

POLICY TITLE: STREET NAMING POLICY
POLICY #: D-002-001
EFFECTIVE DATE: May 12, 2003
ADOPTED BY COUNCIL ON: May 12, 2003
RESOLUTION #: 164.05.03
SUPERCEDES: N/A

POLICY STATEMENT:

Provide the Town with a logical and uniform process for approving street names.

THE PURPOSE OF THIS POLICY IS TO:

Concerns have been raised regarding the naming of streets in Sylvan Lake. Currently, some streets have been given the same name for Crescents, Drives, Closes and Roads (i.e. Falcon Close, Falcon Crescent, and Falcon View Place).

1. RESPONSIBILITY:

- A. Council is responsible for approving all subdivision and street names within the Town of Sylvan Lake.
- B. The Development Officer (or his designate) shall act as a liaison with the Developer to fulfill the requirements of this policy.

2. PROCEDURES:

- A. The Developer shall submit a suggested name for a new subdivision (minimum parcel size of ¼ Section) (i.e. Lakeway Landing/Hewlett Park) for approval by Council.
- B. The Developer shall obtain from the Planning and Development Department a list of names starting with the same letter as the subdivision name (i.e. “H” for Hewlett Park Subdivision).
- C. These names, provided by the Sylvan Lake & District Archives Society, would contain names of early settlers to the area, and shall be used wherever possible to reflect the heritage or history of the area and Town. The names of local roadways should closely reflect the community name of the area (subdivision).

When choosing the proposed names the Developer shall take into consideration definitions regarding street types (as attached in Schedule "A"). Once the Developer has selected proposed names, they shall submit same to the Planning and Development Department.

- D. The Planning and Development Department will review and refer the proposed street names to the following: Protective Services, Taxes & Assessment, and the contracted Planning Service for the Town.

The Planning and Development Department will prepare a final report based on comments received from the above groups and present it to the Municipal Planning Commission for their consideration and recommendation to Council.

**Town of Sylvan Lake
Street Naming Policy
Schedule "A"**

A) MAJOR ROADWAYS

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|-----------------|----|---|
| (i) Highway | HI | refers to Federal or Provincially designated roadways. (ie. Highway 20, Highway 11A) |
| (ii) Trail | TR | applied to major transportation arteries that span more than one area of the Town; (ie. Edmonton Trail) |
| (iii) Boulevard | BV | applied to major roadways, which may or may not be Contained within a single subdivision area (ie. East Lake Boulevard) |
| (iv) Parkway | PW | applied to major transportation arteries that span more than one area of the Town. |

B) MINOR ROADWAYS

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|-----------|----|--|
| (i) Drive | DR | applied to collector streets that most often intersect with Boulevards, Trails, or grid numbered streets and avenues. (ie. Taylor Drive) |
| (ii) Road | RD | a minor roadway which may change direction. |
| (iii) Way | WY | a minor roadway which may change direction. |
| (iv) Hill | HL | a minor roadway located on escarpments or lands with a noticeable slope. |
| (v) Rise | RI | a minor roadway which has a noticeable slope throughout most of its length. |
| (vi) View | VW | for minor roadways located on escarpments or lands with a noticeable slope and offers a "view". |

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

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| (viii) Avenue | AV | used to describe east-west roadways, but valid for other non-cul-de-sac east-west roadways as well. |
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C) LIMITED ACCESS/LOW VOLUME TRAFFIC

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| (i) Circle | CI | a minor roadway that completes a loop upon itself. |
| (ii) Close | CL | a "P" shaped or raquet-shaped minor roadway with only one entry from another roadway. |
| (iii) 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. |

(iv) Place	PL	a minor roadway with no other intersecting roadways.
(v) Green	GR	a minor roadway or cul-de-sac adjacent to or embracing an open space.
(vi) Gate	GA	a short roadway giving access to a subdivision area from a major roadway.
(vii) Link	LI	a roadway joining two cells of a subdivision, or two points of two different roadways.
(viii) Heath	HE	a minor roadway or cul-de-sac adjacent to or embracing an open space.
(ix) Square	SQ	valid for those roadways embracing an open area.
(x) Alley	AL	generally applied to narrow roadways, often private.
(xi) Common	CM	generally applied to private roadways, but also available for other roadways.
(xii) Gardens	GD	generally applied to private roadways, but also valid for other roadways, particularly where vegetation is noticeable.
(xiii) Grove	GV	generally applied to private roadways, but also valid for other roadways, particularly where vegetation is noticeable.
(xiv) Heights	HT	generally applied to private roadways, but also valid for other roadways, particularly those located on hills or escarpments, cul-de-sacs overlooking valleys, etc.
(xv) Lane	LN	generally applied to narrow roadways, often private.
(xvi) Manor	MR	generally used for private roadways, but available for any minor roadway.
(xvii) Mount	MT	generally used for private roadways, but available for any minor roadway, particularly those located on hills, escarpments, cul-de-sacs overlooking valleys, etc.
(xviii) Parade	PR	generally used for private roadways, but available for any minor roadway.
(xix) Park	PA	generally used for private roadways, but available for any minor roadway, particularly those located adjacent to or embracing an open space area.
(xx) Plaza	PZ	generally applied to private roadways, but also available for other minor roadways, particularly those embracing an open area.
(xxi) Row	RO	generally applied to a road dominated by a specific kind of enterprise or occupancy.

(xxii) Terrace	TC	generally applied to private roadways, but also valid for other roadways, particularly those located on hills or escarpments, cul-de-sacs overlooking valleys, etc.
(xxiii) Villas	VI	generally used for private roadways, but available for any minor roadway.

D) CUL-DE-SAC

(i) Bay	BA	a cul-de-sac of relatively short length.
(ii) Cape	CA	valid for cul-de-sac near water.
(iii) Court	CO	a cul-de-sac.
(iv) Cove	CV	a cul-de-sac generally located near water.
(v) Green	GR	a minor roadway or cul-de-sac adjacent to or embracing an open space.
(vi) Heath	HE	a minor roadway or cul-de-sac adjacent to or embracing an open space.
(vii) Island	IS	generally applied to a road that extends onto a piece of land surrounded by water.
(viii) Mews	ME	a cul-de-sac.
(ix) Point	PT	valid for a cul-de-sac near water or located on hills or escarpments where a slope is present.
(x) Terrace	TC	generally applied to private roadways, but also valid for other roadways, particularly those located on hills or escarpments, cul-de-sacs overlooking valleys, etc.

E) PEDESTRIAN WALKWAYS

(i) Passage	PS	generally used for describing pedestrian walkways.
(ii) Path	PH	generally used for describing pedestrian walkways.
(iii) Walk/ Walkway	WK	applied to pedestrian walkways.