

Oaklands Rise Woonerf



ORW Planning Group Orientation & Context



by

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with review and input from the initial members of the

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Welcome—and thank you for being here!

The Oaklands Rise Woonerf (ORW) is a shared space promenade where kids learn to ride bikes, seniors st/roll side-by-side for blocks, and community grows. It runs along the backbone of the City of Victoria designated “People Priority Greenway” that is Kings Road between Capital Heights and Oaklands Park. The set of contiguous side-walk free streets is a wide-surface area for community life, something special, a place to be that is very different from a typical thoroughfare.

The catalyst for this grassroots initiative came in 2017 with imposition of “thirty feet of cement, a sidewalk to nowhere” associated with the Single Lot Subdivision Bylaw. A group of 21 residents came together to explore mutual concerns, hopes and dreams. The result was a set objectives for preserving this uniquely walkable, sidewalk-free neighbourhood, shared with those who live in proximity, and farther afield.

We learned early from City Council and Staff that voicing objection to a sidewalk would not be enough. Alternatives must be proposed! Discovery of the Dutch Woonerf and a growing appreciation of the interdependencies among systems that create, or inhibit, healthy communities set the ORW Planning Group on the way forward.

Activities are grounded in the objectives agreed at the start. Volunteers step up to give from head, hands and heart as interest, skills and time allow. Now, passersby, residents and those from across the region remark upon *something good* happening in Oaklands. The joy of new friendships and meaningful collaboration is a gift for all.

Victoria City Council has supported through three unanimous votes and gradually, we have won support from City staff as part of a broader shift away from car-centric planning toward community building. Our progress is informed by models such as Projects for Public Spaces, One Planet Sustainability, Crime Prevention through Environmental Design, and similar movements. We engage in progress toward community-led shared space treatments and the Sustainable Mobility Strategy as provided for in the City 2019 Draft Strategic Plan.

This guide provides orientation and context to ground understanding of where we have come from and where we are going. It is useful for everyone and particularly if you would like to join the ORW Planning Group. Your ideas on how to improve the manual and Frequently Asked Questions (FAQ) are very welcome.

We need you and all who care about the ORW vision to be involved. If joining the ORW Planning Group is not feasible now, you can participate in many other ways.

Neighbours and friends are volunteering to propagate plants; print materials; turn sod; take photographs; donate funds and fallen trees; research local and international developments; write letters; speak at meetings; apply for grants; fundraise; review design options; plan potlucks; help with social media and website activities; bake cookies and more! We hope you'll join in the fun.

...together we can do it!

Members of the Oaklands Rise Woonerf Planning Group

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Section One: Path to a Woonerf

Oaklands Rise Woonerf: Foundation Documents

The Oaklands Rise Woonerf foundation documents¹ provide a framework to guide our efforts and support evaluation of progress and outcomes. The essential characteristics of our purpose are reflected in a set of agreed principles, each of which must be respected to ensure the achievement of our objectives. The framework includes:

- Collaboration & Steering
- Scope
- Planning and Design
- Street Art and Furniture
- Plantings
- Funding
- Communications and Feedback
- Implementation

The Petition seeking a moratorium on sidewalks in the topic area was presented to Victoria City Council, along with a four-page conceptual overview incorporating neighbourhood input, on October 26, 2017. On February 8, 2018, Guiding Principles were provided as an additional foundation document accompanying a presentation to the Mayor and Council.

Principles

The Oaklands Rise Woonerf Pilot Project is a neighbourhood/citizen-led initiative to establish a wide-surface walkway as a green promenade within an increasingly densified city. As such, we seek to be informed by those who live on and use the residential streets of the topic area; to draw upon international experience and lessons learned, and to remain true to objectives established by participants.

Objectives are to:

- Maintain the unique, sidewalk-free walkability of Oaklands Rise and the designated area;
- Encourage the already low speeds of vehicles and reduce access by non-local vehicles for the safety and peace of the neighbourhood;

- Improve accessibility for multi-generational users of the set of identified streets;
- Beautify, preserve and enhance the character of the designated area;
- Prioritize pedestrian movement over vehicle movement while allowing an adequate level of vehicle access;
- Incorporate protection of the Oaklands Rise Woonerf and the Kings Road Greenway into the Oaklands Neighbourhood Plan section of the City of Victoria Official Community Plan.

The Ask

A request to the Mayor and City Councillors to direct City of Victoria (CoV) staff to collaborate with Our Neighbourhood, think outside the box, identify need for variances and revisions, and develop these as required to achieve the desired outcome: adaptation of the woonerf model to local context.

Key elements of this request were to:

- establish a pilot which offers a means to introduce and assess the woonerf model ahead of required revisions to existing policies and bylaws that did not foresee the woonerf as an option;
- include “woonerf” and “wide-surface walkway” as alternatives to sidewalks as relevant to City plans, guidelines and bylaws augmenting the existing definition of a people priority greenway (PPG).

The Result

City Council voted in support of the community-led, volunteer Oaklands Rise Woonerf pilot on three occasions, in October of 2017, in February and again in December of 2018.

Council direction in 2017 to City Administration to collaborate on the initiative, termed a pilot by Mayor Helps and Councillor Alto, has been taken up effective 2019. Progress is seen, but as this is a citizen-led, not City-created initiative, it is not included in City planning with result that implications of planned action are missed with negative effect; we must be vigilant and assertive to protect the ORW.

Outstanding Issue: Relationship to the Precipitating Event

At the time of writing, the ORW Planning Group is awaiting clarification on the requested de-coupling of the Woonerf pilot from the precipitating event, i.e. frontage

improvements on Kings Road required by the single lot subdivision requirement at 2695 Capital Heights. This is known locally as the imposition of a “sidewalk to nowhere”.

The ORW Planning Group has provided input to a planned Staff Submission to Victoria City Council Committee of the Whole and, on review of Version 5, note inclusion of our glossary, proposed criteria for a Woonerf designation and other language. Delays due to emerging priorities, followed by the COVID-19 pandemic, have meant progress out of step with Council approval processes. So far, this seems a good thing in that less “red tape” is required to gain progress.

In April 2019, a second single lot subdivision proposal arose with the consequent threat of a sidewalk to be imposed at Kings Road at Avebury, in the middle of the greenway. ORW Planning Group co-leads engaged the owners’ representative and over the next 22 months, secured agreement to forego the sidewalk in favour of the pollinator friendly plantings that will inform a living visual identity for the woonerf. In presentation to Council, the developer’s representative cited intent to provide cash in lieu of a sidewalk in support of the ORW. Council approved the development on February 11, 2021.

Grounding Progress: Driving Action

Compatibility with Election Platforms of City Councillors

The Oaklands Rise Woonerf Pilot embodies many aspects of the election platforms of the Mayor and City Councillors elected in 2018. Key points taken from election platforms include:

- Keeping our neighbourhoods great
- Supporting connection between neighbours and community
- Facilitating traffic calming
- Promoting walkability
- Creating and enhancing of green spaces
- Supporting urban green spaces
- Strengthening neighbourhoods
- Enabling neighbourhood organizations
- Allowing residents direct role in shaping the city
- Increasing neighbourhood influence on infrastructure

Crime Prevention Through Environmental Design Model

The Crime Prevention Through Environmental Design (CPTED) model presents a group of strategies and concepts (including the design of buildings and landscape) intended to reduce the fear of crime and opportunities to commit crimes. The wide range of social crime prevention strategies embedded in place-making activities includes community meetings and gatherings to encourage social interaction. Essentially, the approach reduces risk of crime through building community.

The Victoria Police Department employs this model. We have incorporated the principles and concepts of this model into the Oaklands Rise foundation document and ongoing works.

Placemaking: Projects for Public Space Model

Place-making refers to a (typically collaborative) process by which residents shape neighbourhoods to maximise shared values. More than simply better urban design, place-making facilitates a creative pattern of use with attention to the physical, cultural and social identities that define a neighbourhood or community to support its evolution.

The Projects for Public Space (PPS) is a place-making model that adapts the same CPTED conceptual underpinnings to strengthen the connection between people and the places they share. It is a community building approach.

The principles and concepts of this model are incorporated into the Oaklands Rise foundation document and ongoing works. ORW Planning Group Co-leads have introduced these into pre-planning for the Oaklands Neighbourhood Plan process.

Lighter, Quicker, Cheaper Approach

The Lighter, Quicker Cheaper approach (LQC) is an affordable, human-scale, and near-term transformation of the built environment. These projects are citizen-led, place-focused projects of variable scope that serve as opportunities to test concepts through shorter term, less engineered interventions. As a result, they are less costly ways to refine interpretation of public space prior to investment of public funds for the higher cost of a fully engineered infrastructure.

The Oaklands Rise Woonerf initiative supports this option so as to trial/pilot a variety of methods/models with a community building purpose prior to investment of public funds typical of more conventional methods.

Through the working forum bringing together City of Victoria staff and the Oaklands Rise Woonerf Planning Group, we understand that the City is open to this approach.

Triple Bottom Line Approach to Reporting Requirements

The Triple Bottom Line (TBL) approach to reporting and evaluation includes social, environmental and economic² dimensions to expand upon more narrowly focussed reporting frameworks seen in many organizations. A useful tool supporting sustainability goals, TBL is used by the City of Victoria in planning and evaluation.

Recognition of the three TBL dimensions (social, environmental and economic) is included in the outcomes of the Oaklands Rise Woonerf initiative.

Public Participation

The International Association for Public Participation (IAP2) Spectrum is used by the City of Victoria for better decisions achieved through collaboration with the public. IAP2 has granted the ORW Planning Group permission to use the Spectrum in its work and presentations³.

The IAP2 Spectrum defines levels of engagement: inform, consult, involve, collaborate, empower. It is important to consider which level is appropriate to a given situation in light of the effort and commitment required.

The ORW Planning Group continues to expect engagement with City of Victoria staff at Level 4 of the spectrum: collaborate. This requires a mutual commitment of time and resources appropriate to capacity. For example, while Planning Group members will commit to attending meetings with all that implies, it is not reasonable that every neighbour do so. Depending on the level of engagement, community members may be informed, or consulted, or involved, etc. In general, we seek to provide *information*, *consult* through surveys and direct engagement, and invite *involvement* to the degree people can meet expectations.

Collaboration requires the highest level of active engagement, appropriate to those willing and able to step up to the ORW Planning Group. What each member brings to the group will affect specific activity, but it should be understood that appropriate to experience, background and learning, members of the ORW Planning group take on the responsibility of collaboration.

As the spectrum is designed to reflect meaningful participation, it will be used to guide progress and to evaluate relationships, such as among ORW and the City, as we carry out the objectives of the community-led Oaklands Rise Woonerf pilot.

Structure & Capacity in a Volunteer Engagement

Volunteer activities are not driven by organizational structure and task assignments. Volunteers engage because they bring a passion to a desired outcome. So it is with the Oaklands Rise Woonerf.

The initial interest group of 21 concerned neighbours grew 630% in fourteen months and now, in Year Four, we continue to grow. As a community, we are drawing upon skills of neighbours for organization, marketing, public speaking, writing, planning, design, research and more. Not surprisingly in a Victoria neighbourhood, there is an abundance of capable people.

One challenge is to plan so that ad hoc and individual volunteer efforts combine to create forward momentum. Another is to sustain a person-friendly progress while addressing the more corporately structured interests and processes of the City and other organizations. Participation may vary with interest and availability over time. The IAP2 Spectrum described above is an important guide accepted by the City and the ORW Planning Group.

Progress to date has been excellent with extensive communications, public consultation in multiple forms and, at last, collaboration with City staff.

In 2021-22, we invite volunteers individually or in sub-groups to focus on:

- Art, Music and Placemaking
- Communications & Social Media
- Gatherings, Events & Celebrations
- Fundraising & Donor Engagement
- Community Outreach
- Propagation, Planting & Maintenance
- Way-finding & Heritage Research

Those who want to participate but prefer a specific or time limited focus instead of joining the ORW Planning Group can volunteer in these important areas.

To greater and lesser degrees, there is a foundation of activity to build upon in each topic area, and others that may come forward from participants.

What is your interest?

ORW Planning Group Terms of Reference

Initially, 12 community members came to a meeting to establish the planning group —about half of those who first met to shape the principles that guide us. It was determined that some people like to plan, others to engage physically in implementation, still others need to participate ad hoc as time and energy permits.

Therefore, it was resolved that a smaller group (currently 7 people) would form a Core Planning Group, now known more simply as the ORW Planning Group.

Mandate:

To plan a variety of activities to engage and inform the neighbourhood and City in relation to the goals of the Oaklands Rise Woonerf initiative.

Objectives:

- Organize the Petition to the City of Victoria to stop the installation of a sidewalk on the Kings Road frontage at 2695 Capital Heights.
- Seek a moratorium on sidewalk installation in the neighbourhood on the set of contiguous, sidewalk-free streets.
- Incorporate the Oaklands Rise Living Streets-Woonerf and the Kings Road Greenway into the City of Victoria Oaklands Neighbourhood Plan for ongoing preservation and protection.
- Take a community building approach to coordinate and engage interested neighbours and those who frequent the set of sidewalk-free streets in a range of volunteer activities to maintain, beautify and enhance the character of the designated area (a community building approach).
- Promote low vehicle speeds safety and the peace of the neighbourhood.
- Participate in activities that move the ORW objectives forward.

Membership:

Oaklands Rise Neighbourhood volunteer representatives. To participate, members are requested to come prepared to meetings having read relevant materials for informed discussion and to present on tasks that have agreed to complete.

Guests:

Guests may be invited to address specific items as agreed by the membership.

Schedule:

Meetings are scheduled according to the need to address specific items, issues, presentations, material, correspondence.

Reporting:

Minutes of meeting are documented and distributed to Planning Group membership and are retained by the ORW Archivist.

ORW Planning Group & City of Victoria Collaboration Team**Terms of Reference****Mandate:**

The Oaklands Rise Woonerf (ORW) and the City of Victoria (CoV) Collaborative Working Forum provides a mechanism for progressing a community led initiative to establish a neighbourhood scale sidewalk-free streetscape design that promotes pedestrian safety, walkability and calms existing low volume, low speed traffic areas as an alternative to roadway design standards typically found in other local streets.

Objectives:

1. Collaborate on one or more design solutions for the frontage at 2695 Capital Heights in context of a broader vision to establish a multi-street Woonerf in the Oaklands neighbourhood.
2. Collaborate on writing a report on the progress/outcome of objective #1 for submission to the Committee of the Whole, then to City Council.
3. Identify barriers to and opportunities for the introduction and implementation of the Woonerf initiative in the Oaklands neighbourhood.
4. Explore criteria for design and strategies for implementation of future Woonerf initiatives within the City.
5. Identify necessary variances/amendments to Subdivision and Development Servicing bylaws, Pedestrian Master Plan, Greenway Plan, Official Community Plan, etc. as identified to support future Woonerf initiatives within Victoria.
6. Enable neighbourhoods and residents a direct role in shaping the City.
7. Evaluate the working relationship between City staff and community in achieving neighbourhood goal as reflected in the current Council's vision for Victoria.

The Community

MailChimp Mailing List

1. ORW Co-leads currently provide email list management. The initial email list grew unwieldy and it was easy to forget to use BCC when sending out in respect of certain members' privacy expectations. The list is now managed within MailChimp for higher security. An added benefit is insight into reach. Contact John O'Brien at oaklandsrise@gmail.com for details.
2. Understanding the reach of the ORW mailing list is complicated by several factors. For example, one person in an engaged household may receive the email which is then shared with others, resulting in an uncertain meaning to the reported data. Social media posts are reported as engagements and impressions. As of February 2021, our average reported Open Rate is 66.4% with a 12.9% Click Rate indicating that recipients have clicked on a linked element in the email "campaign". In comparison, other non-profit groups have an Open Rate of 39.3% and Click Rate of 6.4%. We are doing well.
3. List Management
 - a. Groups
 - i. General list: 214 contacts as of February 2021
 - ii. Councillors: 9, 3 of whom have joined the general list.
 - b. Tags
 - i. These are used to target mailing in accord with identified member interests (e.g. Xeriscape project)
 - c. Reports
 - i. Campaigns and Social Media are reported to reveal reach by contact, time of day, performance of specific link locations, etc.

Activity & Work Products

Five Design Options (to date)

An overall conceptual framework for the Oaklands Rise Woonerf was designed in the spring of 2018. In the summer of 2018, conceptual sketches were crafted by ORW Planning Group member Robin Drader. These sketches provided the foundation for discussion with City of Victoria staff in January 2019. Out of this

discussion five design options were tabled for the Capital Heights to Mt Stephen Ave. as alternatives to the traditional City of Victoria streetscape design. Associated implications, limitations and viability for each option were identified.

The five options tabled and discussed include:

Option One: city standard sidewalk, gutter and curb

- voted out by ORW and CoV members

Option Two: street closure on Kings Rd adjacent to Capital Heights

- under consideration

Option Three: - Lighter, Quicker, Cheaper (LQC) partial model

- recommended

Option Four: - do nothing

- under consideration

Option Five: full Woonerf

- under consideration but premature without testing a variety of configurations that fit to the context

Further activity within the City has been delayed due to the pandemic. In the interim, the ORW Planning Groups has secured planters with City support and some progress is made along complementary lines.

This may change design options.

Criteria for Boulevard Plantings

Research to identify suitable plants was carried out in 2018. Plants selected for the Oaklands Rise Woonerf are based upon five criteria:

- Consideration of plantings to ensure a consistent repetitive scheme throughout the woonerf initiative;
- Compatibility with existing Garry Oaks (*Quercus garryana*), deer resistant, compatibility with the David Suzuki Foundation Butterfly Project (pollinators);
- Low maintenance and year-round effect.

A list of identified plants meeting the selected criteria is available on request.

Plantings will form a section of the ORW website⁴ as volunteer time permits.

The 2020-21 Xeriscape Demonstration Project is focused on no/low water, low maintenance gardening as an additional model for boulevard gardening.

Research, Literature Review & Public Consultation

Members of the Oaklands Rise Planning Group have spent, at time of writing this document, a conservatively estimated 600 hours on building knowledge based upon ongoing research and review of relevant literature to ground decisions related to planning, implementation and evaluation of the ORW community-led initiative.

This acquired body of knowledge has informed development of documentation, presentations and consultation so as to assist neighbours in understanding the issues, alternatives and solutions; to obtain feedback on the initiative; and involve the community/neighbours on the development of alternatives.

A public consultation survey was carried out from August 12 to September 17, 2018. Survey responses have been tabulated and the summative report is available online as 2018 Summer Survey Report. This will be updated in 2021.

Additional public consultation and information exchange is ongoing through neighbourhood gatherings, newsletters, meetings, etc.

A roughly curated research collection is available in the ORW Group Library available at the link below, currently shared with UVIC students.

https://www.zotero.org/groups/2343411/oaklands_rise_woonerf_group_library

Marketing & Communications

Members of the Oaklands Rise Planning Group are invited to keep track of time spent and log hours each month on marketing and communication activities associated with the ORW community-led initiative. Key activities include:

- respond effectively to individual and group expression of support and concern
- manage online communications including social media
- manage website
- write / contribute to newsletters
- design brochures and handouts
- create concept models to map interdependent actors and processes
- communicate with the Mayor and Council members
- communicate with City manager assigned to the ORW community-led initiative
- communicate with the Oaklands Community Association Board members
- build relationships with / present to other community organizations and groups
- participate in activities such as workshops, planning sessions and summits
- raise awareness through social media (Twitter, Facebook, Instagram, Pinterest, What's App, Blogs, etc.

Glossary

The ORW Glossary⁵ is intended to clarify terms, invite innovation and find agreed meanings for terminology relevant to our collaborative work to adapt the Woonerf concept in Victoria.

Definitions are drawn from a range of reputable sources, often several sources for a single term, and may include quoted text for educational purposes not intended to infringe copyright. We note that terms may be used variously and agree with relevant authors that Oaklands Rise and the City must define the terms to suit local context.

In general, the citations provided for included terms are intended to be used as jump-off points for additional research for those who are interested.

References and resources for these and other aspects of the Oaklands Rise Woonerf initiative may be reviewed by arrangement with the volunteer archivist, a member of the Oaklands Rise Core Planning Group.

The ORW glossary was requested by and forwarded to City Councillor Ben Isitt in December 2018.

A copy is provided in the Appendices.

Feedback to improve this non-exclusive glossary is welcome: it is a work in progress.

Section Two: City of Victoria

Linkages: Oaklands Rise Woonerf & City of Victoria

Section Two supports an understanding of the linkages between the Oaklands Rise Woonerf initiative and the City as represented by relevant documents that can be found on the City of Victoria's website.

It is essential that ORW Planning Group members possess a working understanding of the following city documents.

The ORW initiative contributes to the social, environmental and economic dimensions noted in the City's mission statement.

City of Victoria Mission Statement

"We provide services that enhance quality of life and help make Victoria a unique and desirable place to live, work, play and visit. Our mission is to: Make the City of Victoria a leader in social, economic and environmental sustainability".

Yes, our neighbourhood-led initiative can enhance quality of life and help the City make our neighbourhood and city a desirable place to live, work and play.

Official Community Plan

The City's Official Community Plan (OCP) is a 30-year plan that provides direction for growth and change in a community.

The City's current OCP was adopted by Council in 2012 after two and a half years of public consultation involving more than 6,000 people. The City's previous plan was last updated in 1995. Oaklands part was approved in 1993.

The OCP focuses on vibrant, walkable villages and town centres while retaining the downtown core as the heart of the region. The plan recognizes the unique characteristics of neighbourhoods and the "sense of place" experienced in various parts of the city. It emphasizes sustainable transportation such as walking, cycling, and transit.

Key principles taken from the City's Official Community Plan are listed below.

- Build "complete communities" which include a mix of land uses, with a density that allows people to live in close proximity to work, school, services, recreation, parks, and open space.

- New urban development projects should be located within 500 metres of the Metropolitan Core or Major Centre.
- New housing should be located within a ten minute walk of a variety of typical daily destinations (jobs, schools, shopping, services).⁶
- New businesses, services and housing should be located within 400 metres of a public transit route.
- Create an accessible and people friendly community.
- Determine safe routes to schools.
- Promote crime prevention through environmental design.

Greenways Plan

The current Greenway Plan was developed in 2003. It is a 50-year plan to create a network of greenways throughout the City intended to promote safe and comfortable human-powered transportation as well as recreational opportunities and restored native habitats. Over engineering has reportedly diminished the original intent of the Greenway Planning Committee. Very recent (2019) indications suggest the City will entertain proposal more in line with greenway champions.

Three types of greenways are described in the Greenway Plan:

- people only greenway: no vehicle traffic is permitted (except emergency/ maintenance vehicles)
- people priority greenway - secondary connectors and local streets
- shared greenway - primary & secondary arteries and primary collector streets

Priorities noted in the Greenway Plan are to:

- protect existing greenways
- fill gaps in existing greenways
- enhance existing greenways

Elements include:

- Integrating Urban Villages, Town Centres, parks, open spaces, recreational facilities and other common destinations into the greenways network;
- Restoring terrestrial and aquatic habitats, enhancing the urban forest, and improving habitat connectivity;
- Piloting green infrastructure and urban food production in greenways;

- Strengthening the visual identity of the greenways system to aid with greenway navigation and increase the prominence of the network;
- Integrating elements that reflect unique neighbourhood character and identity, such as signage, public art, and streetscape treatments;
- Enhancing the greenways network along the waterfront by completing the multi-modal Harbour Pathway and better integrating connections to existing pedestrian and cycling networks; and,
- Integrating the greenways network within a regional system.

Note: Kings Road is a designated people priority greenway. The ORW Planning Group seeks designation of other woonerf-compatible streets in the topic area.

Boulevard Gardening Guidelines

The City of Victoria has adopted a set of Boulevard Gardening Guidelines. An increase in boulevard gardens supports the City's goal in creating healthy and diverse ecosystems, creating vibrant and attract streets. The Oaklands Rise Woonerf used these guidelines to develop plant criteria.

Sustainable Mobility Strategy

Sustainable Mobility Strategy (SMS) charts the course for transportation planning and priorities in the City for the next 40 years. This includes improvements to pedestrian, cycling and transit travel. In January 2019, the City launched *Go Victoria: Our Mobility Future* which will set out plans and priorities to invest in the most transformative ways to move people, goods and services in, out and around the City of Victoria.

The design and construction of people priority greenways, shared streets initiatives are directly related to movement of people and cyclists.

Pedestrian Master Plan

The primary aims of the Pedestrian Master Plan are to increase the number of trips made by walking and to make those trips safer.

Key points taken from the Pedestrian Master Plan are listed below.

- Recognizes walking as an important mode of travel.
- Promotes walking as a mode of travel, promoting an improved pedestrian environment and increasing pedestrian safety and security.

- Proposes that alternative modes be integrated into all transportation legislation, regulations, plans, etc.
- Needs for pedestrians to be included in neighbourhood plans.
- Neighbourhood plans should:
 - speak to the importance of creating safe and pleasant pedestrian routes and most neighbourhood plans speak to the importance of ensuring that non-local traffic does not enter the neighbourhood in order to enhance safety for pedestrians;
 - make reference to specific streets within the neighbourhood that need improvement for a specific mode, including pedestrian safety improvements;
 - state the desire for better street landscaping (more grass and trees);
 - include traffic calming plans in Neighbourhood Transportation Management Plans (NTMPs);
 - prioritise new sidewalk construction for upgrading to Streetscape Standards.

Accessibility Framework

The City of Victoria is committed to building an inclusive society and providing an accessible environment in which all individuals have access to the City's services and programs in a way that respects the dignity and independence of people with disabilities. To achieve this goal, the City has established an Accessibility Working Group with the following mandate.

To provide policy recommendations, expertise and experiential knowledge to Victoria City Council on accessibility issues with the aim of making City of Victoria infrastructure and facilities more accessible for all by:

- Identifying barriers for persons with disabilities created by current City of Victoria infrastructure;
- Making recommendations as to how to remove these barriers;
- Establishing criteria by which barrier removal can be prioritised and the allocating of funding can be determined; and,
- Working with the City of Victoria to draft policies and procedures to prevent the creation of barriers in the future.

Bicycle Master Plan

The current plan has guided cycling improvements since 1995. The updated plan takes into account changes that have occurred in Victoria over the last 20 years, including a growing interest in cycling, an expanded regional cycling network, plans for future population growth and new city plans and policies. The City appointed a Bicycle Mayor in 2019. Key elements of the updated Bicycle Master Plan are to:

- Confirm a recommended bicycle network for the city.
- Identify priorities for new and improved bicycle routes.
- Integrate policies from the Official Community Plan and regional plans.
- Identify additional ways to increase the share of people cycling.

Parks and Open Spaces Master Plan

The following four goals guide the City of Victoria Parks and Open Spaces Master Plan. Each goal includes guiding principles, objectives, and actions. The guiding principles recognize the underlying philosophy and approach to parks and open spaces planning and management. The objectives break each goal in to specific focus areas, and the actions outline specific planning and capital projects that will help meet each goal.

- **Protect the Environment:** Parks and open spaces protect and improve native ecosystems and help the city adapt to climate change.
- **Foster Engaging Experiences for Everyone:** Parks and open spaces provide a range of different experiences, encourage active living, and are multifunctional, inclusive, and accessible.
- **Celebrate Victoria:** Special places and amenities in parks and open spaces animate the city and support events for both residents and visitors.
- **Strengthen Partnerships:** Community members, stewards, and partners help enhance all parks and open spaces in the city.

Related: Urban Forest CRD Master Plan

The Urban Forest Master Plan provides guidance on the management and enhancement of the treed environment throughout Victoria, including within parks and open spaces. It outlines a roadmap for investment and maintenance of the urban forest over the next 20 years. The current plan was developed in 2013.

Note: a resident of the Cridge Centre for the Family is propagating apple trees for ORW use. This interest in contributing to community is valuable. However, while supported from that perspective, management of deer and harvest needs attention.

Council and Committee of the Whole Meeting Minutes

Minutes of all City Council and Committee of the Whole meetings and video recordings are posted the City's website. Members of the ORW Planning Group are encourage to review as items are discussed which have a direct impact on the ORW initiative e.g., discussion on active transportation, sustainable transportation, strong, liveable neighbourhoods and accessibility.

Strategic Plan 2019-2022

The 2019-2022 Strategic Plan should be reviewed by members of the ORW Planning Group as there is correlation with the ORW Initiative, e.g. objective #7: sustainable transportation and objective #8: strong liveable neighbourhoods.

2019 Draft Budget Summary

The 2019-2022 Draft Budget Summary should be reviewed by members of the ORW Planning Group as there is a direct correlation with the ORW Initiative, e.g. under various business units, see: neighbourhood transportation management plan; transportation development; parks master plan: active transportation plan in which sidewalk installation on Kings Road is itemised.

Section Three: An Oaklands' Context

Oaklands Community is one of 13 communities within the City of Victoria. Each has a Community Association, a City Councillor and a City liaison person assigned to the community. Councillors Ben Isitt and Jeremy Loveday share a four-year term (2 years each) and Gary Pemberton is the City liaison.

The Oaklands Community Association (OCA) is a non-profit society regulated under the provincial Society Act and governed by a volunteer board of directors elected from members.

On December 18, 2018 the Oaklands Community Association Board of Directors unanimously endorsed the Oaklands Rise Woonerf initiative and submitted a letter of support to the Mayor and City Council.

Vision, Mission & Mandate

Vision Statement: A welcoming, engaging, sustainable community where all members can live, learn and thrive.

Mission Statement: Strengthening the Oakland's community by providing programs, services and resources for its residents, businesses and visitors.

Mandate:

- To establish and operate facilities to provide amenities to benefit the Oaklands neighbourhood.
- To promote public education and awareness in the areas of family support, counselling, child care, safety and health.
- To assist residents of the Oaklands neighbourhood in improving their quality of life both as individuals and as a community.
- To solicit and acquire funds and other resources and accept donations, and real or personal property and to use such funds and donations in furtherance of the purposes of the Society.

Oaklands Neighbourhood Plan

A process is underway to update each neighbourhood plans for the City of Victoria. Several are completed at the point of writing⁷. However, as noted by members of those communities during the Strategic Planning Summit (2019) the plans continue to evolve in concert with the City, its residents and their needs.

City staff use a co-planning model that involves Community Associations through the Community Association Land Use Committee (CALUC) and other means. Citizens, community groups, neighbourhood associations, and businesses are encouraged to collaborate to help shape the plans for their neighbourhoods.

The ORW Planning Group is a point of reference for the Oaklands Community Association through the Parks Committee of the Board of Directors. Oaklands residents are encouraged to participate in developing and representing views in support of the neighbourhood and Oaklands Rise Woonerf in particular.

City planning will proceed in phases. The plan to update the Oaklands Neighbourhood Plan in late 2019/2020 is delayed due to public engagement in other neighbourhood plans and, lately, the pandemic. Consideration of neighbourhood characteristics, recent development pressures, and relationships among neighbourhoods will impact the plan. ORW Planning Group Co-lead Rob Tornack led the Pre-Planning Steering Committee (Phase One) with a number of public input activities from December 2018 to August 2019. As of February 2021, we are awaiting clarification of how the considerable data collected will inform the Oaklands Neighbourhood Planning process.

Oaklands Community Land Use Committee

The Oaklands Community Land Use Committee (CALUC) is an important opportunity for neighbourhood voice and perspective in the process of city building. Across the city, neighbourhood CALUCs differ in the extent to which they influence and inform City initiatives. Currently, in Oaklands, the CALUC acts as a conduit and does not take positions on issues that may include, but are not limited to: local area, neighbourhood, and precinct planning; localised infrastructure projects; park improvements; official community plans; city-wide master plans; large scale infrastructure projects; and transportation network improvement projects⁸.

The limitations of the Oaklands CALUC as currently structured bear on its utility to the ORW. Nevertheless, it can provide valuable input into addressing issues.

The role of Oaklands CALUC is summarised below.

- Facilitate dialogue between land use applicants and the community to identify issues (both positive and negative) regarding land use applications.

- Be knowledgeable about the Neighbourhood and Precinct Plan(s). Oaklands CALUC may also wish to comment on the interpretation of the relevancy of the policies and whether development applications fit with the spirit and intent of the Neighbourhood Plan.
- Communicate to everyone involved regarding: issues identified with development applications the adequacy of the community consultation.
- Inform and be involved in the updating of Neighbourhood Plans and other land use issues as referred by Council.

The purview of the Oaklands CALUC corresponds with City-defined neighbourhood boundary. The re-visiting of neighbourhood boundaries is a City process underway in 2021.

Section Four: Supplementary

Supportive Groups and Organizations

Outreach activities are ongoing. Progress of the Oaklands Rise Woonerf initiative is followed by a number of other groups and organizations, both locally and internationally, directly and through social media tagged (@, /, #) oaklandsrise. Please visit our pages on Pinterest, Facebook, Instagram, Twitter, and the donated website space at oaklandsrise.ca. A domain was donated in November 2021 by John O'Brien and he arranged for hosting of the domain as a community service provided by im-creator.

We appreciate permission granted by the International Association for Public Participation (IAP2) to use the IAP2 Spectrum in our presentations and the positive interest of groups including:

- Brighton Avenue People Priority Greenway (PPG) Group
- Greater Victoria Placemaking Network
- Building Resilient Neighbourhoods
- Save Kings Park Group
- Friends of Bowker Creek
- Crime Prevention Through Environmental Design (CPTED)
- President of Board, Jewish Cemetery
- El Emanua-el Congregation
- CEO, Cridge Centre for Families
- Manager, Seniors Services, Cridge Centre for Families
- David Suzuki Butterfly Project, Victoria Chapter

Ongoing Research & Learning

An extensive literature review conducted by ORW Planning Group members commenced in 2017 and remains ongoing, resulting in new learnings and an expanded body of knowledge⁹.

In October 2018, qualitative & quantitative data was tabulated from the ORW summer survey which saw a 52% return rate. Also in October 2018, The ORW Planning Group requested quantitative data on accident rates, vehicle count and speed, provided by City staff on. In January 2019, data on slips and falls was received from the Canadian Information Health Information (CIHI).

A UVIC Directed Study project is underway in 2021 to provide longitudinal data and to extend the public survey carried out three years earlier.

Recognizing the importance of horticulture as part of restoring pollinator habitat and to create a visual identity for the ORW, a second 2021 UVIC collaboration involved 20 4th year Environmental Studies students in analysis and design for ORW Planning Group and neighbourhood review. These will inform approach to the City.

City Council Action

At the December 13, 2018 Victoria City Council Meeting nine neighbours from the Oaklands Rise Group addressed council and requested action from City Council and subsequently asked by the Mayor to submit the six specific requests tabled by a presenter. The six requests follows.

1. Variances be approved as needed from regulations that did not foresee this future opportunity. The Subdivision and Development Servicing Bylaw, Pedestrian Master Plan and Greenway Plan require changes to permit staff to work with us on innovative solutions.
2. Staff recognize the Oaklands Rise Woonerf as a community building initiative incorporating certain transportation considerations: it is not a transportation project with some public input.
3. Staff who have the ability to think outside the box be assigned to support the Woonerf as a designated citizen led pilot of the City's commitment to community building.
4. Council has referred to the Oaklands Rise Woonerf as a pilot and staff need direction to treat this initiative as a pilot.
5. Council direct staff to de-couple the Woonerf from the 2695 Capital Heights single lot re-zoning application which was the catalyst but does not define the initiative.
6. Senior and middle management be directed to embark upon new ways of being and new ways of doing to enable true collaboration with the community.

Following this presentation emails from Mayor Helps and the City Manager, J. Jenkins were received recognizing the direction requested and supporting the Oaklands Rise Woonerf initiative and affirming that Administration would direct cooperation and collaboration from City staff. Other priorities have delayed certain

actions, but concentrated effort from the Co-leads supported by the ORW Planning Group has maintained commitment and momentum in general.

Considerations for Joining the ORW Planning Group

Oaklands Rise Woonerf Planning Group members are neighbourhood volunteers committed to the principles and objectives in the ORW Foundation Documents. To consider joining the group, please review these and the following items. Information under [Public Participation](#) and the meaning of “collaborate” defined in the IAP2 Spectrum is an indicator of the level of engagement required.

Understand the ORW Initiative

- Possess a basic working understanding of the ORW objectives, outcomes, supporting ORW documentation and trends cited in supporting research/literature.

Focus on Outcomes of the ORW Initiative

- As set forth in foundation documents.

Time Commitment

- This is a volunteer opportunity with real implications for the development of Oaklands. Planning group members are looked upon as people who can speak to the background, concepts and way forward. Typically, that calls for a willingness and space in time to “dive deep” and bring energy to the effort.
- Expect spurts of activity balanced with quieter periods, times to read up and stay connected. Plan for 6-8 hours/month reading/critiquing material; exploring ideas; researching and finding images; writing materials; prep and attendance at meetings; representing the ORW at Sunset Markets and forums including Public Hearings, CALUC presentations and meetings with interested groups.
- Availability varies for us all. It is important to have an ongoing capacity that can be maintained in the group. This spreads the load and helps prevent burn-out. Please consider joining when it is feasible given other work-life commitments. If the time is not right now for an ongoing role, you can contribute in many other ways and join the ORW Planning Group when a fuller commitments is feasible.

Communications

- A good grounding in the overall initiative and certain specifics is important to respond to questions and to refer inquiries to key resources. Unsure about a question? It's ok to offer to get back later after discussion with the group.
- Your willingness to engage in public speaking, informal discussions, facilitate coffee klatch discussions, representing the ORW Planning Group at functions, etc. is important.
- While some Planning Group members are more comfortable than others in public speaking roles, we are all likely to be in situations in which we must answer questions and represent the initiative effectively.
- Participate in the development of a communications strategy. Members can actively post complementary and positive content in social media platforms, both ORW specific and in personal posts that build the ORW profile.
- A concept map toward a strategy is a work-in-progress, see Appendices.

Team Work

- Be willing to step forward to assume lead role on tasks, problem solving. Other members of the group are certainly willing and able to offer guidance.

Organizing Participation

- The ORW initiative is multi-faceted and ongoing. It does require one to be organized.

Flexibility

- At times some requirements are needed with short notice.

Integrity

- ORW planning group represents our neighbourhood/community within our community and outside our community in formal and informal settings. Representing ORW with integrity is both responsible and empowering.

Leadership:

- Members of the ORW Planning Group are leaders in our neighbourhood/community. Co-leads of the group are equal to members in this regard.

Sense of Humour:

- A *great* asset to bring to the ORW initiative. *Enjoying ourselves together is a serious business—it's what makes volunteering work!*

It's Our Neighbourhood...together we can do it!

Section Endnotes

- ¹ ORW Foundation Documents are those that are fundamental to defining the initiative. These have expanded from the initial Petition to City Council and Oaklands Rise Heritage Preserve (v4) document through iterative development of Guiding Principles, Criteria for Selection of Suitable Shared Space locations, etc. based on community input and ORW Planning Group discussions. This Orientation Guide may be considered the latest addition to our Foundation Documents.
- ² An alternative TBL description employs “financial” in place of “economic”. The former term risks a focus on accounting rather than economic implications for society, so we have adopted the latter term.
- ³ Permissions are retained by the ORW Archivist, currently Co-lead John O’Brien.
- ⁴ Since 2017, web space has been donated by John O’Brien on his IRM Strategies domain. In 2019, he was able to secure a donated space from im-creator.com with certain content linked from his consultancy website, irmstrategies.com. While this achieves a good, independent website for ORW, it appeared that the free URL is interpreted by search engines and some email programs as a risk for malware/spam. In November of 2021 John registered the oaklandsrise.ca domain and arranged with im-creator.com for continued hosting services.
- ⁵ Glossary of Terms
- ⁶ This 10-minute goal exceeds the “20 Minute Neighbourhood” exemplified by Figure 12 in the Plan Melbourne 2017-2050 https://www.planmelbourne.vic.gov.au/__data/assets/pdf_file/0008/377117/Plan_Melbourne_2017_Outcome_5_PDF.pdf
- ⁷ Completed plans: Victoria West (2018), Burnside/Gorge (2017), Downtown (2010). All Neighbourhood Plans can be viewed on the City of Victoria’s website.
- ⁸ The CALUC mandate was approved by City Council on December 8, 2016.
- ⁹ Contact John O’Brien to arrange access to collected reference material. ORW Planning group Members are encouraged to do follow their own interest to expand our research.

Appendices

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Key Activities & Milestones: a chronology

Provided below is a selective chronology to identify activities including engagement of the neighbourhood and those in the general public who frequent or support the woonerf despite living farther afield. Activities include consultation with the City of Victoria (CoV), local businesses, groups and relevant departments of the University of Victoria as well as events in-situ. These include street parties, musical events, boulevard planting and rehabilitation/creation of pollinator corridors.

This chronology is updated when time and resources permit. It is a work in progress maintained separate from the Orientation Manual. This section is updated periodically, most recently in February of 2024. Earlier versions of this document contain more precise dating. The current chronology summarizes within a date range.

Contact a member of the ORW Planning Group for details on current activities or email oaklandsrise@gmail.com.

	Catalyst for Neighbourhood Change and Related Activities
	Year 2017-The Catalyst for Change
Late Spring/ Summer 2017	Catalyst: Neighbourhood was informed due to a pending new construction application of the city’s subdivision bylaw requirement would be implemented: installation of 36 feet of concrete sidewalk. This bylaw would introduce a sidewalk in a sidewalk free neighbourhood. The neighbourhood opposed!
August 2017	Twenty four neighbours gathered to: <ul style="list-style-type: none">• identify what neighbourhood characteristics should be preserved• petition to halt requirement for a sidewalk as required by the subdivision bylaw.• request for a moratorium on sidewalk free streets.• research commenced
September 2017	A ten member Oaklands Rise Woonerf Planning Group: <ul style="list-style-type: none">• developed mutually agreed objectives and guiding principles• developed conceptual design• crafted conceptual sketches• presented to Oaklands Community Association Land Use Committee• provided petition with 63 signatures to City of Victoria staff• donated webspace, Facebook, Twitter, Pinterest, links to content, images, some research

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October 2017	<p>Oaklands Rise Woonerf members:</p> <ul style="list-style-type: none"> • developed Oaklands Rise Living Street Woonerf Foundation document (conceptual overview) • presented petition and Conceptual Overview Document to City Mayor and Council noting increase in petition to 67 • Co-Lead: IRM Strategies donated website space launched Oaklands Rise Woonerf website
November 2017	<p>Co-Lead: commenced ORW Tracking Log</p> <p>Neighbourhood celebration of City council approval of a moratorium on sidewalk installation and directed City collaboration with ORW Planning Members on an alternative design</p>
December 2017	
	Year 2018 - Steps in Moving Forward
January 2018	<p>Oaklands Rise Woonerf Planning Group members:</p> <ul style="list-style-type: none"> • refined Oaklands Rise Woonerf foundation documents • drafted a structure on how to work with city staff • established a communication process to keep the neighbourhood informed
February 2018	<p>Oaklands Rise Woonerf Planning Group members:</p> <ul style="list-style-type: none"> • meet with City Neighbourhood Liaison personnel to organize a collaborative neighbourhood - city staff working group • presented foundation documents to City Council • launched Oaklands Rise Woonerf newsletter
March 2018	<p>Oaklands Rise Woonerf Planning Group members:</p> <ul style="list-style-type: none"> • drafted terms of reference for the collaborative ORW - CoV working group
April 2018	<p>ORW Co-Leads received email inviting meeting arrangement from CoV Boulevard garden prototype created in preparation for Walkabout with City staff</p>
May 2018	<p>ORW neighbourhood working groups created, prepared, planted and maintained boulevard gardens from May to November</p> <p>Co-Lead: launched ORW news letter</p>

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June 2018	<p>Co-Leads: conducted ORW information sessions (36 hours of outreach) at OCC Sunset Market from June to August</p> <p>ORW planning group members conducted a walk-about with CoV staff arranged by Neighbourhood Liaison</p> <p>Co-Leads: received email note from city staff to cease all activities on Kings Road</p> <p>Co-Lead: wrote and issued Oaklands Rise News</p> <p>Co-Leads: wrote document entitled Oaklands Rise Woonerf Need to Know Before Joining Planning Group</p>
July 2018	<p>ORW Planning Group member submitted Small Neighbourhood Grant application (\$495.00)</p>
August 2018	<p>Small Neighbourhood Grant funds (\$495.00) used for a neighbourhood information and public consultation session held on 2700 block of Mt Stephen Ave</p> <p>First Neighbourhood survey conducted from August to September</p> <p>Co-Lead: received email form Councillor Isitt confirms scope and agrees with ORW request to decouple the matter from the catalyst property at 2695 Capital Heights</p> <p>Co-Lead: issued Oaklands Rise News</p>
September 2018	<p>First joint ORW/CoV meeting: ORW project concept, challenges, options, way forward</p> <p>Co-Leads: meet with OCA Executive Director, agreed to administer MGN funds received in support of ORW initiatives</p> <p>Co-Leads: held first meeting with City Neighbourhood Liaison re: My Great Neighbourhood Grant Program, supportive response</p>
October 2018	<p>22 ORW members met with Mayor Helps (pre election)</p> <p>First sense of potential collaboration with COV manager assigned to work with CoV staff</p> <p>First MGN Grant application submitted, reviewed by City staff and rejected by reviewing staff as too broad</p>

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November 2018	<p>Co-Leads: developed OWR documents; ORW glossary of terms, ORW PPT presentation, compilation package (ORW brochure, principles, selection criteria & characteristics of a successful Woonerf)</p> <p>Co-Lead: issued Oaklands Rise News</p>
December 2018	<p>Co-Lead: presented Power Point Presentation to OCA Board of Directors Councillor B. Isitt on OCA Board suggested presentation to Mayor and City Council; OCA Board endorsed ORW Initiative; OCA Board sent support letter to Mayor and City Council</p> <p>Ten neighbourhood speakers presented to newly elected City Council; six specific requests directed to Mayor and City Administer ORW initiative granted support/approval of the ORW for the third time</p>
	Year 2019 - A Year of Challenges
January 2019	<p>ORW Planning Members: First collaborative meeting with CoV staff assigned city manager; five conceptual options/sketches tabled by ORW members including ORW member’s sketches</p> <p>Co-Lead: provided to B.Isitt, Councillor, at his request, ORW terms of glossary of terms, PPT slides presented to OCA Board of Directors, compilation package incorporating brochure, principles, early draft of the selection criteria & characteristics of a successful Woonerf</p> <p>B.Isitt, City councillor provided to City’s Committee the Whole ORW selection criteria & characteristics of a successful Woonerf document</p> <p>ORW Planning Members: planned and hosted Neighbourhood potluck dinner gathering & update session conducted at OCC</p>
February 2019	<p>Co-Leads: developed Need-to-Know Orientation package for neighbours who want to join ORW Planning Group</p> <p>Co-Leads: developed Frequently Asked Questions (FAQ) Fact Sheet</p>
March 2019	Co-Lead: wrote and issued Oaklands Rise News

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April 2019	<p>Co-Lead: wrote, submitted MGN Grant allocation - Xeriscaping Learning Activity and Demonstration Garden</p> <p>CoV staff advise that the collaboration on a number of Woonerf pilots is viewed as limited to the frontage improvements at 2695 Capital Heights. Any other case within the ORW described woonerf area is separately subject to the subdivision bylaw for a sidewalk. It is contrary to the direction of Council’s unanimous approval on sidewalks noted in October 2017</p> <p>Proposed development at 2700 Avebury was subject to the subdivision bylaw requirement for a sidewalk. Opposed by the neighbourhood and worked with developer to apply for a variance to the subdivision bylaw. Developer did and city granted the variance</p>
May 2019	Co-Leads: Chair of the Pre-Planning Oakland’ Neighbourhood Plan Steering Committee; and second lead represents the ORW to establish incorporation into the ONP planning process
June 2019	<p>Co-Lead: wrote and issued Oaklands Rise News</p> <p>Co-Lead: Xeriscape Learning Activity and Demonstration Garden MGN project approved</p>
July 2019	<p>Co-Lead: created CMAP mapping of ORW projects to UVIC courses</p> <p>Co-Lead: wrote and issued Oaklands Rise News</p>
August 2019	Co-Lead: wrote and issued Oaklands Rise News
August/ December	<p>COVID restrictions</p> <p>-Lead: wrote and issued Oaklands Rise News December</p>
Year 2020 - A Year of Achievements	
January/ August 2020	<p>COVID restrictions</p> <p>Co-Lead: wrote and issued Oaklands Rise News for February & April</p>
August 2020	<p>Four ORW Planning Group members met with city staff (Sarah Webb, Fred Billingham) to provide update on ORW activities, concrete planters offered by the city, location of planters identified, locations approved by City’s Fire Marshall</p> <p>Co-Lead: wrote and distributed flyers to neighbours informing of pending concrete planters and placements</p>
September 2020	<p>Planting commenced on the xeriscape demonstration garden</p> <p>Co-Lead: wrote and issued Oaklands Rise News</p>

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October 2020	<p>Co-Lead: confirmed that Kiwanis Pavilion, Oak Bay Kiwanis Health Care Society willing to assume not-for-profit partnering organization for MGN grant funds</p> <p>Co-Lead: wrote and submitted MGN Grant entitled Re-Imaging a People Priority Street, Neighbour assumed project lead for start of project</p> <p>Neighbour: Assumed project lead on MGN Grant entitled Garry Oak Bench</p> <p>Co-Leads: developed ORW My Great Neighbourhood Grant Roles document</p> <p>Co-Lead: rekindled relationship with UVIC Community Engagement Learning Coordinator</p> <p>Co-Lead: developed UVIC student project templates entitled Community Survey, Self Guided History Walk, Permaculture, Neighbourhood Asset Mapping</p> <p>Co-Lead: requested extension of xeriscape demonstration garden project to March end 2021 due to COVID-19, request granted</p>
November 2020	<p>Two hexagonal and four rectangular concrete planters placed at Capital Heights/Kings Rd, Mt Stephen/Kings Rd intersections</p> <p>City Parks Department staff supplies soil and planted hemes and ferns in the two hexagon concrete planters</p> <p>Co-Lead: wrote document entitled My Great Neighbourhood Grant Roles outline Project Lead Activities and Activities of Partnering Not-For-Profit Organization</p> <p>Co-Lead: draft document entitled Mapping Projects for a people priority promenade</p> <p>Co-Lead: transfer project lead to of MGN Re-Imaging a People Priority Street project to neighbour volunteer who submitted grant application</p> <p>Co-Leads: write document entitled Oaklands Rise Woonerf Supervision of Student Engagement</p> <p>Co-Leads: develops project templates for UVIC students community engagements, details course requirements and objectives</p> <p>Co-Lead: wrote MGN project proposal entitled Oaklands Rise Woonerf Neighbourhood Survey</p>

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December 2020	<p>MGN Grant: Re-Imaging a People Priority Street application approved</p> <p>Co-Lead: request received from UVIC CEL coordinator seeking permission to use content from ORW document entitled Oaklands Rise woonerf Supervision of Student Engagement. Permission granted with request for appropriate citation.</p> <p>Planning group members and neighbours presented to City Council supporting a Public Hearing on the 2700 Avebury housing proposal. Approval to proceed to Public Hearing granted</p> <p>MGN grant application entitled Re-Imaging a People Priority Street approved</p> <p>Three ORW Planning members discussed self directed studies with UVIC prof, UVIC CEL coordinator and self directed study student.</p> <p>Four ORW Planning members commenced discussion with professor, School of Permaculture Studies on possible engagement of UVIC permaculture students. ORW Planning members committed to come a community partner with UVIV School of Permaculture Studies.</p> <p>ORW Planning members and neighbours conducted a walk about with City staff on potent placement of Garry Oak benches</p> <p>Co-Lead: wrote and submitted MGN Grant application for Intersection Street Art (Murals)</p>
	Year 2021- A Year of Moving Forward

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January 2021	<p>Four planning Group members conducted a walk about with professor, UVIC School of Permaculture Studies</p> <p>Twenty UVIC permaculture student commenced January to April engagement on the Oaklands Rise Woonerf people priority promenade</p> <p>Three Planning Group members held discussion with Self Directed Student Student to refine students ORW community survey</p> <p>One UVIC self directed studies student commence January to April engagement with the ORW neighbourhood survey project</p> <p>Co-Lead: drafted MGN project entitled Garry Oak Benches but transferred project lead to a neighbour who expressed interested in assuming project lead role</p> <p>Co-Lead: wrote first draft of document entitled ORW Communication Plan</p> <p>Co-Lead: drafted a concept map for ORW communications replacing the earlier draft communication document</p> <p>Four ORW planning members participation in a zoom presentation on the ORW people priority promenade which was recorded for viewing by permaculture students</p> <p>ORW Planning members and neighbours submitted support for thee development of the 2700 Avery project as developers supportive of the ORW initiative. Approved by City Council on February 11th</p>
February 2021	<p>ORW neighbour volunteered to assume lead role for ORW’s social media</p> <p>Co-Lead: accepted invitation, extended by city staff, to become member of the City’s Placement Committee</p> <p>Co-Lead: wrote and issued Oaklands Rise News</p>
March 2021	
April 2021	<p>Co-Lead: met with City Urban Planner to discuss upcoming Placemaking catalogue</p> <p>Co-Leads: met with OCA’s new Executive Director</p>
May 2021	OCC provided funds to purchase metal bird structures
June 2021	
July 2021	Neighbourhood celebratory event to celebrate completion of two MGN grant funded Xeriscape Demonstration Garden, Re-Imaging a People Priority Street projects

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August 2021	Co-Lead: featured on Amazing Places Dean Murdock Podcast
September 2021	MGN Grant: Garry Oak Benches application submitted
October 2021	Co-Lead: presentation to Sannich One Planet Committee Co-Lead: accepted membership on Sannich One Planet Committee
November 2021	MGN Grant: Garry Oak Benches application approved Co-Lead: participated in One Planet Committee and Transforming Communities Creatively Through Regeneration Co-Leads: conducted walkabout with Quadra/Cedar Hill Association Co-Lead: submitted MGN Re-imagining a People Priority Street final report
December 2021	Co-Lead: guest presenter on UVIC professors podcast on designing for aging
	Year 2022 - Year of Projects
January 2022	
February 2022	Co-Lead: presentation Hillside/Quadra Community Association
March 2022	Co-Lead: confirmed Greater Victoria Placemaking Network willingness to serve as partnering not-for-profit fund administer for ORW MGN grant funds
April 2022	Co-Lead: participated in One Plant Action Plan workshop, April 24 MGN Grants: Street Art, Xeriscape Garden Phase applications submitted
May 2022	Co-Lead: participated in One Plant Action Plan workshop, May 9 & 16 MGN Grants: Street Art, Xeriscape Garden Phase applications approved
June 2022	Co-Lead: completed One Plant Action Plan and linked ORW actions to One Planet Living ten principles
July 2022	ORW’s journey captured on video (4min, 8min videos) Co-Leads: walkabout with Masami, mapping of Oaklands Neighbourhood
August 2022	Garry Oak benches installed: Capital Heights/Kings, Rd Mt Stephen/Kings Rd, Fernwood/Kings Rd
August 2022	MGN Grants: Neighbourhood Gathering, Celebrating Neighbourhood Culture, Community Feedback & Sharing Project applications submitted
September 2022	MGN Grants: Neighbourhood Gathering, Celebrating Neighbourhood Culture, Community Feedback & Sharing Project applications approved

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October 2022	Co-Leads: Walkabouts with several City Council candidates
November 2022	
December 2022	
	Year 2023 - A Year of Rewards
January 2023	Co-Leads: met Owner, Meadowlark Memorials - neighbour remember stone
February 2023	Walkabout with representatives from Burnside/Gorge Rd Community Association
March 2023	
April 2023	<p>Co-Lead: presentation at CoV Community Ambassador Workshop</p> <p>MGN grant application Xeriscape Garden Phase 2 approved</p> <p>Co-Leads: met with Manager, Community-Engaged Learning, UVIC</p> <p>Co-Lead: participation in One Planet Collaborative Workshop</p> <p>Co-Leads: met with President Victoria Folk Music Society</p> <p>Co-Leads: attended OCA annual general meeting</p>
May 2023	<p>Neighbourhood Gathering and Celebrating 25th Anniversary of Native Garden event held on May 23</p> <p>2023 ORW neighbourhood survey launched</p> <p>ORW Planning Group Member: submitted MGN grant Neighbourhood Gathering Project final report</p>
June 2023	
July 2023	<p>Co-Leads: attend xeriscape garden celebration on Chamber Street (Dan&Jen)</p> <p>MGN grant application - Pergola approved</p>
August 2023	<p>Seven volunteers prepared site requirements and erected pergola structure, completed on August 23</p> <p>Ten volunteers created xeriscape garden beds and placed plantings</p>

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September 2023	<p>Music on the Woonerf Event held on September 17, enjoyed by 58 attendees</p> <p>Co-Lead: submitted MGN grant Celebrating Neighbourhood Culture Project final report</p> <p>Co-Leads: awarded certificates of achievements by Mayor Alto September 23 at Community Champion Event</p> <p>Co-Leads: participated in Green Mapping workshop hosted by UVIC</p>
October 2023	Co-Lead: completed ORW linkage with One Planet Elements
November 2023	<p>Co-Lead: analyzed 2023 Neighbourhood Survey results, 109 retruns, wrote final report</p> <p>Co-Leads: conducted walkabout with OCA management team</p>
December 2023	<p>ORW Planning Group Member: submitted MGN grant Xeriscape Garden Phase 2 Project final report</p> <p>ORW planning member and neighbours organized Dec 23, neighbourhood carolling event, 38 participants</p> <p>Co-Lead: met with Susan Morrow re ORW discussion</p>
Year 2024 - Another Year of Moving Forward	
January 2024	<p>Co-Lead: submitted MGN grant Community Feedback & Sharing Project final report</p> <p>Co-Lead: canvassed neighbourhood seeking ways to share survey results</p> <p>Co-Leads: met Rhianna & Becky UVIC re Arts & Communication student involvement</p> <p>Co-Leads: met with Orcherton Metal Fabrication to discuss potential metal art structures</p>
February 2024	<p>Co-Leads: presented to UVIC students re pending projects - attracting neighbourhood volunteers, market package for fund raising and sponsors</p> <p>Co-Leads: set dates for street mural painting (May, June, July, August)</p> <p>Co-Lead: draft MGN grant application Creation of a Neighbourhood Gathering Place submitted (Woonerf Parkette)</p>
March 2024	UVIC 406 Professional Communications students toured the ORW and the project lead led questions at a subsequent meeting to clarify objectives and deliverables for the five-week study program.
April 2024	

Glossary of Terms

This glossary clarifies the meaning of terms used to invite innovation and explore the sometimes differing meanings of terms used by various professions or stakeholders. The process of finding agreed meanings offers learning for all. The process, as much as the result, is important to enable collaboration among those with different perspectives.

Definitions included in this non-exclusive glossary are drawn from a range of reputable sources, often several sources for a single term, including quoted text not intended to infringe copyright. References for this and other aspects of the Oaklands Rise Woonerf Pilot may be reviewed by arrangement with the volunteer archivist, a member of the Core Planning Group. In general, citations provided are included as jump-off points for the further research of those interested.

Terms

Accessibility: typically describes factors that mitigate barriers for differently abled people, ORW adapts this to include a celebration of ability—not a focus on mitigating disabilities. For example, rather than seeing a shared space as an inherent threat to accessibility, we celebrate the fact that wheelchair users can stroll side-by-side in conversation along the wide-surface walkway that is our people-priority greenway. Considerations of accessibility for all are actively sought.

Arterial: a high-capacity urban thoroughfare fed by sub-arterial collectors, connectors and local roads (terms with sometimes variable meanings) in a traditional Functional Classification System (FSC) model that considers roads primarily as corridors for motorized traffic¹. Alternative models aim to provide a broader range of considerations in recognition that access and mobility are two of many roadway uses. The region of Wentworth-Hamilton in Ontario adds classifiers and inverts the FCS hierarchy by placing “passage” with no vehicular use at the top, and “mobility road” with highest volume and highest speeds at the bottom of the planning pyramid.

Bollard: a post or similar obstruction to create a visual guide and protective barrier; the spacing of bollards can allow passage of bicycles and pedestrians; bollards may incorporate lighting and can be designed to include audio and other features as part of way-finding networks.

Built Environment: person-made surrounding including homes, buildings, public and private spaces and furnishings, transportation routes, parks, and facilities in

which people live, work, play; the built environment influences how people experience life and, as infrastructure, factors into all aspects of community development and wellness.

Bump-Out: a curb extension used to narrow the street and widen sidewalk areas at intersections, often in place of on-street parking, thereby narrowing the pedestrian crossing distance over a right-of-way.

Chicane: a horizontal diversion of traffic that can be gentle or more restrictive depending on the design; alternating, off-set mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path to slow speeds and increase safety; a serpentine curve in a road, added by design rather than dictated by geography, and implemented using plantings, benches, parking and other amenities; may involve “choker” and other design choices to achieve the desired effect.

Childstreet2: a perspective on urban public space in which roads in residential areas used for recreation and playing as well as local mobility needs. In principle, children (worldwide) have lost freedom of movement outdoors, caused to a large extent by the increase in cognized traffic. The ability of children to move around freely is of critical importance for physical and mental health development, an issue to which a future-oriented society attaches great importance and so places emphatic conditions on the layout of urban public spaces and on traffic in particular; an integrated approach is advocated, aimed at design, education and enforcement.

Citizen Involvement: a term used to describe citizen participation in all phases of a comprehensive planning process; work directly with relevant agencies throughout the process to ensure that public concerns and aspirations are consistently understood and considered¹.

Citizen Led Initiative: a grassroots movement emerging to solve challenges, large and small, which traditionally top-down institutions may fail to address effectively. Global examples include the EU Citizen’s Initiative and local initiatives include neighbourhood community gardens, way-finding and placemaking activities, often involving and infrastructure related engagements. The Oaklands Rise Woonerf Pilot incorporates such goals as citizens mobilise social capital and intellectual capital networks to promote people-centred planning practices.

Collaboration: a partnering in each aspect of decision processes including the development of alternatives and the preferred solution(s);³ one of five levels of

public participation established by the International Association for Public Participation which are: inform, consult, involve, collaborate, and empower, defining degrees of public participation in civic governance.

Collector road⁴: Collector streets are located within the specific area, providing indirect and direct access for land uses within the specific area to the road network. These streets should carry no traffic external to the specific area. See also, FCS and alternatives, under “Arterial”.

Community Development: activities and programs designed to strengthen the physical, social and economic conditions of an area with a view toward making it a more healthful, prosperous and gratifying place to live.

Comfort Zone: a psychological state in which things feel familiar to a person and they are at ease and in control of their environment, experiencing low levels of anxiety and stress.

Connector road⁵: a sub arterial road to carry through-traffic between multiple specific areas and arterial roads. See also, FCS and alternatives, under “Arterial”.

Core Planning Group: a sub-set of Oaklands Rise Woonerf members tasked by the Initiating Group and the larger General Interest Group to undertake coordinative and design efforts.

CPTED (Crime Prevention through Environmental Design): a group of strategies and concepts (including the design of buildings and landscaping) intended to reduce the fear of crime and opportunities to commit crimes. A wider range of social crime prevention strategies as embedded in Place-making activities includes community meetings and gatherings to encourage social interaction.

Gateway⁶: a physical or geometric landmark that delineates a change in community context or street topography or serves as a de facto entrance to a greenway or woonerf, alerting users to the change in character and behavioural expectations; signals a change in environment from a higher speed arterial or collector road to a lower speed residential or commercial district; clearly indicates that beyond it lies an area with a different character and a lower speed limit⁷. See also, On Gateways, in the Appendices to this document.

Gateway Features or Treatment: design elements that signify entrance to/egress from a distinct area, usually a place where a new character or sense of identity should be acknowledged; such a gateway can be achieved through details of the

built form, through landscaping, or signage; a gateway clearly indicates that beyond it lies an area with a different character and a lower speed limit.

Gateway features are intended to trigger and guide changes in user behaviour in accord with the established context (e.g. increased pedestrian usage; slower traffic speeds, etc.).

Greenway: a linear open space; a corridor composed of natural vegetation.

Greenways

can be used to create connected networks of open space that include traditional parks and

natural areas. A walkable, safe, green spaces to increase possibilities for people to meet and

mature relationships beyond family, friends and colleagues.

Hardscape: elements added to a natural landscape, such as paving stones, gravel, walkways, irrigation systems, roads, retaining walls, sculpture, street amenities, fountains, and other mechanical features

Hard Surface: a treatment, as by paving, the surface of, as a road, to prevent muddiness

Home Zone : a residential areas in which street space is shared between pedestrians, cyclists and motorists; the traditional distinction between the carriageway and footways is removed and the street as a whole becomes an extension of the local community's living space; see Woonerf.

Intellectual Capital (IC): a factor of knowledge and skills of involved people (human capital); the practices, systems and evidence-base through which they engage, learn and act (structural capital); and the diverse relationships and networks of capabilities that attends each person (relational capital). The World Bank and other global organizations recognize investment in IC as a crucial factor for nations, states and communities. Recognizing IC value expands resource capacity exponentially. See also, social capital.

Landscape Lighting: lighting that is designed to accompany and illuminate landscaping features.

Lighter, Quicker, Cheaper (LQC)⁸: affordable, human-scale, and near-term transformations of the built environment; citizen-led and place-focused projects of variable scope; opportunities to test concepts through shorter term, less engineered interventions as relatively lesser cost alterations to public space.

Living Street: a street designed primarily with the interests of pedestrians, children and non-vehicular users in mind as a social space where people can meet and children can play legally and safely; roads remain available for use by cyclists and motor vehicles, however their design aims to reduce both the speed and dominance of cognized transport. This is often achieved using the shared space approach, with greatly reduced demarcations between vehicle traffic and pedestrians. Vehicle parking may also be restricted to designated bays to optimise the use of space. The Living Street is a social space rather than a route for vehicles to get from point A to point B; see also, Woonerf.

Local Street: intended to provide access to abutting properties only, see also: residential street. See also, FCS and alternatives, under “Arterial”.

Neighbourhood: an imprecisely defined area within which people live, work, learn, and play. Its edges may be well-defined or more loosely felt by residents. Although it is often defined by a radius equal to an easy walk, its size may vary, from an easily walkable district to a larger region. In some cases, neighbourhoods may overlap, especially where they are well-connected. See also, Twenty (20) Minute Neighbourhood⁹. Official Community Plans may designate official neighbourhood defined geographically rather than as a reflection of community as defined by residents.

Parklet: an example of place-making on public land to encourage socialisation, exercise, play and rest as aspects of community health; a parklet may be a non-permanent use of parking spaces to create a seating area; a green space to provide a pedestrian step-off area; or a fuller implementation of localised community gardening, seniors and children’s equipment, art, or some other visual amenity.¹⁰

People Priority Greenway (PPG): a secondary connector and local streets.

Pedestrian: a person on foot or in a self-propelled vehicle or one propelled by a person afoot such as wheelchair or other assistive device.

Pedestrian-Friendly, also, Walkability: a characteristic of the built environment that is pleasant and inviting for people to experience on foot; specifically offering

sensory appeal, safety, street amenities such as plantings and furniture, suitable lighting, easy visual and physical access to buildings, and diverse activities.

Performance Indicator: a term that describes a characteristic of a system in order to measure progress towards a specific goal.

Performance Measure: a method used to assign a value to one or a sum of performance indicators. Performance indicators measure change over time, and the performance measure is a specific activity, change, or outcome that can be measured.

Place: a particular location or space that may be a destination, an area for social interaction, exercise, rest, etc. that is afforded at least an equal value to that of other uses of the shared space.

Place-making: an activity to create “place”, preserving or protecting a public space to achieve benefits in community health and safety; a living space, strengthening the connection between people and the places they share, paying attention to the physical, cultural and social identities that define a place; “place” may be used to designate a zone for such purposes. A key element in the CPTED (Crime Prevention through Environmental Design); 12 principles are included in the City of Victoria Official Community Plan¹¹.

Quality of life: a measure of the standard of living which considers non-financial factors such as health, functional status and social opportunities that are influenced by disease, injury, treatment or social and political policy

Self-explaining Roads (SER)¹²: a concept in which the driver is encouraged to naturally adopt behaviour consistent with design and function of roads, each distinctive relative to purpose; the built environment effectively provides a "label" for the particular type of road to reduce need for separate traffic control devices such as additional traffic signs to regulate traffic behaviour; such an approach uses simplicity and consistency of design to reduce driver stress and driver error and is already used for the highest road classes (motorways).

Shared Roadway : a roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether such facility is specifically designated as a bikeway.

Shared Street: a common space to be shared by pedestrians, bicyclists, and low-speed motor vehicles. These are usually narrowed streets without curbs and

sidewalks. Plantings, street furniture, and other obstacles are placed so as to discourage and inhibit through-traffic movements and encourage slow vehicular speed.

Shared Space: an urban design approach which seeks to minimise the segregation of pedestrians and vehicles. This is done by removing features such as curbs, road surface markings, traffic signs, and traffic lights

Social Capital: an aspect of Human or Cultural Capital through which interaction among people in groups; adoption or rejection of norms; inclusion and exclusion are factors to recognize and engage in community related work. See also, Intellectual Capital.

Speed Bump: a modular or permanent, abrupt traffic calming device typical of parking lots; 2-4” in height, short travel distance aimed to produce speeds of 2-10 mph; 2-jolt interventions not typically acceptable for emergency vehicles; utility improves with spaced, repeated placements.

Speed Cushion: a modular or permanent, elongated speed bump approximately 3” high with a 3.5’ travel distance, positioned to permit emergency vehicles to pass with wheels on either side of the cushion; the separated placement can reduce risk of water displacement. The overall efficacy of speed cushions relative to other traffic calming devices is a subject of some debate.

Speed Hump¹³: a generic term for a type of traffic calming that can take many forms: bump, cushion, table. ORW recommends against this term in favour of specifics to avoid confusion.

Speed Slots^{14,15}: a form of speed bump with slots positioned centrally to permit emergency vehicles to avoid the bump or cushion. Speed are reportedly less effective in slowing speeds than other installations and may increase risk of collision. ORW recommends against use of this term to avoid confusion with speed cushions and “slot-systems¹⁶” designed to eliminate traffic lights.

Speed Table: a term used to describe a very long and broad speed hump, or a flat-topped speed hump; may be combined with curb extensions where parking exists; raises the entire wheelbase of a vehicle to reduce its traffic speed; provides both a visual and physical characteristics to communicate requirement for change in driving behaviour. Speed tables are flat-topped, with a height of 3–

3.5 inches and a length of 22 feet. Also known as “silent policemen”, speed tables can be used to designate the entrance and exit from a zone.

Street Furniture: accessories and amenities placed for pedestrian convenience and use including elements such as benches or other seating, trash receptacles, drinking fountains, planters, kiosks, clocks, newspaper dispensers, art installations, exercise and playground equipment.

Streetscape: the visual character of a street as determined by elements such as structures, furnishings, greenery, driveways, open space, view, and other natural and man-made components

Sustainable: a term to describe methods, systems, or materials that will not deplete non-renewable resources or harm natural cycles; outcomes that can be sustained over time.

Step Off: an act of stepping aside or moving to another position or location; a place to step off.

Residential street: a non-arterial street that provides access to residential land uses, and connects to higher level traffic streets; also called residential access or local street.

Traffic Calming a range of measures commonly used on residential streets to reduce the impact of vehicular traffic on street users including residents, pedestrians and cyclists by slowing traffic to improve safety. May include the use of signage, different paving surfaces, roundabouts, speed bumps, perceived and actual narrowing of streets/roads. Visual cues include bringing buildings closer to streets, landscaping and street furniture. See also: speed bump, cushion, table.

Traffic Circle or Mini-circle¹⁷: a level or raised island in the centre of an intersection to calm traffic; can take the place of a signal or four-way stop sign; occasional larger vehicles going through an intersection with a traffic circle (e.g., a fire truck or moving van) can be accommodated by creating a mountable curb in the outer portion of the circle or they may make left-hand turns in front of the circle.

Traffic Circle also called a traffic roundabout, is a raised island located in the centre of an intersection. Traffic circles are usually installed in residential areas to help to reduce vehicle speeds and collisions at intersections.

Twenty (20) Minute Neighbourhood:¹⁸ an conceptual planning model originating in Portland to align the amenities and characteristics of neighbourhood within an

approximately twenty minute radius on foot for community wellness, environmental responsibility, and sustainable infrastructure management. This concept should not be rigidly applied but can provide a lens through which shaping a neighbourhood can yield benefits.

Way-finding: a system of information tools to orient users of an area enabling navigation cued by visual, audible, and tactile elements such as artefacts, signs, graphic communications, spatial markets, streetscape elements, building design, and the street network.

Walkable Areas: the extent to which an area accommodates pedestrians; walkable areas are pedestrian friendly and encourage pedestrian travel.

Walkability: reflects overall walking conditions and usually takes into account the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security and comfort for walking. The quality of pathways, building access ways and related facilities, the existence of sidewalks and crosswalks, roadway conditions (road widths, traffic volumes and speeds), accessibility (the relative location of common destinations) and the quality of connections between them all affect walkability. See also, On Walkability, in the Appendices to this document.

Wide-surface Walkway: a surface with a width of eight to sixteen feet or more for mixed, primarily pedestrian and non-motorized vehicle use to accommodate social walking and activate benefits for community health and wellness. This is proposed as a local road classification.

Woonerf: streets featuring human-centred design principles and improved safety for pedestrians and cyclists; vehicles are guests and travel at the speed of pedestrians; a place to play, socialise and engage in the community on a street or square where human-centred design principles enable cars, pedestrians, cyclists, and other local users to coexist without traditional safety infrastructure to guide them. Also sometimes called a "shared street," a woonerf is generally free of traffic lights, stop signs, curbs, painted lines, and the like. Users have equal access to the road and vehicles proceed “at the pace of people” (about 6-12 km/h when people are on the road) as enforced by design including the use of public amenities such as plants, art, playground equipment, street furniture; curving roads, etc. as suited to context; see also: shared streets.

On Gateways in the Woonerf Adaptation

All entry points of the living street area are marked with the “Home Zone” signage that is common to living streets world wide. There are variations, but all gateway signage conveys the residential aspect of the area and shared usage of the street with symbols representing a house, pedestrians, bicyclists and children playing, all shown larger in scale than a motor vehicle displayed in the background.

A significant aspect of the shared street is that they are not a conduit for traffic, but part of the lived neighbourhood. As such, they are not cluttered up with signage and painted lines, but are designed to put all users on an equal footing. It is a paradigm shift in which a vehicle is considered to be simply another user, negotiating space along with dog walkers, bikers, pedestrians and all. “The idea is to make the street legible so users understand that it is a shared environment and behave accordingly.”¹⁹ This is an adaptation of the original Woonerf concept in which the pedestrian owns the road and shares it with others.¹²

On Walkability²⁰

Walkability is not only related to physical aspects (e.g. sidewalk quality and width) but also to the sensory field (e.g. pleasantness), the inter-organization of places within the city (e.g. services accessible nearby) and consequences of the degree of walking (health, social connections). (Fitzsimons D’Arcy, 2013)²¹

“Walking is normally divided in a rather coarse manner into two categories within walkability research. Firstly, transport-related walking signifies walking with a certain errand in mind, for example to the grocery store or to a bus stop (Saelens, Sallis, & Frank, 2003). This research strain is predominant and often views walking as a part of a travel chain also including other modes, such as public transport. Within this context, mixed uses and attractive urban design in city centres and near public transport nodes are key issues in urban planning (Ranhagen, Troglio, & Ekelund, 2015).

Secondly, leisure walking – e.g. walking for exercise or in a park – is the less explored research category (Saelens et al., 2003). Here, the research perspective is somewhat different: walking is viewed more independently, taking into account the varying types/purposes that bouts of walking can have, besides getting from A to B. Walking bouts can also be categorised in a more nuanced way depending on their type/purpose, such as wandering, browsing shops, walking to the bus stop or exercising.

There was a greater diversity of walking types/purposes in neighbourhoods with a more diverse mix of uses in the built environment according to a study from Stockholm, Sweden (Choi & Sardari Sayyar, 2012). The factors of density, land-use mix and connectivity significantly influence quantity, diversity in types/purposes and the qualitative experience of walking (Choi, 2012). Positive factors on an urban design level such as liveliness, surveillance, sense of security and sociability also contribute to the perceived quality of walking (ibid).” 18

“The main conclusion made from this research study is that walking conceptually speaking is not seen as a transport mode on par with the other transport modes. This has important consequences for urban design and planning practice. If walking is not thought upon in a nuanced way, it means that the simplified conceptual level of thinking regarding walking can influence to what extent walking-friendly environments are conceived. This would mean that undifferentiated thinking results in simplistic solutions. In fact, walking is however a complex phenomena, related both to the walker, type of walking and the walking environment. Walking deserves more nuanced thinking so that walkable environments can be created to fulfil as many types of walking desires as possible.”²²

Research at specific sites has shown that collisions between a motorist and a person walking or bicycling diminish where more people walk and bicycle.²³

Findings of a study conducted in 68 cities in California reveal that “the likelihood of an injury is not constant, but decreases as walking or bicycling increases.

In 47 Danish towns, it was found that “pedestrians are safer in towns with greater walking and bicyclists are safer in towns with more bicycling”.

In 14 countries with relevant data, it was found “that the risk decreases with increasing trips on foot or on bicycle” within a range of five-fold decrease to a whopping 20-fold decrease in 14 countries with the relevant data.

Todd reported three studies showing “motorists in the United States and abroad drive more slowly when they see many pedestrians in the street and faster when they see few.”²⁴

In addition, motorists in communities or time periods with greater walking and bicycling are themselves more likely to occasionally walk or bicycle and hence may give greater consideration to people walking and bicycling. Accordingly, the most plausible explanation for the improving safety of people walking and bicycling as their numbers increase is behavior modification by motorists when they expect or experience people walking and bicycling.²⁵

“A motorist is less likely to collide with a person walking and bicycling when there are more people walking or bicycling. Modeling this relationship as a power curve yields the result that at the population level, the number of motorists colliding with people walking or bicycling will increase at roughly 0.4 power of the number of people walking or bicycling. For example, a community doubling its walking can expect a 32% increase in injuries ($2^{0.4} = 1.32$). Taking into account the amount of walking and bicycling, the probability that a motorist will strike an individual person walking or bicycling declines with the roughly -0.6 power of the number of persons walking or bicycling. An individual’s risk while walking in a community with twice as much walking will reduce to 66% ($2^{-0.6} = 0.66$).

Accordingly, policies that increase the numbers of people walking and bicycling appear to be an effective route to improving the safety of people walking and bicycling.”²⁶

“I often prefer to walk at the edge of the roadway even where there are sidewalks, if traffic is sufficiently low....Rather than trying to retrofit sidewalks everywhere, we should reaffirm pedestrian ROW with laws and traffic calming where appropriate.” ²⁴ Online comment from scoot777, a Washington D.C. Resident who tends to walk street-side, regardless of sidewalks.

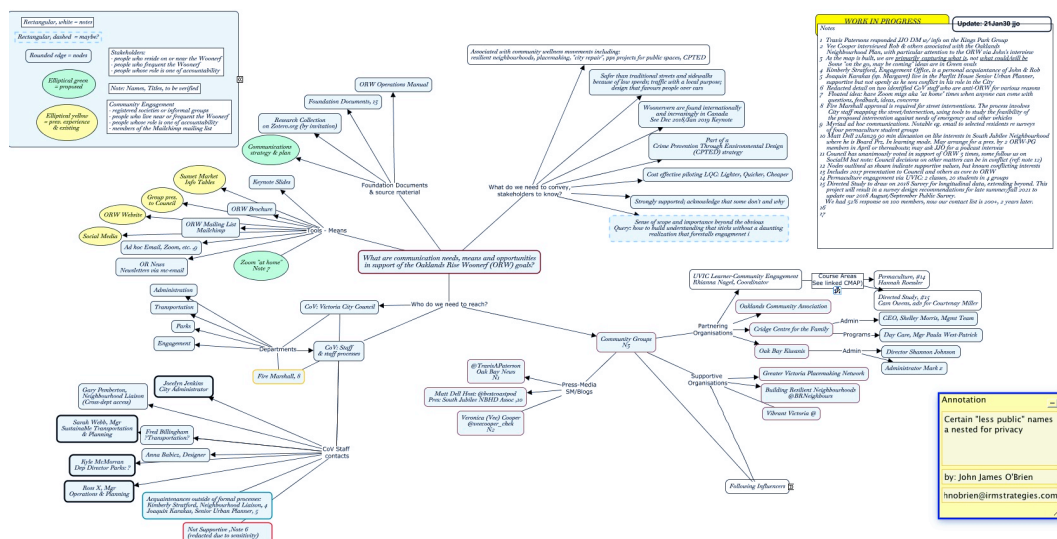
“Given low volume and low speed roads, such as rural or dead end lower residential neighbourhoods, sidewalks aren't always necessary. I live in Calvert Hills, College Park where a lot of sidewalks are missing. It still feels safe to walk on the street since cars are few and are forced to drive slow by road design. The fact that pedestrians are in the street probably forces them to drive even more cautiously.”²⁷

What makes my neighbourhood feel walkable is the narrow roads, high connectivity, slow cars and healthy street trees.”²⁸

Sany R. Zein, then City of Victoria manager responsible for the Pedestrian Master Plan, observes that “speed plays a crucial role in saving one's life or in injury severity[91,92] e.g., if collision speed is $\geq 45\text{km/h}$ then there is 50% chance of survival but if speed is $\leq 30\text{km/h}$ then there is 90% chance of survival[92,93].29

Shared space is not a transportation concept, it is a political concept and placemaking is the process to accomplish it politically. They say that with Shared space, the road is just a part of the space.³¹

Our online presence is one aspect of a broader communications strategy to be developed. The evolving [concept map below is available online](#) to ORW Planning group members and on request. Click the link for a larger, more legible version.



IRM Strategies donated webspace: content including newsletters, public survey results and more is stored here for access through the ORW site (above).

Instagram: <https://www.instagram.com/oaklandsrise/>

Oaklands Rise Woonerf Planning Group: a “Need to Know” orientation manual

Tag/link on your social media and let us know at: oaklandsrise@gmail.com

Join our mailing list: complete the form at: eepurl.com/dAMDHr

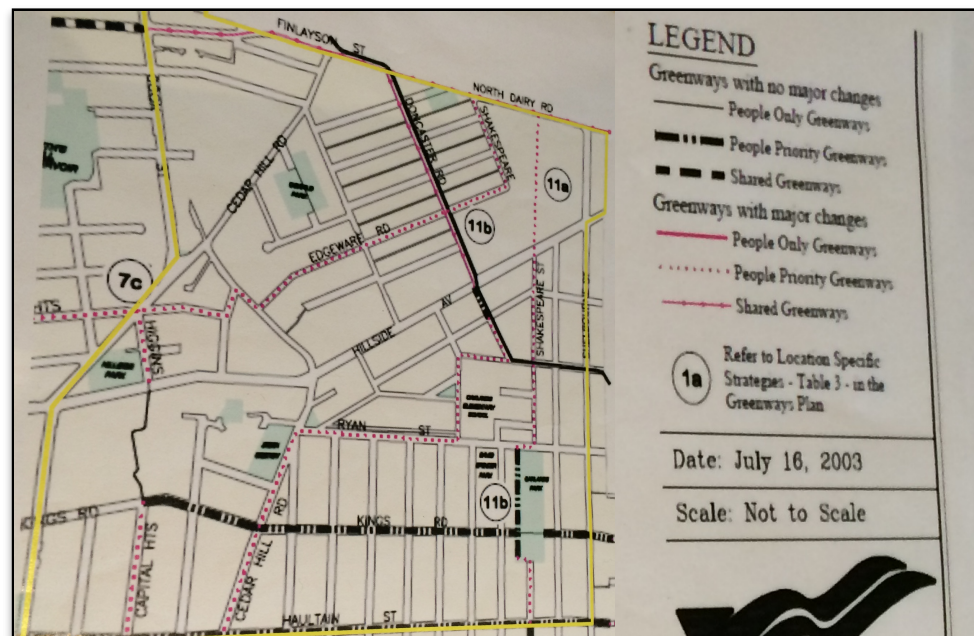
Base Map of the Oaklands Rise Woonerf

In most locations, a woonerf is one or a few blocks long. The Oaklands Rise Woonerf adapts the concept to take advantage of the existing lack of infrastructure along the backbone of the people-priority greenway of Kings Road and connecting sidewalk-free residential streets as shown below.



Other versions of this map incorporate street art placement, traffic calming elements and boulevard garden / parklette potential in layers or animations. They are available in presentation materials prepared to support topic specific meetings.

Greenway Plan Map



This map of Oaklands is excerpted from the Greenway Plan (2003) which provides for identification of streets suitable for greenway designation that are not already identified. This applies to some locations in the ORW initiative locations.

Frequently Asked Questions (FAQ)

(under development: please contribute to this resource)

Section Endnotes

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- ¹ Forbes, “Urban Roadway Classification.” https://nacto.org/docs/usdg/urban_roadway_classification_before_the_design_begins_forbes.pdf
- ² CROW and Ede, 2009. Road Safety Manual. CROW.
- ³ [https://iap2canada.ca/Resources/Documents/0702-Foundations-Spectrum-MW-rev2%20\(1\).pdf](https://iap2canada.ca/Resources/Documents/0702-Foundations-Spectrum-MW-rev2%20(1).pdf)
- ⁴ Eppell, Bunker, and McClurg, 2001. “A Four Level Road Hierarchy for Network Planning and Management”
- ⁵ Eppell, Bunker, and McClurg, 2001. “A Four Level Road Hierarchy for Network Planning and Management”
- ⁶ “Pedestrian Safety Guide and Countermeasure Selection System.”
- ⁷ CROW and Ede, 2009. Road Safety Manual. CROW.
- ⁸ <https://www.pps.org/gps/lqc>
- ⁹ <https://www.livablecities.org/articles/distance-destinations-density>
- ¹⁰ <https://en.wikipedia.org/wiki/Parklet>
- ¹¹ City of Victoria, 2017. Official Community Plan. https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/Replaced/OCP_Sec8_Jul2017_web.pdf
- ¹² European Commission Mobility and Transport https://ec.europa.eu/transport/road_safety/specialist/knowledge/road/designing_for_road_function/self_explaining_roads_en
- References: https://ec.europa.eu/transport/road_safety/specialist/knowledge/road/references_en#Ref_076_Ripcord
- ¹³ “Pedestrian Safety Guide and Countermeasure Selection System.”
- ¹⁴ Johnson and Nedzesky. 2004. “A Comparative Study of Speed Humps, Speed Slots and Speed Cushions.”
- ¹⁵ Berthod 2011. “Traffic Calming Speed Humps and Speed Cushions.”
- ¹⁶ Sorrel and Sorrel, 2016. “On These MIT-Designed Streets, There Are No Traffic Lights, Or Need To Stop At All.”
- ¹⁷ “Pedestrian Safety Guide and Countermeasure Selection System.”
- ¹⁸ <https://www.livablecities.org/articles/distance-destinations-density>
- ¹⁹ Garrick, N. The Art and Science of Shared Streets, a.k.a. “Naked Streets”. Connecticut Transportation Institute, Department of Civil and Environmental Engineering, University of Connecticut. Accessed October 2017 <http://www.engr.uconn.edu/~garrick/articles/Congress%20of%20New%20Urbanism%20-%20New%20England%20Chapter.htm>
- ²⁰ See Oaklands Rise Living streets Woonerf Pilot-v1.pdf (unpublished) for additional references.
- ²¹ Fitzsimons D’Arcy, L. (2013). A multidisciplinary examination of walkability: Its concept, measurement and applicability - DORAS - DCU. Dublin City University. Retrieved from <http://doras.dcu.ie/19387/>
- ²² The Status of Walking in Policy and Planning Authors: Thomas Höjemo Beatriz Fedrizzi Corresponding author: Thomas Höjemo, thomas@snt.se Reviewed by: © Mistra Urban Futures, 2017 www.mistraurbanfutures.org
- ²³ <http://injuryprevention.bmj.com/content/9/3/205> Jacobsen, P.L. 2003. “Safety in numbers: more walkers and bicyclists, safer walking and bicycling.” P L Jacobsen Inj Prev 2003 9: 205-209 doi: 10.1136/ip.9.3.205 Injury Prevention 2003;9:205
- ²⁴ Todd K. Pedestrian regulations in the United States: a critical review. Transportation Quarterly 1992;46:541–59.
- ²⁵ <http://injuryprevention.bmj.com/content/9/3/205> Jacobsen, P.L. 2003. “Safety in numbers: more walkers and bicyclists, safer walking and bicycling.” P L Jacobsen Inj Prev 2003 9: 205-209 doi: 10.1136/ip.9.3.205 Injury Prevention 2003;9:207

²⁶ <http://injuryprevention.bmj.com/content/9/3/205> Jacobsen, P.L. 2003. “Safety in numbers: more walkers and bicyclists, safer walking and bicycling.” P L Jacobsen Inj Prev 2003 9: 205-209 doi: 10.1136/ip.9.3.205 Injury Prevention 2003;9:208

²⁷ <https://ggwash.org/view/37058/ask-ggw-is-there-any-reason-not-to-have-sidewalk>

²⁸ <https://ggwash.org/view/37058/ask-ggw-is-there-any-reason-not-to-have-sidewalk>
Chris Allen, PE on January 22, 2015 at 7:15a

²⁹ https://www.researchgate.net/scientific-contributions/2009595620_SANY_R_ZEIN

³⁰ See printout City of Victoria Section Speed Volume Direction Class Study 1200 Block Kings Rd Thursday October 11, 2018 provided by Engineer Steve Hutchison, City of Victoria.

³¹ Project for Public Spaces. Where the Sidewalk Doesn’t End: What Shared Space has to Share