event “signalled the emergence of a new concept of the urban landscape” and has been a consistent element of the city's planning ever since.



CLIMATE AND POPULATION

- Vancouver is one of Canada's warmest cities in the winter. The summer months are typically dry, with an average of only one in five days during July and August receiving precipitation. Winters are cool and rainy with little snow.
- Vancouver is one of the most ethnically and linguistically diverse cities in Canada; 52% of its residents have a first language other than English. Almost 30% of the city's inhabitants are of Chinese heritage.
- Vancouver has been called a "city of neighbourhoods", each with a distinct character and ethnic mix.

ECONOMY

- Vancouver is one of the nation's largest industrial centres.
- Port Metro Vancouver, Canada's (and the North American west coast's) largest and most diversified port, does more than C\$172 billion in trade with over 160 different trading economies annually.
- Vancouver is also the headquarters of forest product and mining companies.
- In recent years, Vancouver has become a centre for software development, biotechnology, aerospace, video game development, animation studios and television production and film industry – it is the largest animator in the world and the third largest film center in North America.
- The city's strong focus on lifestyle and health culture also makes it a hub for many lifestyle-brands.
- Vancouver's scenic location makes it a major tourist destination with more than 9.3 million people visiting Vancouver in 2015 – the highest overnight visitation in the city's history. Tourism generates approximately \$14.6 billion (73 mia. DKK) in revenue in British Columbia. (<http://www.tourismvancouver.com>)
- Vancouver is the most stressed in the spectrum of affordability of housing in Canada. In 2012, Vancouver was ranked by Demographia as the second most unaffordable in the world, rated as even more severely unaffordable in 2012 than in 2011. The city has adopted various strategies to reduce housing costs, including cooperative housing, legalized secondary suites, laneway homes in single-family areas, increased density and smart growth.

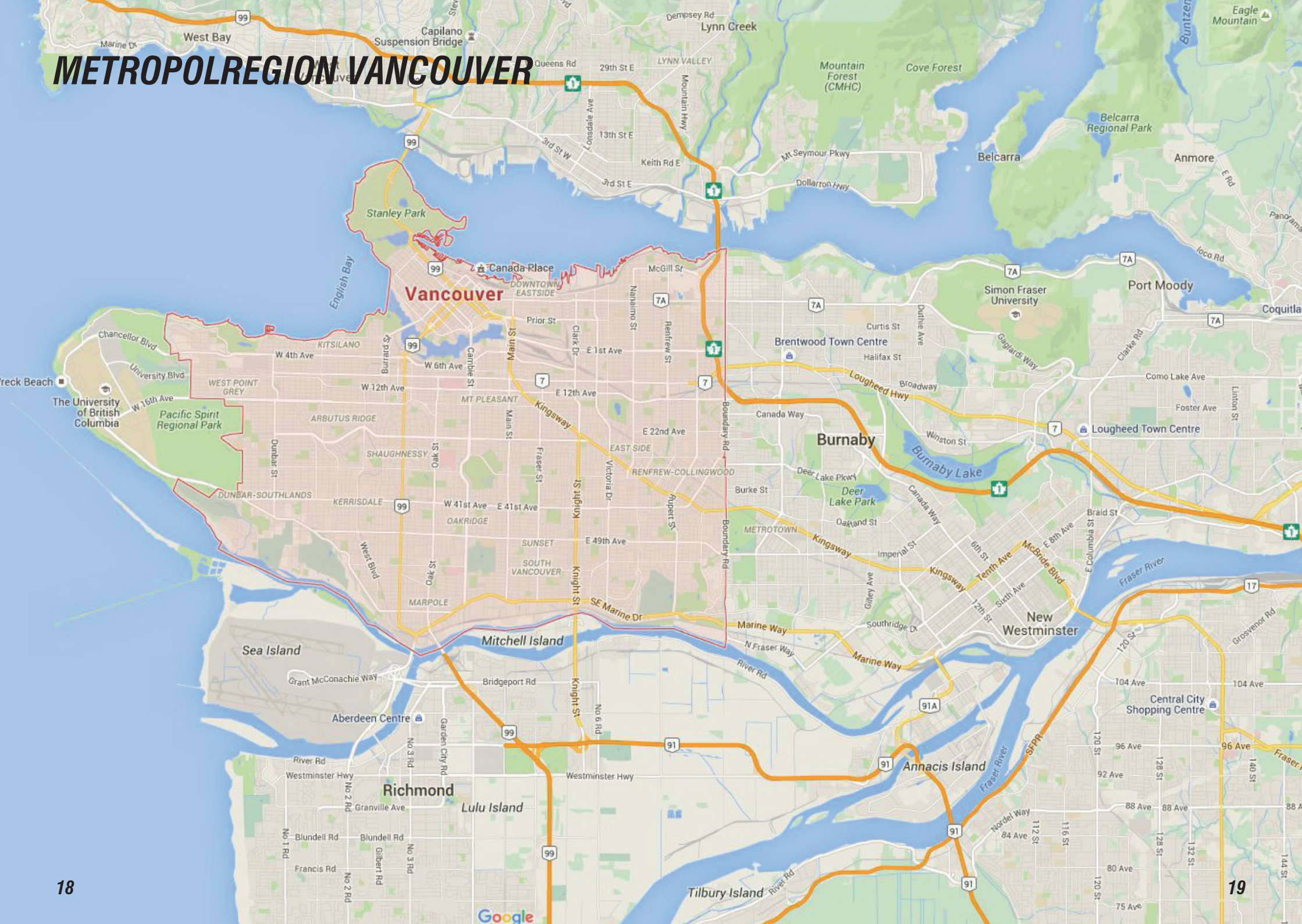
TRAFFIC AND TRANSPORTATION

- The city's metro system, SkyTrain, is the longest fully automated light metro system in North America.
- Unlike many large cities, Vancouver has no freeways into or through the downtown area or its inner-Metro residential communities – a regional freeway skirts the eastern border of the City.
- While the number of cars in Greater Vancouver has been steadily rising with population growth, the rate of car ownership and the average distance driven by daily commuters in the core city have fallen since the early 1990s. In the inner-city, over 60% of all trips are done by non-motorized modes (mostly walking). Nonetheless, Vancouver has significant traffic congestion as compared with many North American cities.
- Residents have been more inclined to live in areas closer to their interests, or use more energy-efficient means of travel, such as mass transit and cycling. This is, in part, the result of a push by city planners for alternative solutions to traffic problems and pro-environment campaigns. Transportation demand management policies have imposed restrictions on drivers making it more difficult and expensive to commute while introducing more benefits for non-drivers.
- Vancouver is served by a network of over 300 lane-km of on- and off-road bicycle routes – as of 2016, 10% of Vancouver trips are by cycling, which is top performance in North America.
- <http://www.translink.ca/en/Plans-and-Projects.aspx>
- https://en.wikipedia.org/wiki/Transportation_in_Vancouver

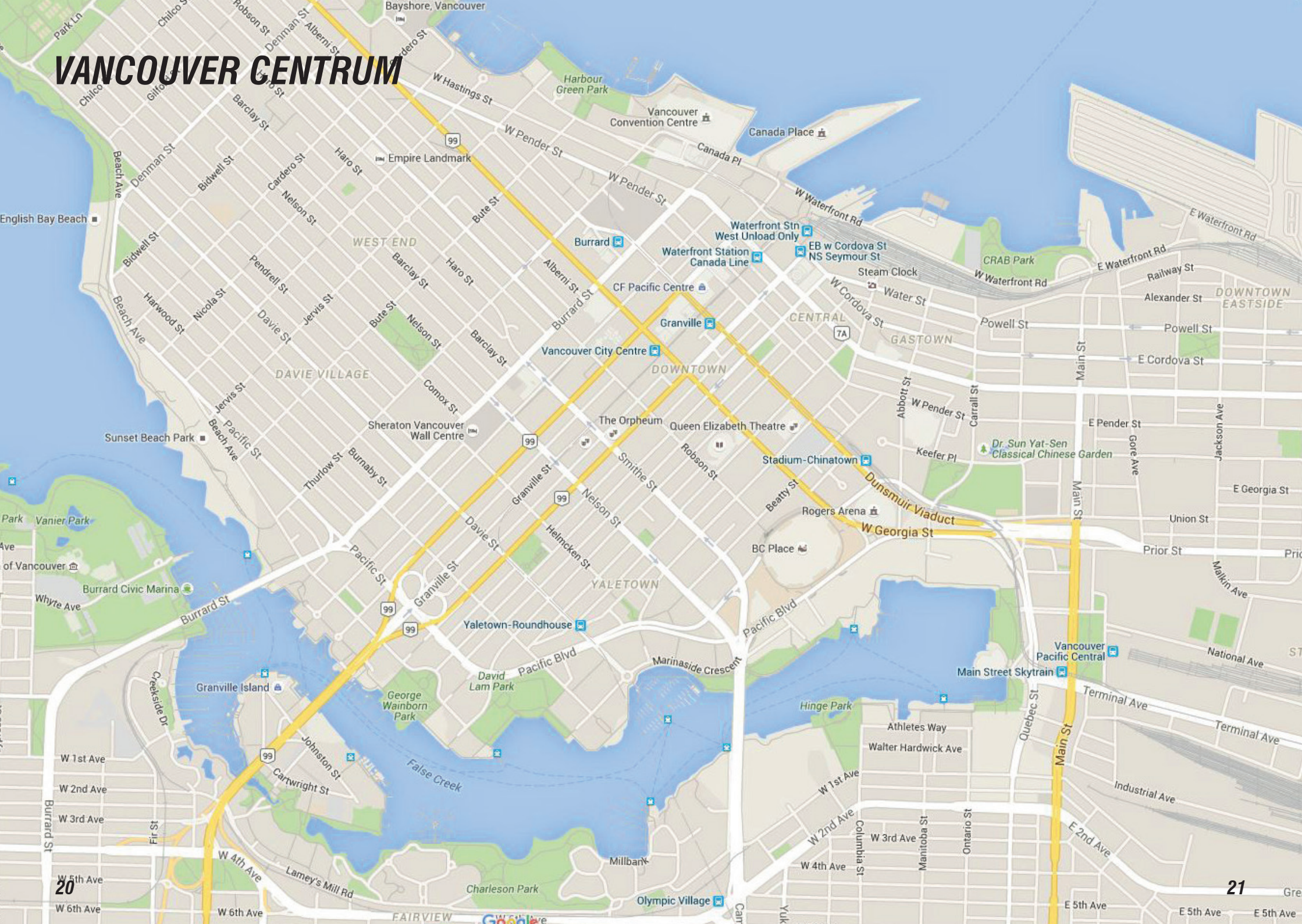
REGIONAL LEVEL

- Metro Vancouver is the name of a political body and corporate entity designated by provincial legislation as one of the regional districts in British Columbia. Metro Vancouver encompasses 23 local authorities; it delivers regional services, sets policy and acts as a political forum.
- Metro Vancouver has a population of 2,46 million inhabitants (2012) and covers an area of 2.877 sq.km.
- The principal function of Metro Vancouver, a regional federation of local government authorities, is to administer resources and services, which are common across the metropolitan area: water, liquid waste, solid waste, regional planning, air quality and regional parks.
- <http://www.metrovancouver.org/>

METROPOLREGION VANCOUVER



VANCOUVER CENTRUM



YALETOWN AND DOWNTOWN SOUTH

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)

BACKGROUND INFORMATION

- Yaletown is an historic area and Downtown South, integrated with it, is a newly developing area on the south edge of the peninsula of downtown Vancouver, upland from the False Creek shoreline. Formerly a heavy industrial zone dominated by warehouses and rail yards, since the late 1980s it has been transformed into one of the most diverse entertainment districts in the city. Adjacent Downtown south is a very densely populated residential area serving the downtown business district. The parks, high rise apartment blocks, and converted heritage buildings constitute a significant urban regeneration project.
- Since its regeneration, young urban professionals have been attracted to Yaletown's old warehouses, new infill buildings and its distinctive urban vibe. Over the years, Yaletown went through many phases such as warehouse district, garment industry, and dot.com. What makes Yaletown unique is that pieces of these phases still remain a part of historic Yaletown today. Downtown South provides a range of housing options for young singles and empty nesters.
- From the start, city planners imposed strict guidelines on the development, in particular requiring a substantial amount of development of the public realm, and sensitive preservation of existing heritage stock. New buildings were carefully shaped to fit into the style of the area and adjacent taller buildings have been kept thin and elegant to not detract from the historic character.
- In part, the city's adaption of new zoning plans in the Central Area Plan (1991) also aided in the process of rejuvenation by establishing objectives of improving livability and provision for office space within historic Yaletown, as well as preserving its heritage structures. This plan also created the concept of Downtown South for the first time. Thus there are generous areas set aside for parks and community facilities for both new residents and existing lower-income people.
- The City recognized Yaletown's architectural importance by zoning it as a historical district, which allows for new uses while maintaining the special character of the area. Today, the Yaletown area is home to 27 heritage sites as listed on the Vancouver Heritage Register – adjacent, in False Creek North is also the historic and now famous Roundhouse Community Centre, which is a provincial heritage site.
- Some streetscapes are preserved from the 19th century with brick warehouses built on rail platforms. Yaletown is also home to one of Vancouver's 22 BIAs.

FURTHER INFORMATION

- <http://www.tourismvancouver.com/vancouver/neighbourhoods/yaletown/>
- <https://en.wikipedia.org/wiki/Yaletown>
- <https://yaletowninfo.com/> (the Yaletown Business Improvement Area website)

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Citizen involvement
- Collaboration between public and private
- Social sustainability
- Architecture
- Heritage preservation and infill development management



DESTINATION - FALSE CREEK NORTH

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)

BACKGROUND INFORMATION

- Adjacent to Yaletown along the north shore of False Creek is the new community of False Creek North, which is the epicenter of the new development strategy of downtown Vancouver as a place of high density, high rise inner-city living – the focus of the City’s “Living First” strategy for social and economic regeneration and the testing ground for the urban forms that have become known as “Vancouverism”. Through its center runs Davie Street, the local retail ‘high street’ of streetfront shops and cafes. At its periphery, in an adjacent sub-area called Northeast False Creek is the location of a cluster of Vancouver’s sports venues including the BC Place Stadium and the hockey arena. A former derelict railyard, owned by the Canadian Pacific Railway, the area has undergone multiple stages of development since its purchase by the province in the early 1980s, initially used as the site of Expo 86, and then offered for development as a new high density, high amenity community.
- Now about three-quarters developed, the area houses about 20,000 people in apartments and townhouses, market, co-ops and low income buildings, as well as associated retail and offices – cafes, restaurants, shops and services. Density is about 150 units/acre.
- The area has lush amenities including parks, the Roundhouse Community Centre, Elsie Roy Elementary School, several childcare centres and many special-needs services. Along the False Creek shoreline, the Stanley Park seawall walkway/bikeway has been extended through the area, tying together almost 24. k. of waterfront public facilities and marinas around downtown Vancouver.
- The high-density neighbourhood framework of residences and commercial retailers, along with the massive sports venues, set North False Creek in stark contrast to its southern neighbor across the creek called False Creek South, which is a mid-scale community developed a generation earlier. Beyond the sports venues is the only remaining development area within the False Creek North borders. A first step in its transformation is underway with the final planning for removal of the Georgia Viaducts, a remnant of a long-lost and happily abandoned freeway plan. These utility structures will be replaced by yet another vibrant high density, highrise, high amenity waterfront neighbourhood supporting downtown Vancouver – policies for this new area, extending the name of Northeast False Creek, were approved by City Council in 2009.
- Vancouver’s earlier experience with South False Creek and the public participation that shaped it was key to developing False Creek North as a livable high-density community. For example, there was a wish by developers to develop “islands” of market condos on the waterfront, but this was

rebuffed by the public and rejected by planners who favoured the extension of a 100% publicly accessible waterfront and seawall as well as the whole pattern of downtown to the water.

- The 1991 Official Development Plan enabled significant new density commensurate with the provision of the significant public amenities.
- Since 2015 the City has begun planning in Northeast False Creek to create a new street network to improve the connections between Vancouver’s historic neighbourhoods and False Creek, make more park space on the False Creek waterfront, develop vacant City-owned blocks in the area and make new housing opportunities, including affordable housing. The three priorities in the area are: addressing homelessness with affordable housing, environment sustainability and creative capital for a growing economy.

FURTHER INFORMATION

<http://vancouver.ca/home-property-development/northeast-false-creek.aspx>
https://en.wikipedia.org/wiki/False_Creek

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Density and high-rises
- Citizen involvement
- Controlling urban development
- Sustainable urban development
- Collaboration between public and private
- Social sustainability
- Mobility
- Programming
- Green urban solutions
- Green infrastructure
- Smart City
- Architecture
- Urban design and public realm innovation

SOUTHEAST FALSE CREEK

(ALSO KNOWN AS THE ATHLETES VILLAGE)

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)
- Scot Hein (Former Senior Urban Designer, Vancouver)

BACKGROUND INFORMATION

- Located on the south side of False Creek, the Olympic Village was built for the 2010 Winter Olympic Games, to house athletes and Olympic officials coming from around the world. It is adjacent to Science World, a childrens science centre housed in one of the few remaining pavilions of Expo 86. The Village is about one-half of the ultimate development plan for Southeast False Creek.
- The site, a former industrial area, was developed into a sustainable urban area for athlete housing and logistics of the Winter Olympics. The Olympic Village, developed by the Millennium Development Group, is one of the greenest communities in the world, enhancing Vancouver as a leader in sustainable development. In keeping with Vancouver's Greenest City targets, the Olympic Village uses innovative energy efficiency and sustainability systems like solar heating and green roofs.
- After the Olympics the village was converted into residential housing, a full-sized community centre, daycare, retail, and service spaces. The development aligns with the City's goals, addressing environmental, economic, and social issues. The Olympic Village is a mixed-use community, with approximately 1,100 residential units, area parks, and a growing number of retail and service outlets. Of these, 252 units are low-income housing, and another 100 units are modest market affordable housing. Modest market housing provides housing to residents who are unable to pay market rent - families, persons with disabilities, seniors, and those at risk of homelessness.
- As part of the Olympic Village, the City built Canada's first residential multi-unit Net Zero Building - one that generates as much energy as it uses. The Net Zero building helped the Southeast False Creek development achieve Platinum certification under LEED for Neighbourhood Development standards in February 2010.
- Overall, Southeast False Creek committed to meeting the LEED (Leadership in Energy and Environmental Design) silver standard, with the goal of meeting the gold standard. The development surpassed this goal by becoming the second neighbourhood in the world to meet the platinum standard in 2011.
- SEFC is still under development. By 2020, Southeast False Creek will be home to 12,000-16,000 people including the development of 5,000 residential units, three to five licensed childcare facilities, an elementary school and additional retail and offices.

FURTHER INFORMATION

- <http://vancouver.ca/home-property-development/southeast-false-creek.aspx>
- https://en.wikipedia.org/wiki/False_Creek

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Density and high-rises
- Citizen involvement
- Controlling urban development
- Sustainable urban development
- Collaboration between public and private
- Social sustainability
- Mobility
- Programming
- Green urban solutions
- Green infrastructure
- Smart City
- Architecture
- Urban design and public realm innovation



SOUTHWEST FALSE CREEK AND GRANVILLE ISLAND

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)
- Scot Hein (Former Senior Urban Designer, Vancouver)
- Joost Bakker (One of the design architects of Granville Island)

BACKGROUND INFORMATION

- The development of this area, beginning anew in the 1970s, occurred at a critical time in Vancouver's history when citizens were organizing support for a new picture of the city, one that broke away from the standardized utilitarian cities that were so popular in North America and, instead, pushed for a more livable and diverse built environment.
- This neighborhood, located on municipally and federally owned land, offered an opportunity for project leaders, to create a new kind of space: Architecture and urban planning that embrace diversity of design, human-scale proportions, open public spaces, historical and vernacular allusions, diverse demography and the trade of local goods.
- The result is a medium-density area with a variety of architectural designs, ownership opportunities, recreational activities, and modes of transportation, which allows for easier mobility within the community and a more picturesque landscape to be enjoyed by residents and visitors alike
- Bike paths, parks, unique three-story homes, a public market, and the intentional preservation of mountain-views, and other characteristics, distinguish the area of Southwest False Creek as one of the earliest conscious attempts to create a "livable" environment.
- Granville Island was once an industrial manufacturing area, which in the 1970s through targeted and innovative thinking was redeveloped into the popular place it is today: A hotspot for Vancouver tourism and entertainment. The area has received much acclaim in recent years for its buildings and shopping experience. With more than 300 businesses and facilities, including a mix of theatres, restaurants, shops, educational institutions, studios and facilities, it is famed internationally, and draws attention and study from planners worldwide.
- The Island's community spans over 300 businesses, studios and facilities. It employs over 2,500 people, and is home to residents of the Sea Village neighbourhood (floating houses, at the northeast end of Granville Island, with water for a front yard).
- Granville Island is administered by the Canada Mortgage and Housing Corporation (CMHC), a federal government agency, and is financially fully self-supported. Island projects are developed and managed by public, private and non-profit sectors. The large success is partially because the fe-

deral government bought the entire island and has been leasing buildings and spaces based on the motto: "individual shops rather than chain stores". Profits from market tenants subsidize rents for arts and crafts tenants and small upstart businesses, creating an arts incubator. Public facilities provide a strong economic anchor. A small hotel sits at the eastern tip of the Island.

- The existing historic character has been protected and fully supported. This means that the neighborhood is still characterized by industrial buildings, cranes and railway tracks, which contribute to the unique charm of Granville Island – it still houses an active concrete batch plant.
- The Island houses Emily Carr University, a top Canadian fine art school. Another key facility/amenity is The Granville Island Public Market, with 50 permanent retailers and over one-hundred day vendors in stalls throughout the market selling a variety of artisan cottage-industry foods and hand-made crafts.
- The Island has one of the world's most unique traffic and pedestrian management concepts. There are absolutely no barriers between pedestrians and cars, which mix freely, and the public realm is a seamless design from building wall to building wall throughout the entire island. In over 40 years there have been no meaningful accidents or injuries and the Island is statistically one of the safest places in Vancouver.
- In 2016, the federal government announced a commitment to develop a 2040 plan to enhance the success of the island, in part because the Emily Carr University is going to move off the Island by the end of 2017. The plan is also going to handle infrastructural renewal and ensure that Granville Island will also in the future develop as the citizens and employees prefer.

FURTHER INFORMATION

https://en.wikipedia.org/wiki/Granville_Island

<http://granvilleisland.com/>

<http://www.tourismvancouver.com/vancouver/neighbourhoods/granville-island/>

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Density and low-rises
- Collaboration between public and private sectors and among governments
- Cultural and social sustainability
- Mobility – alternate traffic management
- Programming
- Green urban solutions
- Green infrastructure
- Architecture
- Heritage conservation and reuse
- Arts programming

DESTINATION - COAL HARBOUR

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)
- Ralph Segal (Former Senior Public Architect – Development Planner, Vancouver)

BACKGROUND INFORMATION

- Coal Harbour is a downtown Vancouver neighborhood located between Vancouver's largest park, Stanley Park, and the Canada Place Convention Centre, on the north side of the peninsula. The area got its name after coal was found here in 1859.
- The area was initially an obsolete railyard, owned by the Canadian Pacific Railway and was redeveloped by its real estate arm, Marathon Realty, as an upscale high-rise condominium district in the 1990s. There are over 40 condominium towers, many townhouses and low-rise buildings, all interspersed with a great number and variety of businesses and services in an elegant composition around an extensive waterfront park, called Harbour Green Park, and a diverse commercial and moorage marina.
- For a long time this shoreline was mostly industrial, home to shipyards, a Boeing seaplane plant, a lumber mill and many small industrial operations. The railyard ran along the waterfront, with the railroad connecting the industrial district with the rest of Canada. Industrial activity dwindled after the Second World War and by the 1980s the area wasn't much more than a railway switchyard lined with derelict industrial shanties.
- Things started to change however with the construction of Canada Place and the redevelopment of its surroundings in 1985. With an ideal location between the financial center and Stanley Park, the area soon started to attract attention.
- In 1990, the City of Vancouver created a development plan for the area, which outlined its goal of transforming the industrial area into a residential waterfront neighborhood. One of the conditions for potential developers was that for every 1,000 people, 2.75 acres (about 1ha) of park had to be created. From 1995 on, construction of new residential highrises accelerated and in just a span of fifteen years, a whole new neighborhood was created.
- Coal Harbour is now a pleasant residential area where plenty of glass skyscrapers along the waterfront give residents a great view over its marina and the Burrard Inlet harbour towards Stanley Park and the mountains surrounding the city. It is steps away from the commercial core of jobs in the downtown.

FURTHER INFORMATION

<http://www.ch-ra.ca/>

<http://www.aviewoncities.com/vancouver/canadaplace.htm>

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Density and high-rises
- Controlling urban development
- Sustainable urban development
- Collaboration between public and private
- Social sustainability
- Harbor repurposing
- Mobility
- Programming
- Green urban solutions
- Green infrastructure
- Urban design and public realm innovations

MORNING SESSION AT CITY HALL

Meeting in Vancouver City Hall with representatives from the political and administrative organization of the City of Vancouver:

1. City of Vancouver Mayor and selected Councillors
2. City of Vancouver City Manager
3. City of Vancouver Planning Office and Urban Design Studio (focus on livable city and "Living First" strategies and policy framework)
4. City of Vancouver Sustainability Office (focus on "Green City Strategy" and covering "Renewable City Strategy")
5. City of Vancouver Transportation Office (focus on active transportation agenda)

AFTERNOON SESSION

Meeting at hotel with private developers, designers and other institutional representatives:

1. Developers – Matt Meehan of Concord Pacific or Cathy Grant of Intercorp
2. Designers – Architect James Cheng or Richard Hennequez and Landscape Architect Margo Long
3. TransLink Transit Agency representative
4. Vancouver Port Corporation representative

DESTINATION - GASTOWN

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)
- Nathan Edelson (Retired Senior Community Development Planner for Vancouver)

BACKGROUND INFORMATION

- Gastown was Vancouver's first downtown core and is named for "Gassy" Jack Deighton, a seaman, steamboat captain and barkeep who arrived in 1867 to open the area's first saloon. The town thrived as a centre of trade, commerce and night life until the Great Depression in the 1930s, after which the area fell into decline and disrepair.
- In the 1960s, citizens became concerned with preserving Gastown's distinctive and historic architecture. A campaign led by business people and property owners pressured the provincial government to declare the area a historical site in 1971, protecting its heritage buildings to this day. Gastown was designated a National Historic Site of Canada in 2009.
- Today, Gastown is a mix of "hip" contemporary fashion and interior furnishing boutiques, tourist-oriented businesses, restaurants, nightclubs, non-market housing along side newly-built upscale housing. In addition, there are law firms, architects and other professional offices, as well as computer and internet businesses, art galleries, music and art studios, and acting and film schools. Gastown is a centre for young entrepreneurship.
- Gastown is also one of 22 Business Improvement Areas (BIAs) in Vancouver. BIAs are specially funded business districts, which are managed by non-profit groups of property owners and business tenants whose goal is to promote and improve the commercial life of their district. BIAs are active in their communities, promoting business, tourism, safety, and street beautification.

FURTHER INFORMATION

<http://www.gastown.org/> (the Gastown Business Improvement Area website)
<https://en.wikipedia.org/wiki/Gastown>
<http://www.tourismvancouver.com/vancouver/neighbourhoods/gastown/>

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Citizen involvement
- Controlling urban development
- Collaboration between public and private
- Programming
- Architecture
- Heritage preservation

DESTINATION - CHINATOWN

GUIDES

- Larry Beasley (former Chief Planner, Vancouver)
- Nathan Edelson (Retired Senior Community Development Planner for Vancouver)

BACKGROUND INFORMATION

- Chinatown is Canada's largest neighbourhood associated with Asian ethnicity. Vancouver's Chinese population originally made the journey to work in local mines and build the Trans-Canada railway. Chinatown remains a popular tourist attraction, and after a long successful history, it went into decline as newer Asian immigrants dispersed to other areas of the metropolis in the 1970s and 80s. In 1979, the Chinatown Historic Area Planning Committee sponsored a streetscape improvement program to add various Chinese style elements in the area, such as specially paved sidewalks and red dragon streetlamps that in effect demarcated its borders while emphasizing it as a destination for heritage tourism – the area also boasts the narrowest building in North America at only 5-feet (1.5 meters) width (the Sam Kee Building at 8 Pender Street). Starting from its provincial designation as a historic area by the province in 1971 and economic shifts, the landscape of Chinatown shifted from being a central business district to a largely cultural role.
- Noticing local businesses suffering, the Chinatown Merchants Association cited the lack of parking and restrictive heritage district rules as impediments towards new use and renovations. Their concerns subsequently led to a relaxation of zoning laws to allow for broader uses, including necessary demolition. The mid-1990s saw the opening of a large parkade, shopping mall, as well as the largest Chinese restaurant in Canada, and residential projects around the neighbourhood. A lowering of property taxes helped to maintain a more rounded community. Revitalization became a civic priority, symbolized by the Millennium Gate project, which opened in 2002.
- In November 2011 a Chinatown Revitalization Action Plan was published, and the City Councillors decided to raise building height restrictions in Chinatown in order to boost its population density. A limit of nine stories for most of the neighbourhood was set, with a maximum of fifteen stories along its busiest streets. Highrises close to the Chinatown Stadium Station have already been built with more condominium towers under construction, some projects taking advantage of empty lots that sat unused for decades. Due to the unconventional lot sizes, one nine story condominium is only 25 feet (7,6 meter) wide. However, that is not expected to be a problem in Vancouver as there exists a market for affordable smaller scale homes. Critics to highrise development speculate that the plan will effectively divide up the neighbourhood to form a "Great Wall of Chinatown" as lower income residents are marginalized and displaced.

- The new Chinatown business plan now encourages new entrepreneurs to move in, as ways of restoring storefronts and bringing a younger crowd in and to make higher-income people more comfortable in the area. Attracted to the lower rent and the building's heritage status, younger businesses have moved in, often with Caucasian owners who also settle in apartments above the shops. The general consensus is that Chinatown's priority is to attract people of all backgrounds to come to Chinatown, and it is believed that the opening of non-traditional stores will bring a new flow of energy and income onto its streets. Chinatown is also home to one of Vancouver's 22 BIAs.
- In recent years Chinatown has seen growth in new construction as a downtown building boom continued into the Expo Lands, which adjoin Chinatown. New high-rise towers are being constructed at International Village, which was built twelve years after Expo86 (1998) and is located next to Stadium–Chinatown SkyTrain station. The International Village Shopping Centre is a 28.000 m2 entertainment and shopping venue adjacent to a large Chinese grocery store.

FURTHER INFORMATION

https://en.wikipedia.org/wiki/Chinatown,_Vancouver

<http://www.tourismvancouver.com/vancouver/neighbourhoods/chinatown/>

<http://www.vancouver-chinatown.com/> (The Chinatown Business Improvement Area website)

STRATEGIC THEMES ILLUMINATED BY THE DESTINATION

- Livability and Vancouverism
- Citizen involvement
- Controlling urban development
- Collaboration between public and private
- Programming
- Architecture
- Heritage preservation
- Ethnic-based social change
- Ethnic retailing

PORTLAND



FACTSHEET

PORTLAND

Portland is a pioneer in the attempt to handle climate changes proactively. With the regional authority Metro in charge have politicians and planners through the last 30 years worked on controlling urban growth and increasing density within the city limit. The strategy is called Smart Growth and is urban- and mobility planning, with the purpose of intensifying urban density. The goal is to create compact urban district with different types of housing, businesses, schools, good mobility and pedestrian and cyclist friendly streets.

Portland has worked with a Transit Oriented Development-strategy (TOD), where the possibilities to use public transport are improved in mixed urban districts with housing as well as businesses. Using higher density the city planners try to control the citizens moves to minimize the number of Vehicle Miles of Travel – VMT.

The extended public transport system means that it is easy to get from home to work to shopping without a car. Within the city are Light Rail, street cars and a transport zone in the city centre (Fareless Square), where bus and train rides are free. It has also been a high priority to make good pedestrian and cyclist conditions by an extended infrastructure for soft road users.

Portland has been named the best city in the world for street food by several publications, including the U.S. News & World Report and CNN. Food carts are extremely popular within the city, with over 600 licensed carts, making Portland one of the most robust street food scenes in North America.

The city currently work with a Central City 2035 Plan. The Central City 2035 Plan will address challenges and opportunities in the Central City to ensure this unique economic, transportation, cultural and educational hub will be a vibrant resource for all Portlanders over the next 20 years. The CC2035 Proposed Draft Plan is open for public testimony until August 6, 2016.

PRIMARY THEMES OF THE VISIT:

- Mobility and Transit Oriented Development Strategy: What is being done regarding intelligent transportation systems, traffic regulation, public transportation and infrastructure for vulnerable road users.
- Smart Growth and Sustainable Development: CO2 reduction and urban densification through long range land use planning in Portland. How does the city work with densification and mixed use as a tool to improve urban quality, minimize car transportation and make a more attractive city center?
- Mixed population and housing: How does the City Portland ensure a mixed population (age, income, education) in the city center – especially focusing on families? What is the strategy, and what tools does the city use (handling raising housing prices etc.)?
- Climate adaptations and green infrastructure: Green infrastructure and Portland's Citywide Systems Plan. What is the city's strategy for climate solutions concerning drainage and recycling of rainwater, storm water management, recycling of waste and conservation of resources?
- Citizen involvement: How do the local government and development community convene dialogue and involvement of residents, businesses, and experts in urban development? How does the city benefit from this public-private collaboration?
- Livability: A discussion of Portlanders priorities for livability and a changing urban environment

THE PARTICIPANTS ALSO HOPE TO LEARN ABOUT THE FOLLOWING:

- Collaboration between public and private: How is private co-funding of urban social and physical infrastructure handled through re-development?
- Public transportation: Urban facilitator and investment generator
- Green urban solutions: Examples of how Portland has integrated green roofs, urban farming, urban gardening, urban reforestation and other urban green initiatives in the city?
- Brief overview of the Central City 2035 Plan
- Architecture: What are the important architectural accomplishments in Portland and the unique architectural expressions or character of the city?
- Programming: How does Portland vitalize public places and optimize use of urban spaces?

FACTS ON PORTLAND

COUNTRY: USA

CITY: Portland

MAYOR: Charlie Hales, democate

STATE: Oregon

The city of Portland is governed by the Portland City Council, which includes the Mayor, four Commissioners, and an auditor. Each is elected citywide to serve a four-year term. The auditor provides checks and balances in the commission form of government and accountability for the use of public resources. In addition, the auditor provides access to information and reports on various matters of city government. Mayor Charlie Hales took office on January 1, 2013 and previously served on the Portland City Council, from 1993 to 2002.

CITY (Source: Wikipedia)

- Inhabitants: 632.309 (estimat fra 2015)
- Area: 376 km²
- Population density: 1681,7 pr. km²
- Inhabitants, change in percent 2010-2014: 6,1%
- Ethnic groups (pct. 2010):
 - White 76,1 %
 - Black or african american 6,3 %
 - Native American 1,0 %
 - Asian 7,1 %
 - Latino 9,4 %

FURTHER INFORMATION:

www.portlandoregon.gov

https://en.wikipedia.org/wiki/Portland,_Oregon

https://en.wikipedia.org/wiki/Transportation_in_Portland,_Oregon

HISTORY

Portland is the largest city in the U.S. state of Oregon. It is located in the Willamette Valley region of the Pacific Northwest, at the confluence of the Willamette and Columbia rivers. The city covers 145 square miles (376 km²) and had an estimated population of 632,309 in 2015. Approximately 2,4 million people live in the Portland metropolitan statistical area.

Portlands water access provided convenient transportation of goods, and the timber industry was a major force in the city's early economy. At the turn of the 20th century, the city had developed a reputation as one of the most dangerous port cities in the world. After the city's economy experienced an industrial boom during World War II, its hard-edged reputation began to dissipate. Beginning in the 1960s, Portland became noted for its growing liberal political values, and the city has earned a reputation as a bastion of counterculture, a view which has proceeded into the 21st century.

Mayor Neil Goldschmidt took office in 1972 as a proponent of bringing housing and the associated vitality back to the downtown area, which was seen as emptying out after 5 pm. The effort has had dramatic effects in the 30 years since, with many thousands of new housing units clustered in three areas: North of Portland State University; the RiverPlace development along the waterfront; and in the Pearl District.

To make the downtown area attractive, air and water quality had to be improved, and the city center had to be made independent from cars as the primary mode of transportation. An effective and comprehensive public transportation system combined with less parking spaces was to make the city more green and connect it better.

Portland's reputation as a well-planned city is also due to Metro's regional master plan in which transit-oriented development plays a major role. This approach, part of the new urbanism, promotes mixed-use and high-density development around light rail stops and transit centers, and the investment of the metropolitan area's share of federal tax dollars into multiple modes of transportation.

Portland is frequently recognized as one of the most environmentally conscious cities in the world because of its high walkability, large community of bicyclists, farm-to-table dining, expansive network of public transportation options, and 10,000+ acres of public parks. Its climate is marked by warm, dry summers and chilly, rainy winters. This climate is ideal for growing roses, and Portland has been called the "City of Roses" for over a century. "Keep Portland Weird" is an unofficial slogan for the city.

SUSTAINABILITY

(SOURCE: TRAVELPORTLAND.COM)

- Portland uses 20% more renewable energy than the national average
- Portlanders recycle 70% of their waste, the highest rate in the nation
- Portland is the birthplace of car-sharing in the United States. Today, the city's Zipcar members enjoy access to a fleet of more than 200 vehicles located throughout the metro area, replacing more than 3000 private cars
- Portland boasts more than 550 km of developed bikeways, including dedicated lanes, offstreet paths and shared bicycle boulevards

TRAFFIC AND TRANSPORTATION

(SOURCE: TRAVELPORTLAND.COM)

- Average commuting time for workers (2010): 25 minutes
- In 2014 11,8% of all commuting was on public transportation
- 12% of all commuting was by foot or by bike (2010)
- Portland Airport (PDX) had 16.850.952 passengers in 2015

ECONOMY

(SOURCE: WIKIPEDIA)

- Portland's location is beneficial for several industries. Relatively low energy cost, accessible resources, north-south and east-west Interstates, international air terminals, large marine shipping facilities, and both west coast intercontinental railroads are all economic advantages.
- The city's marine terminals alone handle over 13 million tons of cargo per year, and the port is home to one of the largest commercial dry docks in the country. The Port of Portland is the third largest export tonnage port on the west coast of the U.S., and being located about 80 miles (130 km) upriver, it is the largest fresh-water port.
- The steel industry's history in Portland predates World War II. By the 1950s, the steel industry became the city's number one industry for employment. The steel industry thrives in the region, with Schnitzer Steel Industries, a prominent steel company, shipping a record 1.15 billion tons of scrap metal to Asia during 2003. Other heavy industry companies include ESCO Corporation and Oregon Steel Mills.
- Technology is a major component of the city's economy, with more than 1,200 technology companies existing within the metro. This high density of technology companies has led to the nickname Silicon Forest being used to describe the Portland area. The area also hosts facilities for software companies and online startup companies, some supported by local seed funding organizations and business incubators. Computer components manufacturer Intel is the Portland area's largest employer, providing jobs for more than 15,000 people, with several campuses to the west of central Portland in the city of Hillsboro.
- The Portland metro area has become a business cluster for athletic and footwear manufacturers. The area is home to the global, North American or US headquarters of Nike, Adidas, Columbia Sportswear, LaCrosse Footwear, Dr. Martens, Li-Ning, Keen, and Hi-Tec Sports. While headquartered elsewhere, Merrell, Amer Sports and Under Armour have design studios and local offices in the Portland area.

TOURISM

(SOURCE: TRAVELPORTLAND.COM)

- The Portland metro area welcomed 8.9 million overnight person-trips.
- All told, visitors to the Portland metro area generated \$4.9 billion (32,3 mia. DKK) in direct spending.
- The travel industry supports 35.400 jobs in the Portland area, generating \$1.2 billion (≈ 8 mia. DKK) in employment earnings.

REGIONAL LEVEL: METRO

- Metro is the regional government for the Oregon portion of the Portland metropolitan area. It is the only directly elected regional government and metropolitan planning organization in the United States. Metro is responsible for managing the Portland region's solid waste system, coordinating the growth of the cities in the region, managing a regional parks and natural areas system, and overseeing the Oregon Zoo, Oregon Convention Center, Portland's Centers for the Arts, and the Portland Expo Center.
- Inhabitants: 2,389,228 (estimate 2015)
- Area: 17.301 km²
- Population density: 138 pr. km²
- <http://www.oregonmetro.gov/>

PLANNING

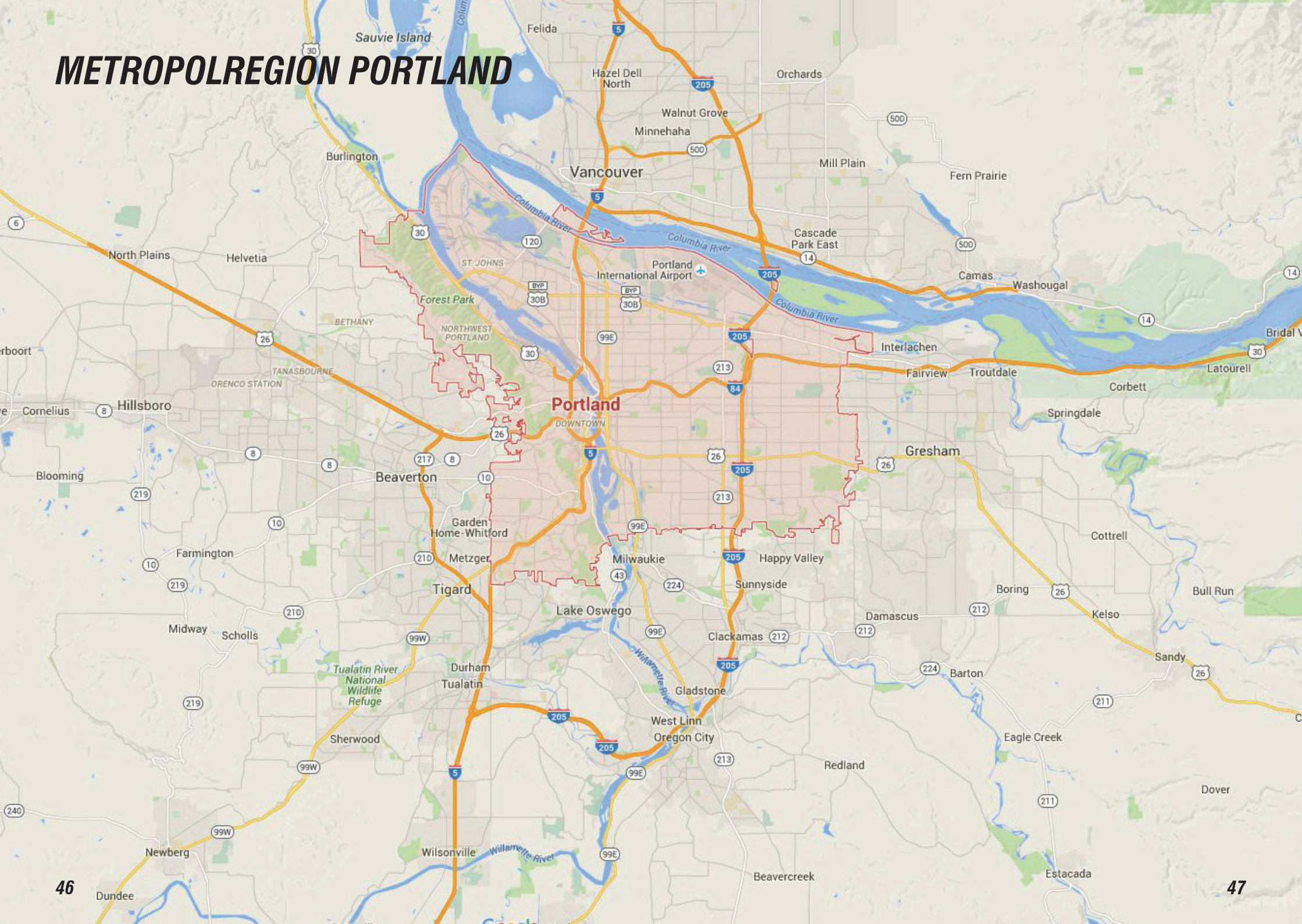
(SOURCE: WIKIPEDIA)

- Portland is often cited as an example of a city with strong land use planning controls. This is largely the result of statewide land conservation policies adopted in 1973, in particular the requirement for an urban growth boundary (UGB) for every city and metropolitan area. Portland's urban growth boundary, adopted in 1979, separates urban areas (where high-density development is encouraged and focused) from traditional farm land (where restrictions on non-agricultural development are very strict).
- The growth boundary, along with efforts of the PDC to create economic development zones, has led to the development of a large portion of downtown, a large number of mid- and high-rise developments, and an overall increase in housing and business density.
- The Portland Development Commission is a semi-public agency that plays a major role in downtown development; it was created by city voters in 1958 to serve as the city's urban renewal agency. It provides housing and economic development programs within the city, and works behind the scenes with major local developers to create large projects.
- The Portland metropolitan area has transportation services common to major US cities, though Oregon's emphasis on proactive land-use planning and transit-oriented development within the urban growth boundary means that commuters have multiple well-developed options.
- In 2014, Travel + Leisure magazine rated Portland as the #1 most pedestrian and transit-friendly city in the United States.

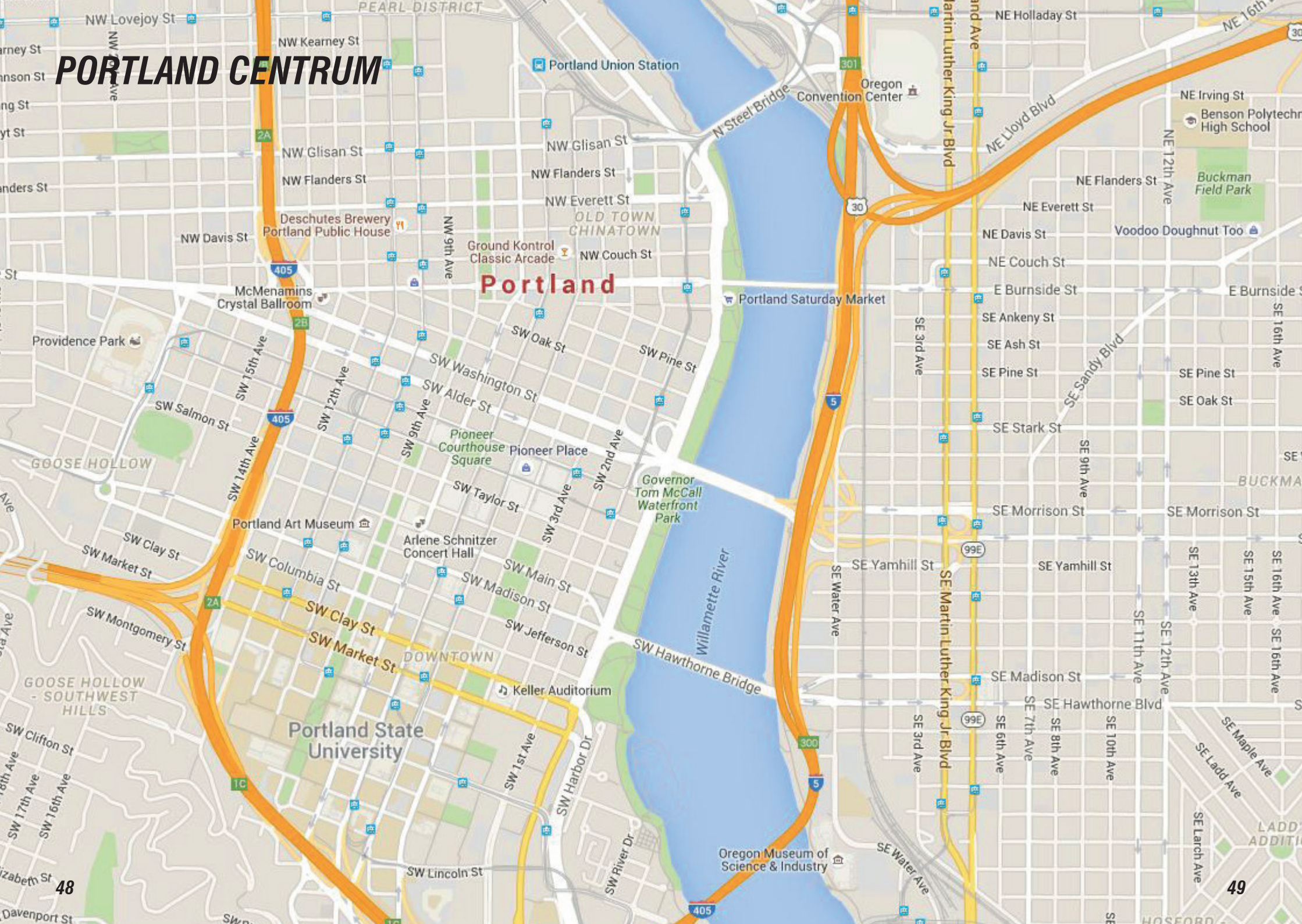
INCOME

- Average income per household 2014: \$53,230 (≈350.000 DKK)
- 13.1% of the population and 8.5% of families are below the poverty line
- Housing units (2010): 265,439.
- Median income for a household in the city \$40,146 (≈265.000 DKK)
- Median income for a family \$50,271 (≈330.000 DKK)

METROPOLREGION PORTLAND



PORTLAND CENTRUM



Portland

DESTINATION - CITY HALL

AT CITY HALL YOU WILL MEET:

- Commissioner Steve Novick, Portland City Council
- Susan Anderson, Director, Bureau of Planning and Sustainability
- Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability
- Eric Engstrom, Principal Planner, Bureau of Planning and Sustainability
- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Zach Klonoski, Deputy Chief of Staff, Office Mayor Charlie Hales
- Art Pearce, Principal Planner, Bureau of Transportation
- Marie Walkiewicz, Environmental Program Coordinator, Bureau of Environmental Services
- Matthew Tschabold, Equity and Policy Manager, Portland Housing Bureau

PROGRAM

At City Hall you will have a general introduction to the development of Portland at City Hall with a presentation of:

- Sustainable Development – CO2 reduction and urban densification through long range land use planning in Portland
- Climate Adaptation – Green infrastructure and Portland's Citywide Systems Plan
- Mixed population and housing: How the City Portland ensures mixed population in the city center – especially focusing on families. Strategy, tools and handling raising housing prices
- Mobility – Public transportation, infrastructure for vulnerable road users
- Livability – A discussion of Portlanders priorities for livability and a changing urban environment
- An introduction to the Central City 2035 Plan

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy
- Smart Growth and Sustainable Development
- Mixed population and housing in the central areas of the city
- Climate adaptations and green infrastructure
- Citizen involvement
- Livability
- Collaboration between public and private
- Public transportation - urban facilitator and investment generator
- Green urban solutions
- Programming urban spaces



DESTINATION - SW MOODY AVENUE

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Troy Doss, Senior Planner, City of Portland Bureau of Planning and Sustainability
- Roger Geller, Bicycle Program Coordinator, Bureau of Transportation

BACKGROUND INFORMATION

- SW Moody Avenue opened in October 2011.
- SW Moody Avenue serves as the main access point between downtown Portland and the central city's largest remaining supply of vacant land, located in the rapidly redeveloping South Waterfront District. Elevating the roadway 14 feet above the original grade, the project created three traffic lanes, dual streetcar tracks, pedestrian walkways and a cycle track.
- In addition—because the roadway is one of only a few places where utilities can access the district – an extensive upgrade of franchise utilities along with water, sewer and stormwater treatment were put in place to support future development.
- An innovative design was required to meet district development goals, site constraints and schedule requirements. Contaminated soils in the surrounding parcels from previous industrial use made redevelopment economically infeasible due to the cost of handling and disposing of excavated material. The elevated roadway allows surrounding development to be constructed with “below-ground” parking above contaminated soils and building frontages raised to match the roadway's new elevation.
- SW Moody Avenue will support the creation of an estimated 4,980 long-term jobs in the immediate area, the first of which is the \$295 million (1,9 mia. DKK) Oregon University System's Collaborative Life Sciences Building with 46,000 m2 of instructional and research space.

FURTHER INFORMATION

- <http://bikeportland.org/2015/08/14/first-look-southwest-moody-now-probably-portlands-best-street-bike-155284>
- https://trimet.org/pdfs/pm/stations/Station-Area-Fact_Sheets/PMLR_South_Waterfront_Fact_Sheet_Oct2014
- <http://swmoodyproject.com/>

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy:
- Climate adaptations and green infrastructure
- Livability
- Collaboration between public and private
- Public transportation - urban facilitator and investment generator
- Green urban solutions
- Programming urban spaces



DESTINATION - SOUTH WATERFRONT

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability
- Troy Doss, Senior Planner, City of Portland Bureau of Planning and Sustainability

BACKGROUND INFORMATION

- The South Waterfront is a high-rise district under construction on former brownfield industrial land in the South Portland neighborhood south of downtown Portland, Oregon, U.S. It is one of the largest urban redevelopment projects in the United States.
- The plan for the area was approved in January 2003.
- The key point of the development is that the tram was the engine in the transformation. At the same time a partnership between the municipality and the city's university was established to kick start the development.
- South Waterfront is connected to downtown Portland by the Portland Streetcar and MAX Orange Line (at South Waterfront/SW Moody Station), and to the Oregon Health & Science University (OHSU) main campus atop Marquam Hill by the Portland Aerial Tram, as well as roads to Interstate 5 and Oregon Route 43.
- Construction began in early 2004. The full build-out of the district envisions many residential (primarily condominiums) and medical research towers ranging in height from 6 stories to 35+ stories. It also houses The Mirabella, the district's first senior living community.
- In addition to residences, the district contains restaurants, grocery, retail, and service businesses, with more in the planning stages.
- After a stall in the late 2000s, the development of the area is starting again. A new park along the river is opened in June 2016.
- Construction of three new OHSU buildings in the district is scheduled to begin in 2016, and the university has earmarked \$500 million (3.3 mia. DKK) for the work, which is expected to take about two years.

FURTHER INFORMATION

- <https://www.portlandoregon.gov/bps/article/58748> (plan for the area)
- <https://www.portlandoregon.gov/bps/article/58749> (Design Guidelines for the area)
- https://en.wikipedia.org/wiki/South_Waterfront

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy:
- Smart Growth and Sustainable Development
- Citizen involvement
- Livability
- Collaboration between public and private
- Public transportation - urban facilitator and investment generator
- Programming urban spaces



DESTINATION - ZIDELL YARDS

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Lisa Abuaf, Central City Manager, Portland Development Commission

BACKGROUND INFORMATION

- The project plan is from 2012. Currently two buildings are finished at the area: The Emery, finished in 2013 and The Gantry, finished in 2015. A third, ZY6 is under construction and is expected to be finished in 2018.
- Located in the heart of Portland's South Waterfront District, the Zidell family's 33-acre riverfront property is the largest undeveloped site in the city. For generations the land has been home to the family's industrial businesses. After extensive environmental restoration, the site is prepared for redevelopment with plans to transform the land into a mixed use district complete with parks, plazas and river access.
- The project has a vision to embrace the values that make Portland a great place to live: commitment to sustainability, great restaurants, access to transit, and a walking, biking urban lifestyle. The project also takes inspiration from cities like Oslo, Vancouver BC, Chicago, and Copenhagen – cold climate cities that incorporate waterfront parks, docks for kayaking, restaurants on barges, and urban beaches to successfully create waterfront destinations.
- There are six goals for the phased build-out of this new neighborhood:
 - Create an Active Waterfront Neighborhood
 - Build a Distinctive Place of High Quality
 - Create Destinations
 - Develop a Unique Neighborhood, Rooted in the Zidell History and Identity
 - Leverage World Class Transportation Options
 - Focus on the Public Realm, Street Life, and Human Experience
 - These goals, together with the Central City Fundamental Design Guidelines and the South Waterfront Design Guidelines, provided inspiration and direction for the conceptual design of the framework plan for The Yards

FURTHER INFORMATION

<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=15&cad=rja&uact=8&ved=0ahUKEwjmuuXRpnMAhVC72MKHcgtA2I4ChAWCDgwBA&url=http%3A%2F%2Ffiles.portlandoregon.gov%2FRecord%2F5225599%2FFile%2FDocument&usq=AFQjCNEdlonmmitYF7PIWmtZxURcEnsEw&sig2=stq0IQDBHiA-QOrEyvPHA&bvm=bv.119745492,d.cGc>
<http://www.pdc.us/our-work/urban-renewal-areas/north-macadam/current-projects.aspx>

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy
- Smart Growth and Sustainable Development
- Mixed population and housing in the central areas of the city
- Climate adaptations and green infrastructure
- Citizen involvement
- Livability
- Collaboration between public and private
- Public transportation - urban facilitator and investment generator
- Green urban solutions
- Architecture
- Programming urban spaces



COLLABORATIVE LIFE SCIENCES BUILDING

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Members of the Campus Planning Staff from the Oregon Health and Science University

BACKGROUND INFORMATION

- Three universities partnered to create the Collaborative Life Sciences Building (CLSB) and Skourtes Tower, a new allied health, academic and research building located on a brownfield site: Oregon Health and Science University, Oregon State University and Portland State University.
- Groundbreaking was October 2011. The building will open for some OHSU programs in summer 2014. It opened for all programs in fall 2014.
- The vision is that students from different health care professions are able to mingle in shared spaces, learn alongside each other, and work collaboratively through a variety of inter-professional education courses. Every aspect of the building's design encourages human interaction and collaboration to build collective brain power. It reflects a new approach to health care education, recognizing 21st century challenges and opportunities in the quickly changing health care field.
- The building complex consists of approx. 60,000 m² (including parking) divided on two buildings: the 12-story Skourtes Tower on the north and a five-story south wing connected by a glass atrium, along with underground parking. It includes lecture halls, classrooms labs, specialty research centers, OHSU School of Dentistry facilities, and offices for health professionals and educators from multiple institutions.
- Approximately 3,000 medicine, nursing, dentistry, pharmacy, chemistry and biology students a day use the Collaborative Life Sciences Building.
- In 2014, the new Collaborative Life Sciences Building was awarded LEED Platinum certification status. The criteria for this award was set by the U.S. Building Council to provide objective criteria for rating the energy efficiency, public health benefit and low-impact design of new and existing structures. It uses 45% less energy and 60% less water, and its sustainable features include green roofs, storm water collection for non-potable water uses throughout the building, energy-efficient lighting and climate control.
- In 2015, the building was named one of the winners of the COTE Top Ten Awards program. The award was bestowed by the American Institute of Architects in partnership with its Committee on the Environment. The program recognizes the best industry examples of sustainable architecture

and ecological design projects that integrate architecture, natural systems, and technology to protect and improve upon the environment.

- Architectural team: SERA Architects, Portland (executive role) and CO Architects, Los Angeles (design). Construction: JE Dunn Construction, general contractor. Day CPM, project oversight. Over \$27 million of construction work to minority, women and small business firms
- Funding: The \$295 million (1,9 mia. DKK) Collaborative Life Sciences Building & Skourtes Tower was funded by \$110 million (725 mio. DKK) in state bonds, \$92 million (605 mio. DKK) in OHSU institutional funding, \$83 million (545 mio. DKK) in OHSU philanthropy (including a \$40 million (263 mio. DKK) anonymous gift to OHSU, and \$10 million (66 mio. DKK) from Bonnie and Gene Skourtes, D.M.D.), and \$10 million (66 mio. DKK) from TriMet.

FURTHER INFORMATION

<http://www.ohsu.edu/xd/about/vision/collaborative-science-building.cfm>

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy:
- Climate adaptations and green infrastructure
- Livability
- Collaboration between public and private
- Public transportation - urban facilitator and investment generator
- Green urban solutions
- Architecture
- Programming urban spaces

BIKETOWN

PORTLAND'S BIKE SHARE PROGRAM

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Tom Rousculp, Manager, Biketown Bike Share

BACKGROUND INFORMATION

- BIKETOWN is Portland's bike share program, launching on July 19 2016 with 1,000 bikes at 100 stations across downtown and several neighborhoods. The system uses Social Bicycles (SoBi), which are sturdy, durable bikes that are specially designed for bike share.
- The bikes are locked into a network of hubs throughout the city, and can be unlocked from one hub and returned to any other hub or public bike rack, making BIKETOWN ideal for one-way trips.
- People can use BIKETOWN to commute to work or school, run errands, get to appointments or social engagements, and more. BIKETOWN will be available for use 24 hours/day, 7 days/week, 365 days/year for a year-round healthy and environmentally-friendly transportation option.
- The price is 2,5\$ for a single ride (up to 30 minutes), 12\$ for a day pass and 12\$ per month for an annual membership with up to 90 minutes riding time per day, unlimited trips. BIKETOWN offers special rates to Nike Employees, Corporate Partners and Low-Income Residents
- BIKETOWN is operated by Motivate, the global leader in bike share. A full-service bike share operator and technology innovator, Motivate works to re-envision how people experience and move around cities.
- The Portlanders flocked to BIKETOWN, and bought 1,404 annual memberships and logging 12,701 miles in the first week.
- Nike has been a longtime partner with the City of Portland. BIKETOWN highlights the company's commitment to make Portland even more active, vibrant and innovative. As part of this collaboration, Nike designed the innovative visual identity for the program's standard bike which is the highly identifiable orange that is synonymous with Nike. In addition, Nike oversees the design and branding of the system's logo, stations and physical presence, as well as a select number of limited edition bike wrap designs.

FURTHER INFORMATION

<https://www.biketownpdx.com>

<https://www.portlandoregon.gov/transportation/article/580427>

<https://www.portlandoregon.gov/transportation/article/584975>

<https://www.portlandoregon.gov/transportation/article/584326>

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy
- Citizen involvement
- Livability
- Collaboration between public and private
- Public transportation
- Programming public places



TILIKUM CROSSING: BRIDGE OF THE PEOPLE

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability
- Roger Geller, Bicycle Program Coordinator, Bureau of Transportation

BACKGROUND INFORMATION

- Tilikum Crossing, Bridge of the People is a cable-stayed bridge across the Willamette River
- It was designed by TriMet, the Portland metropolitan area's regional transit authority, for its MAX Orange Line light rail passenger trains. The bridge also serves city buses and the Portland Streetcar, as well as bicycles, pedestrians, and emergency vehicles. Private cars and trucks are not permitted on the bridge.
- It is the first major bridge in the U.S. that was designed to allow access to transit vehicles, cyclists and pedestrians but not cars.
- Construction was begun in 2011, and the bridge was officially opened on September 12, 2015.
- In homage to Native American civilizations, the bridge was named after the local Chinook word for people. The name was chosen by TriMet from a list of finalists chosen by the public
- The Tilikum Crossing was the first new bridge to be opened across the Willamette River in the Portland metropolitan area since 1973
- The design is by MacDonald Architects. T.Y. Lin International (TYLI), Engineer of Record on the Tilikum Crossing project, designed the distinctive, 55 m tall, pentagonal shaped stay-cable towers as the bridge's focal point. The 524 meter long bridge also features two landside piers and two in-water piers. The 237 meter long main span deck is separated into a 9.5 meter wide transitway between the tower legs to accommodate two lanes of track and two flanking multi-use paths for pedestrians and cyclist.
- Angles formed by the cables mirror the outline of Mount Hood, which rises in the background. The angle is repeated elsewhere, including atop the tower pylons. There are osprey nesting poles at either end and an art installation on the east bank that amplifies the sounds of the river. LEDs light up the entire bridge, changing color and pattern based on how fast, deep and cold the river is flowing.

FURTHER INFORMATION

- <https://www.portlandoregon.gov/transportation/68548>
- <http://www.travelportland.com/article/tilikum-crossing/>

THEMES ILLUMINATED

- Mobility and Transit Oriented Development Strategy:
- Citizen involvement
- Livability
- Public transportation - urban facilitator and investment generator
- Architecture
- Programming urban spaces



TABOR TO THE RIVER

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability

BACKGROUND INFORMATION

- Tabor to the River is a collaboration project between the city of Portland and the local community. It integrates hundreds of sewer, green stormwater management, tree planting and other watershed projects. The project covers approx. 6 km² highly urbanized area in southeast Portland.
- The goal is to improve sewer system reliability, stop sewer backups in basements and street flooding, control combined sewer overflows (CSOs) to the Willamette River, and restore watershed health.
- The Tabor to the River Program is planting 3,500 trees, adding 500 Green Streets, building 100 private stormwater projects, repairing or replacing 25 km of sewer pipe, removing invasive plants from parks and natural areas, improving wildlife habitat, cleaning the air and making neighborhoods healthier
- The project began in 2009 and will take more than 15 years to complete
- Community members and groups work with city staff to improve watershed health throughout the project area
- Resolving the sewer system problems in the Tabor to the River Program area with only pipe solutions would have cost an estimated \$144 million (950 mio. DKK). Adding green infrastructure projects reduces the estimated cost to \$81 million dollars (535 million DKK) and multiplies the benefits.

FURTHER INFORMATION

<https://www.portlandoregon.gov/bes/47591>

THEMES ILLUMINATED

- Smart Growth and Sustainable Development
- Climate adaptations and green infrastructure
- Citizen involvement
- Livability
- Collaboration between public and private
- Green urban solutions
- Programming urban spaces



CENTRAL EASTSIDE INDUSTRIAL DISTRICT PORTLAND

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Troy Doss, Senior Planner, City of Portland Bureau of Planning and Sustainability
- Jonathan Malsin, Beam Development

BACKGROUND INFORMATION

- The Southeast Quadrant, which includes the Central Eastside, Clinton Triangle and South Banfield Portal, is currently the most dynamic and evolving part of Portland's Central City. Over the past decade, the Central Eastside (CES) has been an economic development success story, playing an important role in the city's economic and job growth. This success can be attributed to a number of factors, including its unique characteristics and advantages as well as City policies.
- In 2014, stakeholders from the area including businesses, residents and transportation interest groups, were invited to join the discussion and participate in the process of developing a long-range plan for the district, which will then be rolled up into the Central City 2035 Plan.
- Though not designated an official district of Portland's Central City until 1988, the Central Eastside has played a significant role in the economy of Portland for more than 150 years. The district began as an area where produce was grown and then distributed to local and regional markets via shipping along the lower Willamette and Columbia River systems.
- The district is now home to a vibrant and diverse mix of business sectors with more than 1,100 businesses and 17,000 jobs. The many businesses in the district fall into several key employment sectors: Industrial uses and creative businesses sit side-by-side, as the area has become an emerging location for cross-industry exchange, from film and digital enterprises to food, creative services and craft industries.
- Its location and urban character make it a highly attractive and desirable place for other uses, including residential and commercial. If not strategically and carefully sited, these new types of uses could threaten the district's ability to thrive as a primary center for industry and employment in the Central City.
- The district is served by a dynamic and growing multi-modal system that includes the return of streetcar as well as bus, trucks, freight trains, light rail, bikes, pedestrians and cars.

FURTHER INFORMATION

<https://www.portlandoregon.gov/bes/47591>

THEMES ILLUMINATED

- Smart Growth and Sustainable Development
- Climate adaptations and green infrastructure
- Citizen involvement
- Livability
- Collaboration between public and private
- Green urban solutions
- Programming urban spaces



PEARL DISTRICT AND BREWERY BLOCKS

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.
- Troy Doss, Senior Planner, City of Portland Bureau of Planning and Sustainability
- Lisa Abuaf, Central City Manager, Portland Development Commission

BACKGROUND INFORMATION

- The Pearl District is an area of Portland, Oregon, formerly occupied by warehouses, light industry and railroad classification yards and was known as the "Northwest Industrial Triangle". Now the area is noted for its art galleries, upscale businesses and residences. The area has been undergoing significant urban renewal since the mid-1980s when it was reclassified as mixed use from industrial, including the arrival of artists, the removal of a viaduct and construction of the Portland Streetcar. It now mostly consists of high-rise condominiums and warehouse-to-loft conversions.
- In the 1990s, the Lovejoy Viaduct, an elevated portion of NW Lovejoy Street from the Broadway Bridge past NW 10th Avenue was demolished, opening dozens of surrounding blocks (including some brownfield sites) for development, which peaked in the 2000s. The viaduct was notable for the Lovejoy Columns, painted by a railroad watchman who worked below; two of them have been saved. The increasing density has attracted a mix of restaurants, brewpubs, shops, and art galleries, though in some cases pioneering tenants have been priced out of the area.
- The former Weinhard Brewery, which operated continuously from 1864 to September 1999, was shut down by Stroh's upon the purchase of the Weinhard's brand by Miller Brewing and sold for redevelopment as the Brewery Blocks. The five city blocks occupied in the past by the brewery are now being redeveloped as a high-density, mass-transit-oriented mix of office, retail, and residential architecture, all boasting sustainable design.
- The Brewery Blocks mix historic and sustainable in a multibuilding redevelopment now nearing completion and forming a gateway between the Pearl District and downtown Portland.
- Gerding-Edlen, the local development company behind the project, saw an opportunity emerge here with the coming of a new streetcar line through the middle of the property, and wanted it to be a dense, mixed-use project.
- However, the sheer scope of the project — five buildings and 160,000 square meters of space — made the Brewery Blocks a tremendous risk. In 1999, when planning began, the dot-com economic boom was showing signs of stress, and there were financial uncertainties surrounding the preservation of the historic Blitz-Weinhard brew house. Yet the developer, committed to historic preservation, and three historically significant buildings were preserved and renovated: Portland

Armory, Weinhard Brewhouse, and Chevrolet Auto Dealership. The developer also decided to build out all five blocks of the project as quickly as possible, including three at once.

- According to the Pearl District Business Association, Thomas Augustine, a local gallery owner, coined the name Pearl District around the turn of the millennium to suggest that some of its urban decay industrial buildings were like crusty oysters, and that the galleries and artists' lofts within were like pearls. As local business people were looking to label the growing area—the "warehouse district" or the "brewery district" were two suggestions—a writer for Alaska Airlines borrowed and popularized Augustine's phrase.
- Four of the buildings in the Brewery Blocks have been given either LEED Silver or LEED Gold certification from the US Green Building Council.
- The Brewery Blocks was designed to reduce energy use over national energy standards by 20%-25% in the office buildings and by up to 40% in the residential buildings. The buildings operate with Resource Efficiency, Water Efficiency, Indoor Air Quality, and Environmental Responsibility. A great deal of time and effort has been spent by the project team in evaluating and incorporating as many environmentally responsible features as possible into the overall design of The Brewery Blocks.

FURTHER INFORMATION

<http://explorethepearl.com/>

https://en.wikipedia.org/wiki/Pearl_District,_Portland,_Oregon#cite_note-5

http://www.architectureweek.com/2005/0511/environment_1-1.html

<http://www.breweryblocks.com/>

U.S. Green Building Council www.usgbc.org

THEMES ILLUMINATED

- Smart Growth and Sustainable Development
- Mixed population and housing
- Citizen involvement
- Livability
- Collaboration between public and private
- Public transportation as urban facilitator and investment generator
- Green urban solutions in the city?
- Architecture and preservation
- Programming and vitalizing public places

WEST END AND FOOD CART POD

GUIDES

- Tyler Bump, Tyler Bump, Senior Economic Planner, City of Portland Bureau of Planning and Sustainability.

BACKGROUND INFORMATION

- Left behind in the 1970s push for urban renewal that transformed the waterfront and the east side of downtown, the West End had few shops or restaurants and was known mostly for its concentration of dive bars.
- In the 2000s, Portland's West End began to develop with high-rise condos and apartments. A distinctive one is the sleek Indigo building with wind turbines on its rooftop — being completed in 2009. At street level, the development changed empty storefronts to delicious additions to the city's food menu, and the historic West End is now a center of creativity, fashion and nightlife. Tucked between Powell's City of Books and the downtown retail core, the area is home to local and international design shops, fashion boutiques, restaurants, cafés and hotels.
- Portland has been named the best city in the world for street food by several publications. Food carts are extremely popular within the city, with over 600 licensed carts, making Portland one of the most robust street food scenes in North America. Most carts are organized into what are called "Pods." These are surface lots with more than a few carts. You'll also find smaller groups and individual carts scattered around the city.
- The food carts offer interim uses on vacant lots, on underutilized sites, and brownfields in our neighborhoods; locate on surface parking lots downtown, and are a unique and flexible opportunity for the micro-entrepreneur looking to test their family recipes, incubate their business idea, or just to provide for the needs of their family.
- Alder pod is one of the city's largest pods and is located between Southwest Alder and Washington streets, from Southwest Ninth to Southwest Tenth avenues. Most carts are open extended lunch hours on weekday afternoons. A few carts have limited sidewalk seating; Director Park is nearby.

FURTHER INFORMATION

- <http://www.foodcartspportland.com/>
- <http://wepdx.com/>
- <https://www.portlandoregon.gov/bps/52798>

THEMES ILLUMINATED

- Citizen involvement
- Livability
- Collaboration between public and private
- Programming and vitalization of public places
- Temporary use of urban space
- Programming urban spaces



BIOGRAPHIES

BIOGRAPHY



PROFESSOR LARRY BEASLEY, CM, BA, MA, Hon LLD, FCIP, RPP
(Former Chief Planner for the City of Vancouver)

Larry Beasley is the retired Chief Planner for the City of Vancouver. He is now the founding principal of Beasley and Associates, an international planning and urban design consultancy and the 'Distinguished Practice' Professor of Planning at the University of British Columbia. He sits on the Board of TransLink, British Columbia's integrated transportation agency. He is a Registered Professional Planner in Canada.

After more than thirty years of civic service (14 years as Chief Planner) in which he led the planning and development management initiatives to transform Vancouver into a world model for contemporary sustainable and liveable cities, Larry Beasley now teaches, writes, and advises on urbanism around the world. He is Senior Advisor on Urban Design in Dallas, Texas, where he founded their Urban Design Studio. He is a member of the International Economic Development Advisory Board of Rotterdam in The Netherlands.

Through selected projects, he continues his long service as the Special Advisor on City Planning to the Government of Abu Dhabi in the United Arab Emirates where he founded the Urban Planning Council, one of the most progressive planning agencies in the Middle East, and led the design of a number of cities and towns, including a new national capital. He has just retired as long-standing chair of the 'National Advisory Committee on Planning, Design and Realty' of Ottawa's National Capital Commission. For several years, he was vice-president of a major Canadian development company, Aquilini Development, managing projects across Canada. He is a Fellow of the Dallas Institute and sits on the Board of the Canadian Urban Institute.

Recent notable work includes: completion of an award-winning plan for the expansion of Moscow in Russia, including the design of a new national government precinct; completion of an influential strategic organizational plan for the Toronto Planning Department; curation of an international design competition in Dallas for the integration of downtown and its river; redesign of a freeway link into an elegant gracious parkway, also in Dallas; advice on downtown revitalization in Canberra for the Australian

Capital Territory Government, and ongoing advice to the Nordic Built Cities Challenge in Scandinavia.

Initially studying architecture, Larry Beasley has Degrees in Geography and Political Science (BA) and Planning (MA). He has also been awarded two Honorary Doctorate Degrees (Hon LLD), from Simon Fraser University and Dalhousie University. He is a Fellow of the Canadian Institute of Planners, an Honorary Member of the Canadian Society of Landscape Architects and has been recognized as an "Advocate for Architecture" by the Royal Architectural Institute of Canada. In 2007, he received the Kevin Lynch Prize from the Massachusetts Institute of Technology. In 2016, he received the Applied Sciences Dean's Medal of Distinction at the University of British Columbia.

Larry Beasley is a Member of the Order of Canada, the nation's highest civilian honour for lifetime achievement. In recognition of his national and international service, he has also received the Queen Elizabeth II Diamond Jubilee Medal.

Ecodesign for Cities and Suburbs, the new book by Larry Beasley and Jonathan Barnett, is now available from Island Press.

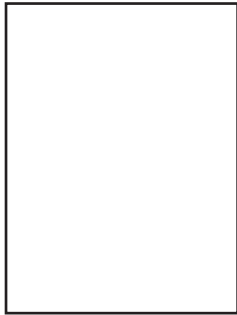
BIOGRAPHY

PROFESSOR LARRY BEASLEY, CM, BA, MA, Hon LLD, FCIP, RPP

PROFESSIONAL AWARDS RECEIVED BY LARRY BEASLEY

- | | | | |
|------|---|------|--|
| 1987 | Achievement Award - Downtown Vancouver Association (Legacies Program) | 2004 | Award of Excellence - Planning Institute of British Columbia (Urban Design Booklet -Vol.2: "Vancouver's New Neighbourhoods") |
| 1987 | Special Achievement Award - International Downtown Association, Washington D.C. (Legacies Program) | 2004 | Excellence on the Waterfront Honour Award - Waterfront Centre Society, Washington, D.C. (False Creek North Neighbourhoods) |
| 1988 | National Honour Award - Canadian Institute of Planners (Legacies Program) | 2004 | Special Achievement Award for Planning - International Downtown Association, Washington, D.C. ("Living First" Strategy Downtown) |
| 1990 | Award for Planning Excellence - Planning Institute of British Columbia (False Creek North Plan) | 2005 | Plan Canada Feature Article of the Year - Canadian Institute of Planners (for "Moving Forward in Canadian Communities: Soliloquy of an Urbanist") |
| 1991 | Award of Merit - Planning Institute of British Columbia (Coal Harbour Policy Plan) | 2005 | Appreciation Award - Downtown Vancouver Business Improvement Association |
| 1992 | Award of Merit - Planning Institute of British Columbia (Central Area Plan) | 2006 | Leadership in Healthy Public Policy Award - Heart and Stoke Foundation of Canada |
| 1992 | "Golden Nugget" Award - Pacific Coast Builders Conference, San Francisco, Calif. (False Creek North Plan) | 2006 | Award of Excellence - Congress for the New Urbanism, Chicago, Ill. ("Living First" Strategy Downtown) |
| 1992 | Excellence on the Waterfront Honour Award - Waterfront Centre Society, Washington, D.C. (Coal Harbour Plan) | 2006 | Honorary Landscape Architect - Canadian Society of Landscape Architects |
| 1993 | Award for Planning Excellence - Planning Institute of British Columbia (Downtown South Plan/Implementation) | 2007 | Distinguished Alumni Award - Simon Fraser University Alumni Association |
| 1994 | Award for Contribution to Local Government - Social Planning & Research Council of B.C. & Forum for Planning Action (Victory Square Planning Program) | 2007 | Honorary Doctorate Degree - Simon Fraser University |
| 1994 | "Georgie" - Silver Award - Canadian Home Builders' Association of B.C. (Government Cooperation for Concord Pacific Place) | 2007 | Kevin Lynch Prize - Massachusetts Institute of Technology |
| 1995 | National Honour Award for Intergovernmental Cooperation - Canadian Institute of Planners (Central Waterfront Port Lands Policy Statement) | 2008 | Building Named for Him - "The Beasley", Downtown Vancouver |
| 1996 | Award of Merit - Planning Institute of British Columbia (Downtown Public Realm Improvements) | 2008 | Award of Excellence - Planning Institute of British Columbia (for "Plan Abu Dhabi 2030") |
| 1996 | Award of Planning Excellence - Planning Institute of British Columbia (False Creek North Policy Broadsheets and Official Development Plan) | 2009 | Award of Excellence - International Society of City and Regional Planners, The Hague, NL. (for "Plan Al Ain 2030") |
| 1996 | "World's 100 Best Planning Practices" - U.N. Centre for Human Settlements, Nairobi, Kenya - for Habitat II Summit, Istanbul, Turkey (Waterfront Planning Process and Plans) | 2010 | Award of Excellence-Publications - Canadian Institute of Planning (for "Experiential Planning – A Practitioners Account of Vancouver's Success" – with Jill Grant) |
| 1998 | Award for Planning Excellence - Planning Institute of British Columbia (Vancouver Skyline Study) | 2011 | Honorary Doctorate Degree - Dalhousie University |
| 1999 | National Honour Award - Canadian Institute of Planners (Historic Preservation Planning in Xi'an, China) | 2011 | CLIDE Award - North Central Texas Council of Governments (for Dallas CityDesign Studio's West Dallas Urban Structure Plan and Guidelines) |
| 2000 | National Honour Award - Canadian Institute of Planners (Southeast False Creek Environmentally Sustainable Community - Policy Statement) | 2011 | Winner and Peoples' Choice Award - City of Vancouver (Vancouver Viaducts Removal Competition) |
| 2003 | Excellence on the Waterfront Honour Award - Waterfront Centre Society, Washington, DC (Waterfront Promenade) | 2012 | Design Leadership Award - International Interior Designers Association, Interior Designers Canada and Interior Designers Institute of British Columbia |
| 2003 | Awards for Planning Excellence - Canadian Institute of Planners and Planning Institute of British Columbia (Downtown Transportation Plan) | 2012 | Queen Elizabeth II Diamond Jubilee Medal - Governor General of Canada |
| 2003 | "Advocate for Architecture" Medal - Royal Architectural Institute of Canada | 2012 | Award of Excellence-Urban Design - Canadian Institute of Planners (for Dallas CityDesign Studio's West Dallas Urban Structure Plan and Guidelines) |
| | | 2012 | Competition Winner - City of Moscow (Moscow Capital Expansion Competition) |
| | | 2016 | Dean's Medal of Distinction - University of British Columbia, Faculty of Applied Sciences |
| | | 2016 | President's Award - Canadian Institute of Planners (for role in Future Forward Task Force) |

BIOGRAPHY



WILLIAM (SANDY) LOGAN
Senior Project Manager, Beasley and Associates, Planning Inc. (BAP)

Sandy Logan has over 28 years' experience as both a Senior Project Manager and a Human Services and Organizational Change Consultant.

Sandy Logan is the Senior Project Manager for Beasley and Associates, Planning Inc. (BAP). He has played pivotal roles in the largest initiatives of the firm, planning for the Emirate of Abu Dhabi in the United Arab Emirates and bring a high level of urban design services to the City of Dallas, Texas. In Abu Dhabi, he provided overall management of the partnership teams to complete urban and regional structure framework plans for the growth and development of all the cities, rural districts and industrial areas in the Emirate. In the new planning agency founded through the leadership of BAP, the Abu Dhabi Urban Planning Council, Sandy Logan provided technical planning advice particularly related to healthcare and community facilities planning and he provides ongoing professional coaching to a number of the senior staff. He also assisted in the institutional consolidation of the agency. In Dallas, he was a key facilitator in the process of collecting staff opinions and ideas to expand urban design services in the City and he maintains a strong network of staff in the implementation process, which has just started. He was also the project manager for the program to develop a Strategic Plan for the Planning Division of the City of Toronto. He has provided senior professional advice for an organizational development initiative of the Planning Department of the University of British Columbia.

Sandy Logan was the Project Manager for the Government of British Columbia responsible for the development and implementation of two of the largest computer systems used by the government. These were multi-year and multi-million dollar systems affecting thousands of employees. These systems brought about and supported the re-organization of the delivery of human services in the Province. During this process he worked closely with both elected officials and staff at all levels of various Ministries. He shifted to the private sector after retirement from government and, for seven years, he was a Project Manager and Senior Consultant in the Human Services Practice of IBM Canada. During this time he worked internationally and became part of IBM's Human Services Global Practice team. He worked

closely with staff at senior levels of Government and IBM.

On an individual professional basis, Sandy Logan regularly provides key advice and services to a number of organizations. The following is especially notable.

- He has provided human services consulting assistance to such groups as the Vancouver Police Department, United Community Services and Family Services of Greater Vancouver.
- For several years, he has been providing ongoing organizational change consulting services as well as management coaching to Rennie Marketing Systems and Rennie and Associates Realty – two of Canada's largest and most successful realty sales and marketing companies based in Vancouver.

Sandy Logan has a degree in psychology (BA) and has had additional extensive training throughout his career.

BIOGRAPHY



SCOT HEIN
Urban Designer and Architect

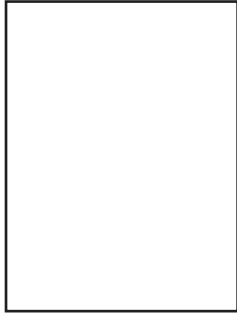
Scot Hein is the University of British Columbia's Urban Designer, and an Adjunct Professor of Urban Design in UBC's Masters of Urban Design Programme launched in 2014. Prior to this work he was the Senior Urban Designer for the City of Vancouver and led the city's high profile Urban Design Studio for 10 years of his 20 year career.

His work included the urban design and implementation of new plans for the city's West End, Downtown East Side, Cambie Corridor and Mount Pleasant. He was responsible for the urban design and development planning of recent large metro core initiatives including Woodward's, Southeast False Creek/Olympic Village, Mole Hill, Chinatown, the revitalization of Gastown/Victory Square/Hastings Corridor and related public realm projects such as the Granville Mall, Carrall Street Greenway, Pigeon Park, Downtown Historic Trail, CPR ROW and the Silk Road.

Prior to joining the COV, he was in private architectural practice in the US and Canada where he specialized in the design of research and development facilities, health care, resorts and transit related developments. He is a previously registered architect with the Architectural Institute of British Columbia and is a registered architect in the United States. He holds degrees in Environmental Design and Architecture with a minor in Economics. He is an adjunct professor for Urban Design at the University of British Columbia's School of Architecture and Landscape Architecture (SALA) while serving on the school's inaugural advisory board. He lectures frequently throughout North America and has advised the Beijing and Shanghai Institute of Architects on emerging sustainable urbanism best practices while representing the City of Vancouver at the 2010 World Exposition focusing on better cities. He has also presented to the United Nations Livable Community Awards (SEFC was named the most Livable Community in the world in competition with 26 other countries) and co-chaired the inaugural urban design panel for Abu Dhabi.

He has contributed to many urban design charettes, including new designs for major cities and settlements throughout the UAE. He is a contributing urban design resource to the Mayor's Institute on City Design and the Sustainable Cities Design Academy based in Washington, D.C., both programmes of the American Architecture Foundation. He is a founding board member of the Urbanarium, a non-profit society that advocates for "smart cities". He has established environmental awareness/built environment education programmes for young people in Canada and the United States for 35 years and has served as Canada's international representative for this work. He has been a tireless advocate for neighbourhoods towards specific strategies for sustainable urbanism. Scot was honored with the 2015 Royal Architectural Institute of Canada Advocacy Award. He has lived in Vancouver for 33 years with his wife Julia, also an architect.

BIOGRAPHY



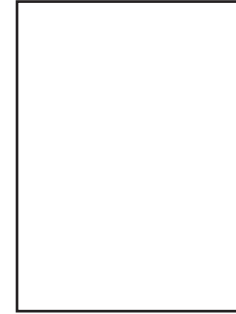
JOOST BAKKER
BA, B.Arch., Architect AIBC, AAA, SAA, OAA, FRAIC, RCA

Joost Bakker was born in Curaçao and studied economics and architecture at the University of Toronto. Through more than 40 years of professional practice Joost has focused on innovative and winning urban design, institutional, and cultural projects. His focus has always been on creating meaningful and memorable public places.

He is the co-author of the internationally recognized redevelopment of Granville Island, the heart of Vancouver; UniverCity, the sustainable new community at Simon Fraser University; and, the Governor General's Award winning Richmond City Hall. Recent place-making projects include the urban transformation of the CBC/Radio-Canada Vancouver Broadcasting and the new AMS Nest at UBC. He also participated, as the only North American, in the invited competition submission for the transformation of the historic 100 acre Carlsberg Brewery in Copenhagen.

He is active in the arts, having completed the Royal Canadian Navy Monument in Ottawa, and has mentored at the UBC School of Architecture. Joost is a founding Pillar and first president of the Vancouver Heritage Foundation, past president of the Contemporary Art Gallery and has sat on numerous civic boards and commissions. He is currently a member of the City of Vancouver Public Art Committee.

BIOGRAPHY

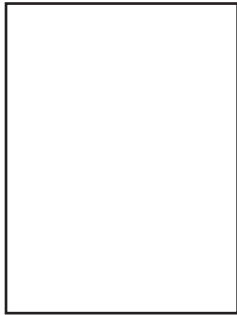


JERRY W. DOBROVLNY
PEng., MBA

Jerry is the General Manager of Engineering Services for the City of Vancouver. With annual budgets totaling over \$500 million and 1,900 staff, he is responsible for the design, construction, operation and maintenance of this world class city's public works infrastructure. Engineering Services is also mandated with a variety of planning and regulatory functions and plays a central role in the day-to-day functioning of the city. As the largest city department, Engineering delivers a complex array of essential public services while implementing an ambitious policy agenda to become the greenest city in the world by 2020.

Jerry received his civil engineering degree from the University of British Columbia, a Masters of Business Administration from Simon Fraser University, and has worked at the City for 28 years. Jerry also served as a City Councillor for the City of New Westminster for nine years and played professional football in the Canadian Football League for five years.

BIOGRAPHY



RALPH SEGAL
ARCHITECT AIBC (RET.), URBAN DESIGNER, ARCHITECT, PLANNER

Ralph was born and grew up in Montreal. He graduated from McGill University's 6-year Architecture program, receiving his professional Bachelor of Architecture degree in 1971. After working as an architect in Montreal he relocated to Vancouver in 1976, spending the next 10 years with Henriquez & Partners, Musson Cattell MacKay and John Perkins Architect. In 1986 he joined the City of Vancouver's Planning Department.

As the City's Senior Architect/Development Planner, Ralph played a central, hands-on role in the master planning, urban design and implementation of the now-built high density centre city neighbourhoods of North False Creek, Coal Harbour, Bayshore Lands, Granville Slopes, City Gate, International Village, Triangle West, Downtown South and Northeast False Creek.

As the City's representative under its unique Discretionary Zoning system, he was a key player, from concept to implementation in the shaping of many of the City's most significant developments including, to name just a few, the new Convention Centre with all its associated Public Realm, Library Square and surrounding Precinct, CBC/TV Towers, Hotel Georgia restoration and its new residential Tower, Shangri-La, Fairmont Pacific Rim & Shaw Towers, BCIT Downtown, Cathedral Place, Roundhouse Community Centre and plaza along with all the surrounding developments.

His most recent work with the City laid the planning and urban design groundwork for Council's important decisions to remove the Georgia and Dunsmuir Viaducts, create through the new Higher Building Policy the potential for landmark buildings at very specific sites (Shangri-La, Trump Tower on Georgia St., Vancouver House tower at Beach & Howe, Burrard Place complex among others) and to provide on the City owned block at Georgia and Cambie a new home for the Vancouver Art Gallery. Ralph retired from the City in 2011.

Since 2011 Ralph has been a Development Planning, Urban Design and Architectural Consultant on a

variety of complex projects, advising both private and public sector clients on development planning/feasibility options and urban design.

Education:

Bachelor of Science (Architecture)
Bachelor of Architecture (Professional Degree)

Project Experience:

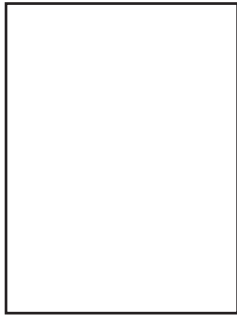
In addition to those above and more than 200 other major projects, Ralph helped shape the following major Vancouver developments:

Park Place
Waterfront Centre
401 Burrard (former Customs House site)
CIBC Commerce Place
MNP Tower (next to Marine Bldg.)
VanCity Place for Youth
Sylvia, Eugenia, Presidio and Tudor Manor Towers in West End
HSBC Building (Main & Keefer)
1000 Beach, Roundhouse Co-op, Dorothy Lam Child Centre, Elsie Roy Elementary School and most other buildings and spaces in North False Creek
Cambie Bridge South Corridor Planning & Urban Design Study (16th Ave to Bridge)

Membership:

Architectural Institute of British Columbia (ret.)
American Planning Association

BIOGRAPHY

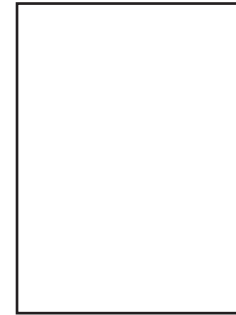


PAUL MOCHRIE
Deputy City Manager, City of Vancouver
Email: Paul.Mochrie@vancouver.ca
Phone: 604-873-7666

Paul Mochrie is the Deputy City Manager for the City of Vancouver. He is responsible for the joint management of the City and oversees the Emergency Management Department within the City Manager's Office. He joined the City in May 2011 as the General Manager, Human Resource Services and has since taken on responsibility for oversight of the City's Digital Strategy, Information Technology and 3-1-1 Contact Centre functions.

Paul brings to the City broad public sector experience, including time working with the provincial government, regional health authorities and employers' associations. His 20 years of experience include stakeholder relations management, commercial and labour negotiations, human resource service delivery and organizational transformation.

BIOGRAPHY



ANITA MOLARO
Architect AIBC + LEED AP
Assistant Director of Planning - Urban Design

Anita has more than 20 years of professional private and public sector experience in urban design, architecture, planning and development to the position. She has been with the City since 1997, primarily in the role of senior urban designer/development planner. As Assistant Director of Planning for Urban Design Anita leads a staff group of 35 that include urban designers/development planners, heritage planners and landscape architects who are focused on achieving high quality urban design and public realm and the protection of our heritage resources.

Anita has been involved in many of the significant commercial, residential, institutional and transportation projects throughout the city providing urban design leadership. As a registered architect with the Architectural Institute of British Columbia and LEED AP certification, Anita has contributed directly to the City of Vancouver's internationally recognized urban design, architectural fabric, landscape character and public realm.

BIOGRAPHY



COUNCILLOR RAYMOND LOUIE
Vancouver City Council

Councillor Raymond Louie is serving his fifth term on Vancouver City Council, having been first elected in 2002. Throughout his years as a Councillor, he has worked tirelessly to bring the will of his constituents to City Hall with a focus on supporting new affordable housing and keeping taxes low in Vancouver. This term, Council has appointed him Acting Mayor. For the past two Council terms, Councillor Louie has served as the chair of the City Finance and Services Committee, and helped ensure that vital programs impacting affordable housing, the environment, and public safety maintained strong funding during an economic downturn.

He has served as a national representative for his union – now UNIFOR – as well as a trustee and board director on numerous regional, provincial, and national boards including the BC Municipal Finance Authority, TransLink, Metro Vancouver, and the Federation of Canadian Municipalities’ president and chair of the Green Municipal Fund.

Closer to home, Councillor Louie served as a member of “Generating Citizenship” which was a three-year project funded by Citizenship and Immigration Canada with the objectives of bringing together seniors and youth in the community to help build a more caring, inclusive community.

Councillor Louie was born and raised in East Vancouver, where his family operated a bakery in the heart of “Little Italy” on Commercial Drive for 25 years. Today, he still calls East Vancouver home with his wife Tonya and their three children. He is an avid cyclist who raced for several years with a local team, and competed in the Gastown Grand Prix and Tour de White Rock races.

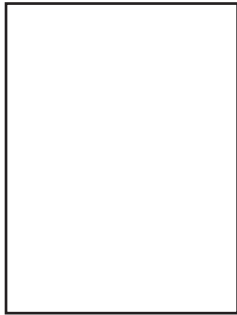
Appointments by Council:

- Acting Mayor
- Member, Standing Committee on City Finance and Services
- Member, Standing Committee on Planning, Transportation, and Environment

Appointments to regional, provincial, and national bodies:

- Vice-Chair, Metro Vancouver Regional Board
- Vice-Chair of Municipal Councils, Canadian Urban Transit Association (CUTA)
- Chair, Metro Vancouver Inter-government and Finance Committee
- Director, Municipal Finance Authority
- President, Federation of Canadian Municipalities (FCM)
- Member, FCM Standing Committee on International Relations

BIOGRAPHY

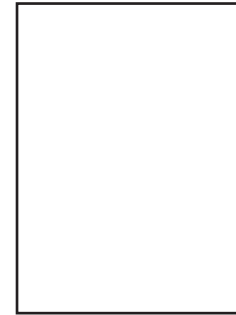


MUKHTAR LATIF, MRICS
Chief Housing Officer, City of Vancouver
Email: Mukhtar.latif@vancouver.ca
Phone: 604-871-6939

As Chief Housing Officer, Mukhtar is responsible for identifying, appraising and delivering more affordable housing in the City. Working with developers, not-for-profits, provincial and federal agencies to meet housing needs and help implement the recommendations of the Mayor's Task Force in providing an array of housing types. Mukhtar is also the CEO of the Vancouver Affordable Housing Agency which has been tasked to deliver 2,500 affordable housing units by 2021.

Prior to moving to Vancouver, Mukhtar worked extensively in the UK with 25 years experience of delivering affordable housing across a range of tenures from supportive housing, general needs rented, housing for the elderly, student and keyworker accommodation, shared ownership and outright sale, as well as project managing schemes from acquisition to practical completion including estate and urban regeneration projects.

BIOGRAPHY



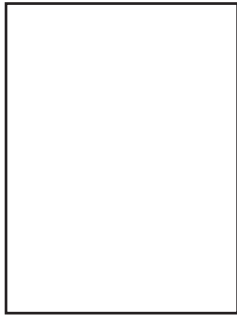
DOUG SMITH
PEng.

Doug Smith is the Acting Director of Sustainability for the City of Vancouver and his portfolio includes the Greenest City Action Plan, the Renewable City Strategy, the Green Operations Plan and the Climate Change Adaptation Strategy. Doug represents Vancouver internationally through the USDN, CNCA, C40, ICLEI and other partners and sits on the USDN Innovation Fund Steering Committee.

He has managed many areas in his 25 years at the City of Vancouver including Emergency Management, Structures, Greenways and Equipment Services. He is also the Structural Specialist for Vancouver's Heavy Urban Search & Rescue Team and in that role he has responded to landslides, floods and earthquakes; including the recent floods in Calgary, Canada, and Hurricane Katrina in New Orleans, USA.

This broad municipal experience allows Doug to support Vancouver's sustainability goals across sectors such as Healthy Cities, Emergency Planning and Resiliency.

BIOGRAPHY



DUNCAN WILSON
Vice President, Corporate Social Responsibility

As Vice President, Corporate Social Responsibility, Duncan Wilson leads the Vancouver Fraser Port Authority's environmental programs, aboriginal relations, communications and community engagement functions.

With more than 20 years of experience working in communications, public engagement and marketing, Mr. Wilson also has a distinguished track record of community leadership, having served three consecutive terms as Commissioner on the Vancouver Board of Parks and Recreation, including three years as Chair of the Board.

Mr. Wilson currently serves as First Vice Chair of the Canadian Chamber of Commerce and is also a director of the Clear Seas Centre for Responsible Marine Shipping and Canada Place Corporation. He has previously served on the boards of the Vancouver Aboriginal Skills and Employment Program, Vancouver Public Library, Downtown Vancouver Association and Hastings Park Conservancy. Mr. Wilson is a recipient of the Queen Elizabeth II Diamond Jubilee Medal.

Mr. Wilson holds a Bachelor of Arts and Certificate in Liberal Arts from Simon Fraser University, and a postgraduate Diploma in Financial Strategy from the University of Oxford. He is also a graduate of the University of Oxford's Advanced Leadership and Management Program.

BIOGRAPHY



PETER WEBB
Senior Vice-President, Development

Peter Webb was born and raised in Vancouver and has over 25 years of experience in the development industry. Peter is in charge of planning and developing numerous master-planned communities across Canada, including Canada's largest and most internationally emulated, Concord Pacific Place. He is also responsible for developments of scale in Burnaby, Richmond, Surrey, Calgary, as well as London, England.

Presently Mr. Webb is a Director on the Board of the St. Paul's Hospital Foundation as well as Director of the Urban Development Institute – Pacific Region.

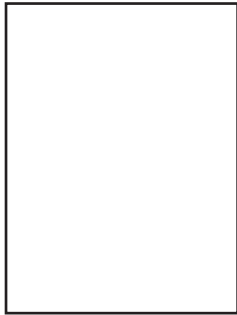


MATT MEEHAN
Senior Vice-President, Planning

Matt Meehan has over 25 years of experience in the development industry. For the last 20 years Matt has been responsible for rezoning the Concord Pacific Place lands, a 12 million square foot residential development site on the waterfront in downtown Vancouver. Mr. Meehan was previously involved in the planning and development of Expo 86 The World Exposition.

Mr. Meehan believes that new communities must provide for real long-term sustainable lifestyles. Successful communities are well planned, respond to their environment and provide a rich diversity of amenities and opportunities for its residents.

BIOGRAPHY



CATHY GRANT
Senior Vice President of Marketing and Sale, Intracorp Projects Ltd
Phone: 604.377.1383

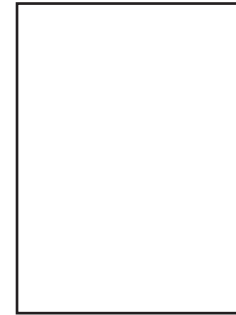
Cathy Grant is the Senior Vice President of Marketing and Sales at Intracorp Projects Ltd – a premier designer and builder of quality, multi-family urban homes. As part of the senior management team, Cathy plays a fundamental role in the strategic planning and financial success of the company.

Cathy oversees a dedicated in-house team of marketing and sales professionals who manage multi-million dollar projects through their entire sales life cycle – from product positioning through to final sale. Additionally, she is responsible for the company's corporate communications, and stewards its brand to accurately reflect Intracorp's corporate character.

With over twenty-five years of experience in real estate sales and marketing – in both traditional and digital media – Cathy is a recognized leader in the Vancouver real estate development business. Throughout her career she has spear-headed the successful launch and sales of real estate projects throughout Canada and the United States and has undertaken the creation and development of full-service, in-house sales, marketing and customer service teams for several companies.

Cathy holds a Commerce degree in Urban Land Economics from the University of British Columbia.

BIOGRAPHY

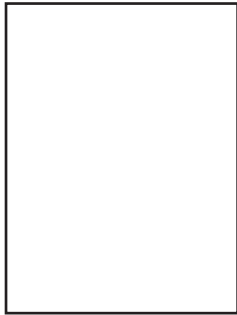


GEOFF CROSS
Director of Strategic Planning and Policy, TransLink
Metro Vancouver

Geoff Cross is the Director of Strategic Planning and Policy at TransLink in Metro Vancouver. TransLink is unique among North American transit agencies in that it has a broad remit that encompasses the planning, funding, and operating of transit as well as major roads, bridges, and cycling at the regional level.

Geoff has been with TransLink for over seven years and his department has been at the forefront of transport policy and planning since TransLink was created in 1998. Geoff's team has been responsible for drafting the Region's Long-term Strategy, the 2014 Mayors' Vision that established the 10-year priorities for investment and management. Geoff's group is also responsible for regional funding for the system – including road and bridge tolls and transit fares – and other policy initiatives such as the Regional Goods Movement Strategy and Transit-Oriented Community Guidelines.

BIOGRAPHY



JAMES KM CHENG
B.ARCH M.ARCH MAIBC FRAIC, C.M.

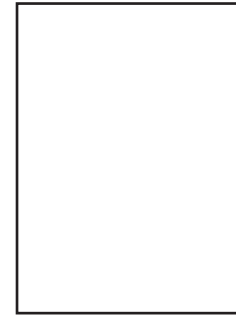
James K.M. Cheng is a Canadian architect recognized for his pioneering contributions to west coast architecture and city building. Born in Hong Kong and educated in North America, Cheng's approach represents a sensitive marriage of generous open environments with vibrant high-density living. He is a lecturer at the University of British Columbia, and a design critic and juror.

Cheng launched his architectural career working for Fred Bassetti and Mithun Partners while earning his Bachelor of Architecture degree from the University of Washington in Seattle. A condominium project he designed during this time captured the attention of Architectural Record Magazine ("Young Architects" 1972 and "Record House" 1974) and garnered awards from AIA Seattle as well as the national AIA "Homes for Better Living" program. Cheng went on to apprentice with Henrik Bull in San Francisco, and then for three years with Arthur Erickson in Vancouver, before studying at the Harvard Graduate School of Design under Richard Meier.

Cheng established James K.M. Cheng Architects Inc. in 1978 after winning a collaborative entry with Romses Kwan & Associates to build the Chinese Cultural Centre in Vancouver. Since its inception, the firm has been presciently focused on designing high-density urban environments around nuanced open spaces that foster social interchange. Cheng plays a leading role in the widely studied and emulated form of urban development known as Vancouverism. The firm continues to evolve concepts of livability and sustainability at various scales – most recently at the community planning level throughout the Greater Vancouver region, in China, and in Hawaii.

Cheng has received over fifty design awards, including the Order of Canada, which is the country's highest civilian honour for lifetime achievement and merit of a high degree from the Governor General office of Canada; and Canada's Governor General's Medal in Architecture. His work has been published and exhibited in Canada, the United States, London, Germany, Japan, Taiwan, and Hong Kong.

BIOGRAPHY



MARGOT LONG
BCSLA AALA FCSLA ASLA LEED® GA
Principal – PWL PARTNERSHIP LANDSCAPE ARCHITECTS INC.

Margot holds a degree in Landscape Architecture from the University of Oregon, and has over thirty-five years of experience in private practice, specializing in community and public realm projects throughout British Columbia, North America, and Asia.

She is well known for her project leadership skills and knowledge of community participation processes, as well as her sustainable landscape planning and design abilities. She provides unique, innovative design solutions which build the physical, historical, and cultural context of a given site. Margot's portfolio includes numerous transit and waterfront developments, neighbourhood planning, and urban design projects that have been brought from the planning and vision stages through to implementation.

Margot has worked on some of the most sustainable projects and communities in North America and has the ability to look at the big picture through a public benefit lens.

BIOGRAPHY



NATHAN EDELSON
42nd Street Consulting
Vancouver
njedelson@gmail.com

Nathan Edelson is a Senior Partner with 42nd Street Consulting – focusing on planning for inclusive communities. He is also an Adjunct Professor at the School of Community and Regional Planning. Nathan worked with the City of Vancouver Planning Department for 25 years.

For much of that time as Senior Planner for the Downtown Eastside where he managed many issues related to housing, social and health care facilities, community arts, community economic development and food security as well as heritage conservation and the revitalization of Chinatown.

He is currently working on the Re*Planning of the original False Creek South Community near Granville Island, Securing local procurement and jobs for people with challenges to employment through major development, strategies for securing community-based amenities through neighbourhood planning.

BIOGRAPHY



TYLER BUMP
Senior Economic Planner
City of Portland Bureau of Planning and Sustainability

Tyler Bump is a Senior Economic Planner for the City of Portland Bureau of Planning and Sustainability. Prior to joining the Bureau of Planning and Sustainability in 2011, Tyler worked at Strategic Economics in Berkeley, CA and Progressive Urban Management Associates in Denver, CO. Tyler served as a visiting scholar on sustainable development to the European Commission in Copenhagen and Aalborg, Denmark in the fall of 2014. Tyler is your local guide in Portland and will be with you all day.

BIOGRAPHY



STEVE NOVICK
Commissioner, Portland City Council

Steve Novick grew up in Cottage Grove, Oregon and graduated from the University of Oregon and Harvard Law School. He spent nine years as an environmental law enforcement lawyer at the U.S. Justice Department, recovering \$129 million for taxpayers in the Love Canal toxic waste case, and securing judgments against violators of the Clean Air and Clean Water Acts.

Since returning to Oregon in 1996, Steve has served as policy director in Governor Kulongoski's 2002 campaign; as communications director for Citizens for Oregon's Future, a non-profit dedicated to providing reliable information to the public on tax and budget issues; as legislative liaison for Superintendent of Public Instruction Susan Castillo; and as a policy analyst and spokesperson in numerous campaigns against ballot measures that threatened education, healthcare, public safety and services for seniors. Steve has also waged a lengthy campaign to get the Oregon Lottery to increase its investments in schools by reducing its excessive payments video lottery retailers.

Novick has said that his focus as a Commissioner will be on looking for opportunities, in a variety of policy areas, to "take action now to avoid problems later." He stated, "We can strengthen our economy by making Portland a model for reducing healthcare costs. We do that in part by encouraging and enabling people to keep themselves healthier and avoid trips to the hospital - everything from developing safe routes for kids to walk to school to getting employers and unions together to share effective wellness strategies."

Novick is also confident that Portland can be made safer by working with the County and the State to redirect some resources from prison to prevention. "And we can make Portland truly sustainable," he said, "by taking steps to get ready for the earthquake - steps like getting help for homeowners to bolt their homes to their foundations."

Novick has also stressed the need for Portland to address the startling levels of inequality in the city. He believes that the use of urban renewal as a primary economic development strategy has too often exacerbated, rather than alleviated, racial and geographic disparities in Portlanders' standard of living, and that in future, the City's major investments and policy decisions need to be subjected to "equity impact analysis."

Novick, a former longtime Sellwood-Moreland resident, now lives with his wife, Rachel Novick, and their Corgis, Pumpkin and Checkers, in the Multnomah Village neighborhood. They enjoy playing tetherball, watching the Colbert Report, and taking advantage of Portland's many treasures, from Trek in the Park to dragonboat races to walking up Mount Tabor, walking through Forest Park to Pittock Mansion... and, of course, the Corgi Walk in the Pearl.

BIOGRAPHY



SUSAN ANDERSON
Director
Bureau of Planning and Sustainability
Portland

Susan Anderson is the Director of the Portland Bureau of Planning and Sustainability. She leads a 100-person team focused on urban design, comprehensive and neighborhood planning, compact urban growth, and historic preservation; as well as city-wide energy efficiency, solar and other clean energy technologies, sustainable building practices, climate preparation/adaptation, sustainable food systems, electric vehicles, waste reduction, composting and recycling.

She led the development of the first local government Climate Action Plan in the United States, and recently completed:

- 1) the Portland Plan, the city's strategic plan
- 2) the 2015 Climate Action Plan
- 3) a new city-wide Comprehensive Land Use Plan and Zoning Code.

Susan has presented at dozens of venues nationally and internationally on sustainable urban development. She has held director-level positions in the public and private sector, and holds degrees in Economics and Environmental Science, and a Masters of Urban and Regional Planning. She was honored as a Distinguished Alumnus, University of Oregon and as an Outstanding Alumnus, University of California-Santa Barbara.

BIOGRAPHY



JOE ZEHNDER
Chief Planner of City of Portland Oregon
Bureau of Planning and Sustainability
Portland

Joe is a planner and community development professional with over 20 years' of experience in large and small communities and in the public and private sectors. He has been the chief planner of Portland since 2001. Currently he manages planning for area and neighborhoods, central city and economic development. Prior to moving to Portland, Joe was a principal with the architecture and planning firm SmithGroup JJR in Chicago and a senior policy director at the Urban Land Institute.

BIOGRAPHY



ZACH KLONOSKY
Deputy Chief of Staff, Office Mayor Charlie Hales
Portland

Policy Advisor to Mayor Charlie Hales. Zach serves as the liaison to the Bureau of Planning and Sustainability, assisting with policy related to sustainability and the environment. He is a “double duck,” with a bachelor’s in political science and a juris doctor, with a specialty in environmental law, from the University of Oregon. He joined Mayor Hales’ staff in November 2014.

Among his proudest accomplishments: During the 2008 election cycle he served as executive director of a nonprofit that focused on registering historically disenfranchised populations to vote; he served as campaign manager for House Majority Leader Rep. Val Hoyle (D-Eugene, Junction City); and is currently serving on the board of directors for Basic Rights Oregon’s Equality PAC. Zach lives in North Portland, and loves to run. He’s completed four marathons (personal record: 2 hours, 58 minutes) and in 2013 completed the Boston Marathon.

BIOGRAPHY



MARIE WALKIEWICZ
Environmental Program Coordinator
Bureau of Environmental Services
Portland

Marie Walkiewicz is an Environmental Program Coordinator, Bureau of Environmental Services. She coordinates interbureau involvement and public outreach for floodplain restoration projects. She also represents Environmental Services in efforts to integrate watershed health goals into the city’s Comprehensive Plan policies and growth strategies. Prior to working at Environmental Services, Marie was Senior Planner at the Portland Bureau of Planning, where she worked on several plans that aimed to integrate urban development and the natural environment.

BIOGRAPHY



MATTHEW TSCHABOLD
Equity and Policy Manager, Portland Housing Bureau
Portland

Matthew leads the development of policies to aid PHB in removing systemic barriers to housing opportunity, starting with issues of race, and ensure equitable outcomes from Bureau investments. The position reflects PHB's ongoing commitment to social justice in the delivery of housing to all residents of Portland's diverse communities.

Matthew has joined PHB most recently from the Oregon Department of Education, where he worked on the development of data-driven community investment strategies based on equity and indicators of need. His background in urban policy, public finance, and governance includes work with the State of Oregon, governments and institutions of Cambodia and Macedonia, the City of New York, and the United States Peace Corps.

BIOGRAPHY

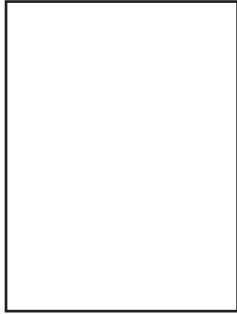


ART PEARCE
Supervising Planner, Transportation Planning and Policy
Bureau of Transportation
Portland

Art has worked for Portland Bureau of Transportation since 1998, working as Group Manager since December 2013. He oversees the Transportation Planning, Project Management and Active Transportation divisions, which employ about 60 staff. The group takes transportation ideas from long-range planning and policy realms, through project development all the way to construction. It also includes the Active Transportation and Safety Division, which produces many of the Bureau's programs to encourage more biking and walking.

Prior to his current position, Art was a Senior Capital Project Manager for PBOT, working on projects focused primarily on public transit corridor development and neighborhood revitalization. Projects included the planning and implementation of Portland's South Waterfront District and the Portland Aerial Tram. In 2009, Art led the planning and funding for the reconstruction of SW Moody Street including a \$23 million dollar "Innovation Quadrant" TIGER Grant award. Art has a Bachelor's in Urban Studies from the College of Wooster and a Masters in Urban and Regional Planning from Portland State University.

BIOGRAPHY



ERIC ENGSTROM
Principal planner, Bureau of Planning and Sustainability
Portland

Eric Engstrom is a principal planner with the Portland Bureau of Planning and Sustainability. He has been working with the City of Portland since 1996. He has a Master in Urban and Regional Planning from Portland State University. The comprehensive and strategic planning group he manages, function like a strategic planning group for the City Council, and identify trends, analyze them, and instigate change.

He started as an intern while working on his master's in urban and regional planning at Portland State University, and has worked on a variety of land use and strategic planning issues, including infill development strategies, protection of urban natural areas, and reforming zoning codes to make it easier, for instance, to build accessory dwelling units or put solar panels on historic buildings. Eric played the lead role in orchestrating the Portland Plan, the city's strategic roadmap for future growth and development and long-range vision of how the city wants to be in 2035.

BIOGRAPHY



TROY DOSS
Senior Planner, Bureau of Planning and Sustainability
Portland

Troy Doss is a Senior Planner with the Portland Bureau of Planning and Sustainability's Central City Team. Troy was the project manager for the SE Quadrant Plan, Central City 2035 Concept Plan, North Pearl District Plan, and has been the lead planner for the implementation of the South Waterfront Plan, and was on the design and planning advisor groups for the Portland Aerial Tram, Tilikum Crossing, and Director Park.

Prior to his time with the City, Troy worked in the public sector for the California Coastal Commission and then the Columbia River Gorge Commission focusing on natural disaster mitigation policy and habitat restoration projects. He also has experience in the private sector working on planning, urban design, and landscape design projects in California, Oregon, Washington, and Alaska. Troy holds a bachelor of science in landscape architecture from California State Polytechnic University, Pomona.

BIOGRAPHY

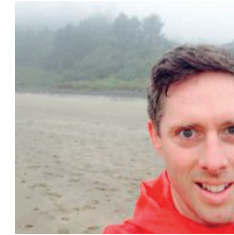


LISA ABUAF
Central City Manager, Portland Development Commission
Portland

Lisa is the Central City Manager with the Portland Development Commission, the City of Portland's redevelopment and economic development agency. She has been with PDC since 2009. In this role, Lisa is responsible for translating Portland's long-range plans for the Central City into reality, working with private sector partners and using the tools of urban renewal and economic development.

Lisa and her team work to promote the Central City as a regional and economic asset. Core functions include public/private development partnerships; community development; public infrastructure improvements; and innovative projects to maintain and promote Portland's global reputation for quality of life and healthy, sustainable living.

BIOGRAPHY



TOM ROUSCULP
Manager, BIKETOWN Bike Share
Portland

Tom is a bike enthusiast who has worked with BIKETOWN for four months. BIKETOWN is Portland's bike share program was launched on July 19, with 1,000 bikes at 100 stations across downtown and several neighborhoods. The Portlanders flocked to BIKETOWN, and bought 1,404 annual memberships and logging 12,701 miles in the first week. Before joining BIKETOWN, Tom has worked with marketing Nutcase helmets, with Vanilla Bicycles and with the Bicycle Transportation Alliance (BTA).

BIOGRAPHY



ROGER GELLER
Bicycle Coordinator at Portland Bureau of Transportation
Portland

Roger has worked for the Portland Bureau of Transportation since 1994. He has been an advocate for biking all these years and helped Portland top countless bike-lovers' lists.

He has shaped the national cycling debate with influential concepts like his "four types of bicyclists" ("strong and Fearless (<1%), Enthused and confident (7%), Interested but concerned (60%) and No way no how (33%)) while having a big influence on his city's creative bike infrastructure and programming.

BIOGRAPHY



JONATHAN MALSIN
Beam Development
Portland

Jonathan Malsin is a principal at Beam Development. Beam Development is a real estate development and management company committed to long-term local investment and a community-driven vision of developing flexible living and work spaces. The company strives to cultivate projects that catalyze their surrounding economies and create dynamic places where people want to work, live and play. Beam Development has played a role in the development of central areas in Portland, among others the Central Eastside Industrial District in Portland, where Beam Development has renovated and repurposed several warehouses in the area which are attracting a variety of new types of tenants who are not in industrial or manufacturing business. Jonathan is a Doctor of Law from Lewis & Clark Law School.

NOTES:

**VANCOUVER AND PORTLAND
THE TECHNICAL COMMITTEE OF AARHUS
VISIT 20TH-26TH OF AUGUST 2016**

Regnskab for Teknisk Udvalgs studietur til USA og Canada 20/8-26/8 2016

15 deltagere

Afholdte udgifter ifm. studieturen

kroner

Fly, bus samt hotel		328.602,50
- heraf udgifter i relation til deltager, der måtte melde afbud		<u>19.967,00</u>
		308.905,50
Betaling til guider i Canada	10.759,77	
Visum for 2 personer	620,83	
Forplejning samt leje af mødelokaler	97.832,90	
Taxa USA	1.708,67	
Taxa og bus Canada	8.035,07	
Leje af headset	1.904,88	
Cykelleje i Canada	1.403,58	
Bus Billund - retur	6.895,00	
Gaver salatbestik og lagkageknive	9.729,00	
Bagage	127,18	
Udarbejdelse af program print mm	2.890,00	
Diæter for 5 personer	4.352,49	
Kurstab	366,18	
	<u>146.625,55</u>	<u>146.625,55</u>
Udgifter i alt (excl. udgifter i relation til deltager, der måtte melde afbud)		<u>455.531,05</u>
Udgifter pr. deltager (excl. udgifter i relation til deltager, der måtte melde afbud)		<u>30.368,74</u>

Deltagere:

Camilla Fabricius
Steen B. Andersen
Peter H. Bonfils
Jan Ravn Christensen
Steen Stavnsbo
Kristian Würtz
Erik Jespersen
Luise Pape Rydahl
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Claus Pedersen
Michael Johansson
Bente Lykke Sørensen
Lone Dannerby Paulsen
Stephen Willacy
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Afbud fra Ango Winther og Gert Bjerregaard