

# Corporate Policies

SECTION: <b>PLANNING, DESIGN AND DEVELOPMENT DEPT.</b>	POLICY NO
SUBJECT: <b>Street Naming Policy</b>	
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## CHANGES TO EXISTING STREET NAMES INITIATED BY EITHER RESIDENTS/BUSINESSES OR THE CITY

This section of the Corporate Street Naming Policy contains three sections:

- (1) The Responsibilities of the Key Approval Authorities
  - (2) Street Naming Criteria
  - (3) Procedures for (A) Changes to Approved Street Names Initiated By Private Citizens or Businesses: (B) Changes to approved Street Names Initiated by the City,
- Responsibilities of the Key Approval Authorities**

### Staff Responsibilities:

- When possible staff request that private citizens refer to the street naming criteria available on the City's web site, or at the counter of the Planning, Design and Development Department **before** considering submission of a proposed change to an approved street name.
- Staff to advise private citizens that street names for a particular subdivision/condominium or development area were shown on approved maps and drawings that were made available prior to their purchasing homes, and that changes to approved street names require (a) a petition signed by a significant number of residents living on the street; and, (b) clear and detailed rationale as to the reasons why an approved street name is significantly disrupting residents or businesses.
- Staff to advise private citizens that changes to approved street names require a petition signed by 75% of the residents or businesses fronting on the street and that the various costs (i.e. changing postal address, stationary, business cards etc) are to be borne by the individual(s) requesting the street name change. In the absence of any statutory requirement that a petition be provided, or specificity in terms of a percentage concurrence requirement, 75% represents a clear majority of residents or businesses, and avoids a situation whereby a single individual or business, or a small group of individuals or businesses make the street name request.

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- As is currently the case, reports to the Planning, Design and Development Committee/City Council regarding a proposed change to an existing approved street name to still originate from Planning, Design and Development Department staff and/or Legal Services Department staff
- As is currently the case, the Clerk's Department and the Legal Services Department will retain their responsibilities for notices of passing of by-law to change a street name and preparation and submission of By-law in accordance with by-law 93-2002

## **Planning, Design and Development Committee/City Council Responsibilities:**

- Final approval authority for street names remains with the Planning, Design and Development Committee/City Council based upon street naming criteria and approved Corporate policy.

## **Region of Peel Street Naming Committee Responsibilities:**

- Acceptance of any approved procedures and criteria for name changes to approved street names.
- Acknowledgement of the unique political realities and sensitivities that Planning, Design and Development Committee/City Council might be faced with regarding requests by citizens to change approved street names, and to assist in the decision making process through timely advice on technical and emergency dispatch issues.

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## Street Naming Criteria

Questions or clarification with respect to street naming criteria should be directed Development Services Division staff in the Planning, Design and Development Department at 905- 874-2051 (phone); 905-874-2099 (fax) or email at [cindy.horan@city.brampton.on.ca](mailto:cindy.horan@city.brampton.on.ca) or, Nancy Baker-Administrator for the Region of Peel Street Names Committee at 905- 791-7800 extn: 4343 (phone); 905-791-7920 (fax) or email at [nancy.baker@peelregion.ca](mailto:nancy.baker@peelregion.ca)

For those submitting street names, please explore the [Region of Peel Street Name Index](#) on the Planning Website that has been prepared by the Region of Peel Planning Department. Searching this index, will avoid submitting street names that have been previously refused, or already approved or are actual registered streets. A-M can be found at <http://www.peelregion.ca/planning/pdf/stnames-A-M-jan05.pdf> and N-Z can be found at <http://www.peelregion.ca/planning/pdf/stnames-N-Z-jan05.pdf> The index is also available from the Region of Peel at a cost of \$35, and a copy can be arranged by contacting Nancy Baker.

With respect to the City of Brampton, please note that a [“Master List of Approved Street Names for the City of Brampton”](#), is being compiled and updated by staff and regularly reviewed and approved by the Planning, Design and Development Committee/City Council as a basis for assigning approved street names to new development areas (i.e. Block Plans), subdivisions/condominiums and to assist private citizens in requesting changes to approved street names. Please contact Cindy Horan for details, and note that eventually this Master List will be posted on the City’s Web Site along, with this Street Naming Criteria and is also available from the Planning, Design and Development Department of the City of Brampton.

*Note: Future minor revisions and ongoing improvements to the procedures and criteria associated with street name approval in the City of Brampton could be undertaken as necessary and updates will be made available.*

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## 1) **Street Name Duplication** *(source: existing Region of Peel street names guidelines)*

Where a street name is currently in use and approved, that same street name will not be duplicated. However, some consideration will be given to situations where the first part of an existing street name is the same as the first part of a proposed street name. In this respect, factors such as the number of streets that already exist beginning with the first part of the proposed new street name will be taken into account. Once street names that start with the same first three letters reach 30, subsequent street names with the same starting letters will not be approved. This requirement is necessary due to the fact that the Fire and Emergency Services computer operates on the basis of the first three street letters of a street being entered. Data provided by the Region of Peel Street Names Committee indicates that as of February 2004 it has been determined that there are too many streets starting with the following first three letters:

Bar... 37	Bla 29
Bra... 52	Bri...39
Bro... 41	Bur...31
Car... 53	Cas...30
Cha... 44	Che...31 Col...31
Cor...39	Cre...38
For... 30	
Gar...30	Gle 34
Gol 31	Gre 48
Har... 46	
Ken... 29	Kin... 39
Lan...28	
Mar... 82	Mil... 31
Mon... 31	
Nor... 32	
Old/Olde... 33	
Par... 43	Pin... 29
Que... 26	
Red... 30	Ros... 31
San... 33	Sha... 44
She... 36	Sil... 28

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Sta.. 36      Sto... 33  
 Sun...30  
 Tre...31  
 Wes... 31      Whi 36  
 Wil...39      Win... 41  
 Woo 32

## 2) **Ease of Pronunciation** *(source: new proposed criterion that elaborates and improves upon general wording in the existing Region of Peel street names guidelines)*

Street names should be easily pronounced so as to avoid difficulties in emergency situations. In particular:

- The use of complex words is discouraged (i.e. Philanthropic Crescent).
- Street names that are spelled differently but sound alike are to be avoided (i.e. Brainard Lane and Barnard Lane).
- Street names that could be pronounced in several different ways should also be avoided (i.e. Herb Street- could be pronounced with the “H” dropped (Erb) or with the “H” remaining (Herb)).

## 3) **Ease of spelling** *(source: new proposed criterion that elaborates and improves upon general wording in the existing Region of Peel street names guidelines)*

Street names with unconventional spellings should be avoided so as to facilitate easy recognition, pronunciation, and to avoid confusion. For example: names that could be spelled in a number of different ways should be avoided (i.e. Arbor Lane or Arbour Lane) and names having elements such as hyphens, apostrophes or dashes. (i.e. Great-Lakes Street) are discouraged and will be only considered on a case by case basis provided all of the other criterion listed herein are met.

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## 4) Appropriateness *(source: new proposed criterion)*

Street names shall not denigrate individuals or groups, and shall not be based upon identifiable ethnic or racial groups or religious affiliations (see criterion 6, 7 and 8 for potential exceptions pertaining to streets named after individuals, veterans or businesses) Proposed street names with any sexual overtones, or names that may be considered offensive due to inappropriate humor, parody, slang or double meaning are not permitted. An example of appropriate street names would be those that promote pride in the City of Brampton, local heritage, history and traditions, or, unique features and geography associated with a particular locale within the City. Where possible, historically used road names should be retained. Consultation with the City's Heritage Planner and the Community Design, Park Planning and Development division of the Planning, Design and Development Department is strongly encouraged with respect to street names that reflect Brampton's history, and also with respect to the potential for adorning street signage with the floral image to project Brampton's Floral Town Heritage. Details and specifications with respect to street name signage are available from the Community Design, Park Planning and Development Division of the Planning, Design and Development Department.

## 5) Themes *(source: new proposed criterion)*

Street names, which represent specific themes, are encouraged in order to provide consistency in new subdivisions and development areas and should commence through the intensive initial community and urban design analysis that comprises the City's Block Plan approvals process. Thematic examples could be flora or fauna, cultural, historical, regional, geographic elements unique to Brampton, Ontario or Canada, or key urban and community design features, motifs and elements that City Council and staff are attempting to achieve either for a given locale or on a City wide basis. With respect to thematic street names, consultation with the Community Design, Park Planning and Development Division of the Planning, Design and Development Department is strongly encouraged

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## 6) **Individuals** *(source: new proposed criterion)*

Streets named after living individuals is inappropriate since there could be future circumstances or difficulties that a living individual encounters in their future that leads to an inappropriate connotation for that name. Although this is discouraged, an applicant always has the option of obtaining the approval of City Council but this is recommended only with the written consent of the individual, and after an extensive written description is provided detailing how the individual made a significant contribution to the City of Brampton, all to be approved by City Council. Although still subject to approval by City Council, streets named after national or international figures of commonly acknowledged and accepted high standing and repute (i.e. Stephen Lewis Drive or Nelson Mandela Way), or, retired members of City Council, Regional Council, or staff, that made positive, lasting and acknowledged contributions to the City and the Region could be presented for consideration.

## 7) **Posthumously, may be permitted, only provided that:** *(source: new proposed criterion)*

1. written consent has been obtained from the individual's surviving family-unless the individual is an national or international public figure; and,
2. written description of the individual's contribution to the city and/or community is concurred with by City Council.

## 8) **Veteran Street Names** *(source: new proposed criterion)*

The city will enable the naming of streets after city residents who have lost their lives while serving the Armed Forces, the City Police or Fire Departments. These names may also be used for the naming of Civic Parks, Walkways and Civic spaces within the City subject to consultation with the Community Design, Park Planning and Development Division of the Planning, Design and Development Department.

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## 9) Streets Named After Businesses or Industries. *(source: new proposed criterion)*

Streets named after businesses and industries shall be discouraged, and will require approval by City Council in consultation with the City's Economic Development Office. This practice is discouraged since it could be construed as advertising that effects other businesses or industries in the area. In support of this type of street name, written agreement shall be provided from the business owner/corporation/board of directors or head of the company or business that there is concurrence with the proposed name, including the detailed rationale for the street name, and confirmation from a solicitor for the business or industry that the name will not infringe upon any copy right laws or similar business/corporate rules, regulations or obligations.

## 10) Street Name Characteristics *(source: new proposed criterion that elaborates and improves upon general wording in the existing Region of Peel street names guidelines)*

Street names should not exceed 18 characters in length (including spaces). This helps to ensure the above mentioned criteria are met as well as not to interfere with standard street signage across the city and Region to accommodate such names. The sequence that Street names should follow is:

- *Street Name*, maximum of 14 characters
- *Street Suffix*, maximum 5 characters (when abbreviated)
- *Street Directional Suffixes*, maximum 2 characters, (when abbreviated)

Suffixes and prefixes as road/street names should also be avoided. i.e. North Blvd., Avenue of Pines

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## 11) Prefixes *(source: existing Region of Peel street names guidelines)*

Street prefixes are words that normally precede a street name and may indicate a direction. The prefix 'OLD' should only be used to rename a separated part of an existing street. Proposed street names with the prefix of 'OLDE' should be avoided and will not be approved so as to eliminate potential confusion between 'OLD' and 'OLDE.' In addition, the use of prefixes such as ST. should also be written out in Full, i.e. Saint. Finally, a maximum of one directional prefix will be permitted, i.e. North Baker Street.

## 12) Suffixes *(source: new proposed criterion)*

Street name suffixes are words that follow a street name usually indicating the type of configuration and on occasion, street direction. It is recommended that the following suffixes shall be used in naming streets within the City of Brampton:

<b>Alley (ALY):</b>	A narrow lane between or behind a row of buildings
<b>Avenue (AVE):</b>	A roadway or thoroughfare in a densely populated area serving light to high volumes of traffic and commonly used interchangeably between local, collector and arterial roads
<b>Boulevard (BLVD):</b>	A street with a median reflecting the boulevard character serving medium to high volumes of traffic
<b>Circle (CIR):</b>	A cul-de-sac or looped street that begins and circles back to terminate on the same road
<b>Court (CT):</b>	A street with no outlet usually ending in a cul-de-sac, usually not exceeding 1,000 ft.
<b>Crescent (CRES):</b>	A local street that is uninterrupted, other than by a cul-de-sac, having two connections to one street

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- Drive (DR):** A curvilinear street, usually a thoroughfare which serves light to high volumes of traffic, and commonly used interchangeably between local, collector and arterial roads
- Gate (GATE):** A short thoroughfare providing an entrance to a subdivision; to another street; or as a link between two different roads
- Grove (GV):** A modified and unique form of cul-de-sac or loop street characterized by minimal street frontage that is separate and distinct from the balance of the subdivision or development area.
- Heights (HT)** A street that by it's unique configuration, represents a theme or quality of superior design, layout, or association with the surrounding land features or geography.
- Highway (HWY)/  
Pike (PIKE):** A provincial, federal or regional road used for heavy and high volumes of traffic used for interurban and long distance traffic at high speeds.
- Lane (LN):** A minor dead-end street or private lane
- Parkway (PKWY):** A road with a median reflecting the parkway character
- Place (PL)/  
Terrace (TERR):** A street generally used on short streets with a length of 1,000 feet or less, commonly used as a cul-de-sac or permanently closed dead-end street

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<b>Promenade (PM)</b>	A street with large right of way width and/or containing and unusual and non-typical design, layout or extensive landscaping or other design features.
<b>Road (RD):</b>	A common roadway usually in less densely populated areas serving light to high volumes of traffic
<b>Square (SQ):</b>	A square street pattern
<b>Street (ST):</b>	A common roadway usually in more densely populated areas serving light to high volumes of traffic
<b>Trail (TRAIL):</b>	Collector type roads usually winding or circuitous
<b>Way (WAY):</b>	Private streets and/or narrow streets usually for the purpose of service to the rear of properties

The following directional suffixes may also be used as part of street names:

- North (N)
- South (S)
- East (E)
- West (W)

A maximum of one directional suffix may be used per street name. i.e. North East Baker Street would not be acceptable.

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## **13) Two Word Names** *(source: existing Region of Peel street names guidelines)*

Proposed street names that consist of two words, wherever possible, should be changed to one word.

## **14) Street Names and Signage Regarding Public Spaces** *(source: new proposed criterion)*

With respect to developments or development areas that include, or are proximate to public spaces, city buildings, corridors or gateways, the proponent of the street name is required to contact the Community Design, Park Planning and Development Division of the Planning, Design and Development Department to ensure that street names and signage is compatible with the City's Way finding and Signage Program. The Division is also represented on the Municipal Assets Naming Committee that has been empowered to name and re-name public assets and to ensure consistency with Corporate signage.