

CITY OF AIRDRIE
STREET NAMING POLICY

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PURPOSE:

POLICY:

1. STREET NAMING PRINCIPLES

The provision of uniform and orderly street labeling and house/building numbering system enables geographic locations to be found quickly and without incident. A street naming system should be simple, easily understood and allow for systematic expansion as the community grows.

This policy should:

1. Afford the least opportunity for confusion. Similar sounding street names should be avoided.
2. Be flexible enough to accommodate growth caused by annexation and subdivisions.
3. Be uniform throughout the jurisdiction and be used by all government departments and agencies at all levels.
4. Incorporate mechanisms for the continued review and assignment of street names and house numbers.
5. Be appropriate for the topography of the area.
6. Make it easy to locate both the street and the building.
7. Avoid duplication. Clearly, the presence of two different locations with the same address is unacceptable.
8. Establish continuity. Wherever possible, streets should have only one name along their entire length.
9. Street names may be selected for physical or historical features, or other features as approved by Council.
10. The use of prefixes and suffixes to indicate direction (e.g. SW, NE) or thoroughfare designation (e.g. Street, Road) are acceptable and well understood by users. These should not conflict with the City's addressing quadrants.

2. COMMUNITY AND ROADWAY NAMING GUIDELINES

Names are generally proposed by the developer, submitted to the City, and reviewed by administration.

1. The area should carry the name with which it has been identified in the past, providing such name is historically meaningful for such things as a historical event, or person's name, etc.
2. Where appropriate, an area may be named for some natural geographic feature or landmark.
3. Subdivision names should be unique within Airdrie (names proposed should not duplicate or phonetically resemble those of any other street and/or development name used within Airdrie).
4. The first syllable(s) of a proposed name should not be used as the first syllable(s) of a subdivision in another part of the City, unless the two subdivisions are adjacent and in the same quadrant.
5. Abbreviations in subdivision names should not be permitted.
6. Hyphenated or apostrophe names are discouraged.
7. Subdivision names with three or more words are discouraged.
8. In the event that a theme is assigned to a development area, the name of the neighbourhoods within the development area shall be associated with the theme (e.g. Bayside of the Canals).

Area Structure Plans should be named based on a historical event or figure, geographic feature, theme, or other significant landmarks relative to the land to be developed.

3. ROADWAY NETWORK HIERARCHY

The transportation network is essentially hierarchical. Roadways are generally named in the following manner:

Major/Collector roadways generally named after prominent individuals or a street number based on the City's numbering grid.

Local roadways numbered or named;

names may either be historically significant for the community:

thoroughfare names within a neighbourhood shall follow a theme selected from a list of candidate names maintained by the City.

To improve roadway naming, in particular how names are procured and recommended, the following recommendations are suggested:

- ◆ Roadways shown on Area Structure Plans should be named or numbered.
- ◆ Residential subdivision roads (less than collector) may bear the same name, even across a neighbourhood collector, so long as roads meet at the same intersection.

4. SELECTING ROADWAY NAMES

1. Thoroughfare names within a neighbourhood may follow a theme, but the theme need not relate to the neighbourhood. e.g. East Lake Boulevard (Theme Naming – see Section 5.)
2. The name assigned to a road shall begin with the first letter of the neighbourhood name (e.g. Thorburn Estates – Thornleigh Way).
3. Roadway names selected shall be distinct from those used for roadway names elsewhere in Airdrie, by not sharing similar syllables or plural forms.
4. Words used as street types, e.g. Green, Park, View etc., shall not be permitted for use in compound names selected as roadway names.
5. Roadway names in use and/or shown on plans of subdivision for areas annexed into the City shall be subject to change. (Municipal Government Act Section 58(1))
6. Roadway names selected shall not exceed 14 characters in length.
7. Prefixes and abbreviations within roadway names are not permitted.
8. Hyphenated or apostrophe names are not permitted.
9. Two-worded roadway names are generally discouraged.
10. Roadway names with three or more words are not permitted.
11. Thoroughfares that incorporate slight separations for traffic flow or which are separated from the main roadway, need not be named differently in name or in type from the designation given to the main roadway.
12. In general, cul-de-sac street types are to be used solely for non-through streets with only one intersection.
13. Where appropriate, cul-de-sac streets accessible from the same roadway shall share the same name as the through street.
14. The practice of qualifying cul-de-sacs sharing the same name and type by placing the block number as a prefix (e.g. 100 Meadowbrook Bay) is to be continued and encouraged, where cul-de-sacs are accessible from the same roadway.

15. Where possible, roadways designated as Crescent and/or Close will share the same name as that used for the intersecting roadway.
16. Street types shall be applied to roadway names based on expected traffic flow, topography, design configuration, and other geographical features.
17. Street types WAY & BAY, and ROAD & DRIVE shall not be used with the same roadway name.
18. Alphabetical roadway names, (e.g. A Street or B Street), shall not be permitted.
19. Grid numbered streets and avenues are not permitted to deviate significantly from their assigned alignments.
20. Where transportation requirements dictate a deviation of a thoroughfare from its theoretical grid alignment, the roadway shall be named as opposed to being numbered, commencing at a major intersection.
21. Thoroughfares within new subdivisions shall, be numbered only if the roadway traverses a significant and meaningful distance along specific alignments with minimal deviations, and either:
 - ◆ The roadway intersects with major roadways, or
 - ◆ The roadway intersects with other numbered thoroughfares of significant length
22. Numbered thoroughfares oriented in a north/south fashion shall bear “Street” as a street type and numbered roadways bearing east/west designation shall bear “Avenue” as a street type. “Street” and “Avenue” may also be used with named roadways.
23. Where roadway and/or community names include MC or MAC as part of the name, MC and/or MAC shall be displayed in uppercase.

5. THEME NAMING GUIDELINES FOR ROADWAYS

Theme naming is an alternative approach and method for naming communities and roadways.

1. Roadway names must comply with Section 4(2) (Selecting Roadway Names).
2. Theme names must be simple and commonly understood unless reflecting a theme of Canadian national, or local significance.
3. Theme names and those associated with the theme should represent individual or events of importance, and should be generally well known and respected.
4. Theme names should be able to stand the test of time (e.g. a theme relevant today may not be 20 years hence, fads etc.).
5. Proposed themes must not be used if there are roadway names already in use elsewhere within the City that may be perceived as being associated with the theme areas.
6. Names used for roadways must be clearly associated with the theme. Names should be easily recognized as being related to a given theme by individuals not well versed or regarded as 'expert' with respect to the theme.
7. Where words used within a theme are not easily recognized as being associated with the theme, prefixes or other qualifiers may be used, e.g. Mt. For the names of mountains, or St. for the names of saints.
8. Names proposed need not be English; however, a name will be rejected if a potential conflict is created when translated into English, e.g. Uno Avenue (Spanish) vs. 1 Avenue.
9. Names/themes must not be offensive in any language.
10. Differences in spelling, e.g. Wolf vs. Wolfe are not sufficiently distinctive and would require some qualification, e.g. Thomas Wolfe vs. Virginia Wolf. Qualification of the same does not imply acceptance.

5A. *SPECIAL THEME NAMING FOR OLD AIRDRIE & THE DOWNTOWN*

1. Exceptions to Section 5(1) will be permitted to allow Roadway Names to begin with different letters as long as the names are of historical significance.

2. Private and public roadway names are required to be taken from the list of suggested historical names provided by the City.

6. PRIVATE ROADWAY NAMING

1. Where warranted, private roadways shall be named by the City and shall be signed where the private road intersects with the public roadway.
2. Roadways internal to the development site shall be signed by the developer/property owner at their expense.
3. Private roadway signs installed by the developer/property owner must comply with the City's street signing standards for colour, size and reflective characteristics.
4. Private roadway names shall be appropriate to the neighbourhood in which the roadway is located.

The property owner is responsible for maintenance of private roadways. However, the responsibility for manufacture, installation and maintenance of required street signs has been assumed by the City.

7. STREET TYPES – APPLYING ROADWAY NAMES

When a roadway name is submitted, the Subdivision Officer is responsible for ensuring the appropriate street type is applied.

STREET TYPE

DEFINITIONS

FIRST ORDER

MAJOR ROADWAYS

Highway	HI	refers to federal or provincially designated roadways, e.g. Trans Canada Highway.
Trail	TR	applied to major transportation arteries that span more than one area of the City. e.g. Edmonton Trail
Boulevard	BV	applied to major roadways, which may or may not be contained within a single subdivision area. e.g. East Lake Boulevard
Parkway	PW	applied to major transportation arteries that span more than one area of the City.

SECOND ORDER

MINOR ROADWAYS

Drive	DR	applied to collector streets that most often intersect with boulevards, trails, or grid numbered streets and avenues, e.g. Erin Drive.
Road	RD	a minor roadway which may change direction.
Way	WY	a minor roadway which may change direction.
Hill	HL	a minor roadway located on escarpments or lands with a noticeable slope.
Rise	RI	a minor roadway which has a noticeable slope throughout most of its length.

View VW for minor roadways located on escarpments or lands with a noticeable slope and offers a “VIEW”.

STREET TYPE

DEFINITIONS

SECOND ORDER – Continued

Street ST used to describe north-south roadways, but valid for other non cul-de-sac north-south roadways as well.

Avenue AV used to describe east-west roadways. Also valid for other non-cul-de-sac east-west roadways.

THIRD ORDER

LIMITED ACCESS/LOW VOLUME TRAFFIC

Circle CI a minor or major roadway completes a loop upon itself.

Close CL a ‘P’ shaped or racquet-shaped minor roadway with only one entry from another roadway.

Crescent CR a ‘U’ shaped minor roadway, with structures on both sides, accessible at either end from the same street, and with no other intersections with through streets.

Place PL a minor roadway with no other intersecting roadways.

Green GR a minor roadway or cul-de-sac adjacent to or embracing an open space.

Gate GA a short roadway giving access to a subdivision area from a major roadway.

Link LI a roadway joining two cells of a subdivision, or two points of one roadway to another.

Heath HE a minor roadway or cul-de-sac adjacent to or embracing an open space.

Square SQ valid for those roadways embracing an open area.

STREET TYPE

DEFINITIONS

THIRD ORDER – Continued

Alley	AL	generally applied to narrow roadways, often private.
Common	CM	generally applied to private roadways but also available for other roadways.
Gardens	GD	generally applied to private roadways, but also valid for other roadways particularly where vegetation is noticeable.
Grove	GV	generally applied to private roadways, but also valid for other roadways particularly where vegetation is noticeable.
Heights	HT	generally applied to private roadways, but also valid for other roadways, particularly those located on hills or escarpments, cul-de-sac's overlooking valleys etc.
Lane	LN	generally applied to narrow roadways, often private.
Manor	MR	Generally used for private roadways, but available for any minor roadway.
Mount	MT	generally used for private roadways, but available for any minor roadway particularly those located on hills, escarpments, or overlooking valleys etc.
Parade	PR	generally used for private roadways, but available for any minor roadway.
Park	PA	generally used for private roadways, but available for any minor roadway particularly those located adjacent to or embracing an open space area.
Plaza	PZ	generally applied to private roadways, but also valid for other minor roadways, particularly those embracing an open area.

Row RO generally applied to a road dominated by a specific kind of enterprise or occupancy.

STREET TYPE

DEFINITIONS

THIRD ORDER – Continued

Terrace TC generally applied to private roadways, but also valid for other roadways particularly those located on hills or escarpments, cul-de-sac overlooking valleys etc.

Villas VI generally used for private roadways, but available for any minor roadway.

FOURTH ORDER

CULS-DE-SAC

Bay BA a cul-de-sac of relatively short length.

Cape CA valid for cul-de-sac near water.

Court CO a cul-de-sac.

Cove CV a cul-de-sac generally located near water.

Green GR a minor roadway or cul-de-sac adjacent to or embracing an open space.

Heath HE a minor roadway or cul-de-sac adjacent to or embracing an open space.

Island IS generally applied to a road that extends on to a piece of land surrounded by water.

Landing LD a cul-de-sac generally located near water or located on an escarpment overlooking a valley or ravine.

Mews ME a cul-de-sac.

Point	PT	valid for cul-de-sac near water or located on escarpments or hills where a slope is present.
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STREET TYPE

DEFINITIONS

FOURTH ORDER – Continued

Terrace	TC	generally applied to private roadways but also valid for other roadways particularly those located on hills or escarpments, cul-de-sac's overlooking valleys etc.
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FIFTH ORDER

PEDESTRIAN WALKWAYS

Passage	PS	generally used for describing pedestrian walkways.
Path	PH	generally used for describing pedestrian walkways.
Walk/Walkway	WK	applied to pedestrian walkways.

8. STREET NAME CHANGES

Application may be made to the City to process a street name change.

1. Street name changes will be processed only when the requested change conforms to current street naming policies.
2. Where a street name change is requested, it shall be in writing and be accompanied by a fee as set by council. The applicant may be responsible for the polling of affected parties and resolution of issues that may arise from the proposed change.
3. Where the City instigates a street name change it is responsible for polling all those affected by the proposed change.
4. Written representation may be submitted by the affected residents to City Clerks Department seven days prior to City Council's consideration of the proposed street name change. (Street name changes are not public hearing items unless otherwise requested by City Council.)