


HALIFAX

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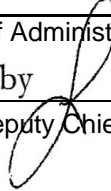
Item No. 14.1.2
Halifax Regional Council
November 24, 2015

TO: Mayor Savage and Members of Halifax Regional Council

Original signed by 

SUBMITTED BY:

Richard Butts, Chief Administrative Officer

Original Signed by 

Mike Labrecque, Deputy Chief Administrative Officer

DATE: October 20, 2015

SUBJECT: Case CA0101: Street Naming and Renaming

ORIGIN

1. Street naming request is in response to Development Agreement #19206.
2. Street renamings have been identified by the HRM Civic Addressing Public Safety Committee

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, s.323 "The Council may... (c): by policy, name or rename any street or private road;"

By-law C-300, *Respecting Civic Addressing*

Administrative Order #29, *Respecting HRM Civic Addressing Policies*

RECOMMENDATION

It is recommended that Halifax Regional Council adopt the proposed amendments to Administrative Order 29 Respecting HRM Civic Addressing Policies as set out in Attachment A of this report in order to approve:

1. The naming of the private lane located adjacent to 791 Bedford Highway as Esquire Lane, Bedford as shown on Map 1;
2. The renaming of the southern portion of Rainnie Drive to Gottingen Street, Halifax as shown on Map 2; and
3. The renaming of the eastern portion of Jamieson Street, Dartmouth to Ropewalk Lane as shown on Map 3.

BACKGROUND

Halifax Regional Municipality's Charter allows for Regional Council to name and rename any street or private road by policy. The Civic Addressing By-Law (C-300) states that Regional Council may change public street or private road names in accordance with the Civic Addressing Policies (Administrative Order #29). The Civic Addressing Policies (Policies) require the establishment of a Civic Address Public Safety Committee to advise staff and Council on public safety issues with respect to civic addressing.

Role of the HRM Civic Addressing Public Safety Committee

The Civic Addressing Public Safety Committee (Safety Committee) is comprised of emergency service providers including Fire Services, Halifax Regional Police, RCMP, EHS and E911 dispatch. The Safety Committee provides direction and advice on public safety with respect to civic addressing and confirms the approach to remedying these issues. The Safety Committee confirms which public safety issues are a high priority and makes recommendations on the approach for all street renamings.

Proposed Changes

1. Street Naming

(a) Private Lane off Bedford Highway, Bedford

This property was originally the Esquire Motel and the structures on this lane were rental cottages which were sharing the civic address of the motel (773 Bedford Highway, Bedford). The recent approval of a development agreement (Planning Application #19206)¹ has enabled the property owner to convert these cottages into commercial operations.

2. Street Renamings

(a) Rainnie Drive (southern portion), Halifax

The current configuration of Rainnie Drive and Gottingen Street is illustrated on Map 4. The second phase of the North Park Intersection Redesign at the Cogswell intersection is now underway and will involve changes to the traffic flow and alignment of Rainnie Drive. The change will result in Gottingen Street becoming a continuous street from Cogswell Street to Brunswick Street (Map 1).

(b) Jamieson Street (eastern portion), Dartmouth

The current configuration of Jamieson Street is shown on Map 5. At some time in the past, the City of Dartmouth realigned Jamieson Street, but they did not re-name the eastern portion. Therefore, there are currently two streets with the name Jamieson Street.

DISCUSSION

Staff has reviewed the proposed changes against the Policies and By-law and advice that the changes are consistent with HRM's Civic Addressing Policies and By-law. Attachment B provides a detailed review of each change, including an evaluation of the proposed changes in relation to the HRM's Policies and By-law and staff's recommendation. The following provides a brief outline of each proposed change:

1. Street Naming

(a) Private Lane off Bedford Highway, Bedford

In accordance with Section 3(h) of HRM's Civic Addressing By-law, any street, road or travel way which serves three or more structures or facilities and is not owned by HRM or the Province of Nova Scotia is required to be named. As this driveway has more than 3 structures on it, staff recommends that the driveway be named and supports the use of the name "Esquire Lane".

¹ Planning Application #19206 - <http://www.halifax.ca/Commcoun/central/documents/19206StaffReportDABedfordHighwaysFinal.pdf>

2. Street Renaming

(a) Rainnie Drive (southern portion), Halifax

In accordance with Policy A8 of the Policies a continuous street shall have one name throughout its length. Policy A9 states that no street name shall be continued through a right angle turn. Policy 6 (c) also states that when considering renaming a public street or private road, the Civic Addressing Coordinator shall choose a solution that addresses public safety concerns and shall also have regard for the number and type of businesses affected and potential costs to owners/occupiers. Upon the realignment of the intersection; Gottingen Street and the lower portion of Rainnie Drive will become a continuous street. A vehicle turning off Rainnie Drive at the intersection with Gottingen Street will now have to make a right angle turn onto Gottingen Street. As the lower portion of Rainnie Drive only has one structure which is currently under construction the impact is minimal and staff recommends that the lower portion of Rainnie Drive as illustrated on Map 2 be renamed to Gottingen Street.

(b) Jamieson Street (eastern portion), Dartmouth

In accordance with Policy A8 of the Policies a continuous street shall have one name throughout its length. Policy A1 does not allow for the duplication of names, and finally Policy A9 states that no street name shall be continued through a right angle turn. The current configuration of Jamieson Street (Map 5) creates a duplicate street situation where the road forks and both sections are named Jamieson Street. Furthermore, as the eastern portion of Jamieson Street is at a right angle to the continuous portion of Jamieson Street it is in violation of Policy A8 and A9. Therefore, staff recommends that the eastern portion of Jamieson Street as illustrated on Map 3 be renamed to "Ropewalk Lane".

FINANCIAL IMPLICATIONS

The costs associated with the administration of the HRM's Civic Addressing By-law and Administrative Order can be accommodated within the existing 2015-2016 operating budget for C330-Civic Addressing. New street signage identifying the new streets names would require the installation of four new sign blades at an estimated total cost of \$136.00. The total estimated cost for this can be accommodated within the Civic Addressing Operating Account of C330.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was notification and/or consultation with affected property owners in accordance with the HRM Civic Addressing By-law (Section 4.(2)). As per standard consultation process all relevant property owners and tenants were notified and/or consulted by letter.

In response to the Rainnie Drive renaming letter, the property owner indicated (Attachment E) that they were not in favour of this change and challenged the interpretation of the existing HRM Civic Addressing By-law and Policies. The property owner has been advised that the request to rename Rainnie Drive would be forwarded to Council for consideration.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVE

Regional Council may choose not to approve some or all of the street namings and renamings. This alternative is not recommended as it is not in keeping with HRM's Civic Addressing By-law and Policies.

ATTACHMENTS

Map 1: Proposed Esquire Lane, Bedford
Map 2: Future Alignment of Gottingen Street and Rainnie Drive, Halifax
Map 3: Renaming of a Portion of Jamieson Street to Ropewalk Lane, Dartmouth
Map 4: Current Configuration of Gottingen Street and Rainnie Drive, Halifax
Map 5: Current Configuration of Jamieson Street, Dartmouth

Attachment A: Amending Administrative Order #29
Attachment B: Project Details of Proposed Renaming and Naming
Attachment C: Letter regarding the Renaming of Rainnie Dr, Halifax
Attachment D: Administrative Order #29 Respecting Civic Addressing Policies

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

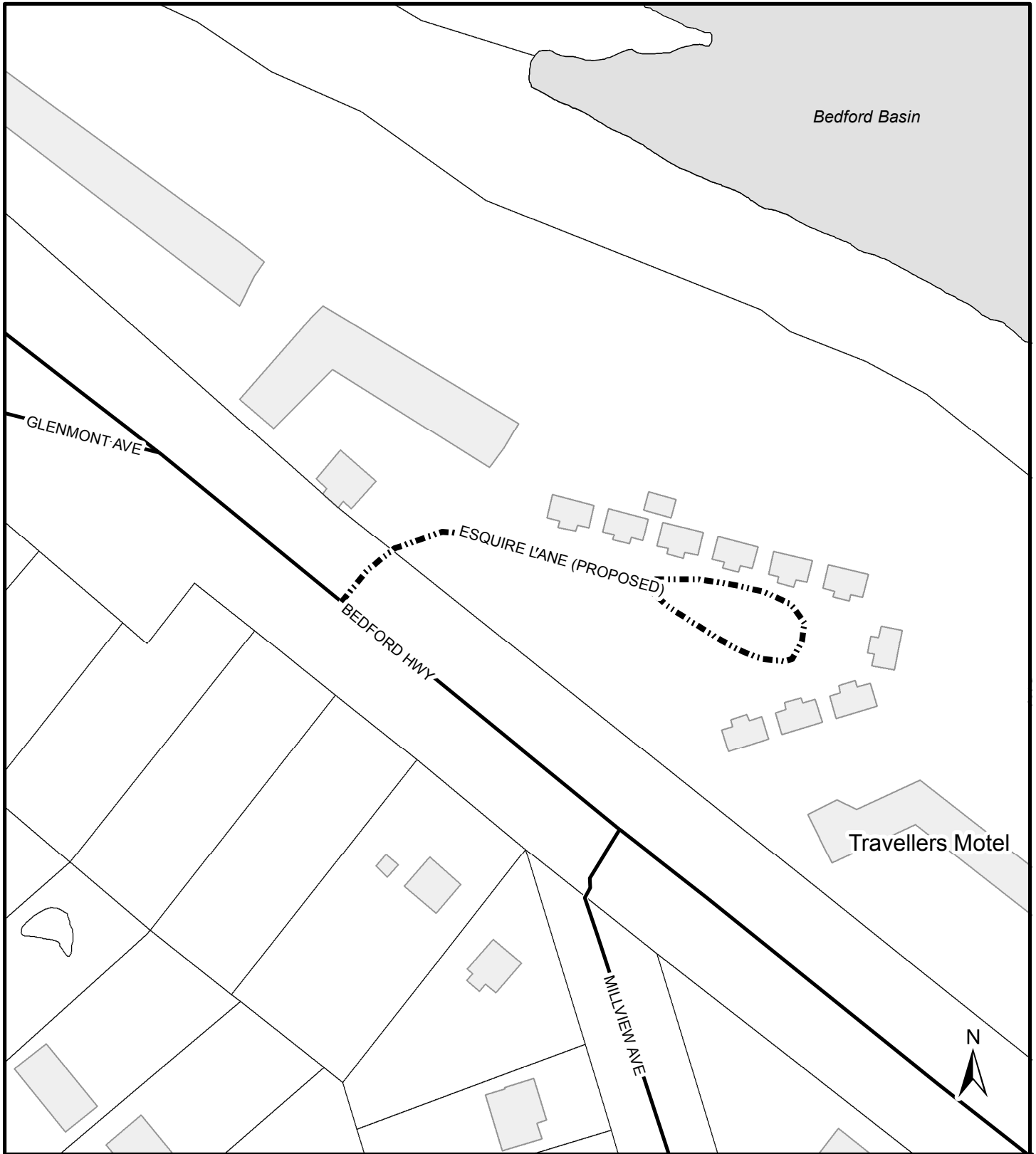
Report Prepared by: Gayle MacLean, Civic Addressing Coordinator 902.490.4105

Report Approved by: _____
Kelly Denty, Manager of Development Approvals 902.490.4800

Financial Approval by: _____
Amanda Whitewood, Director of Finance & ICT/CFO, 902.490.6308

Report Approved by: _____
Bob Berke, Chief Planner and Director, Planning and Development 902.490.1627

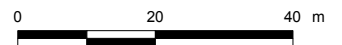
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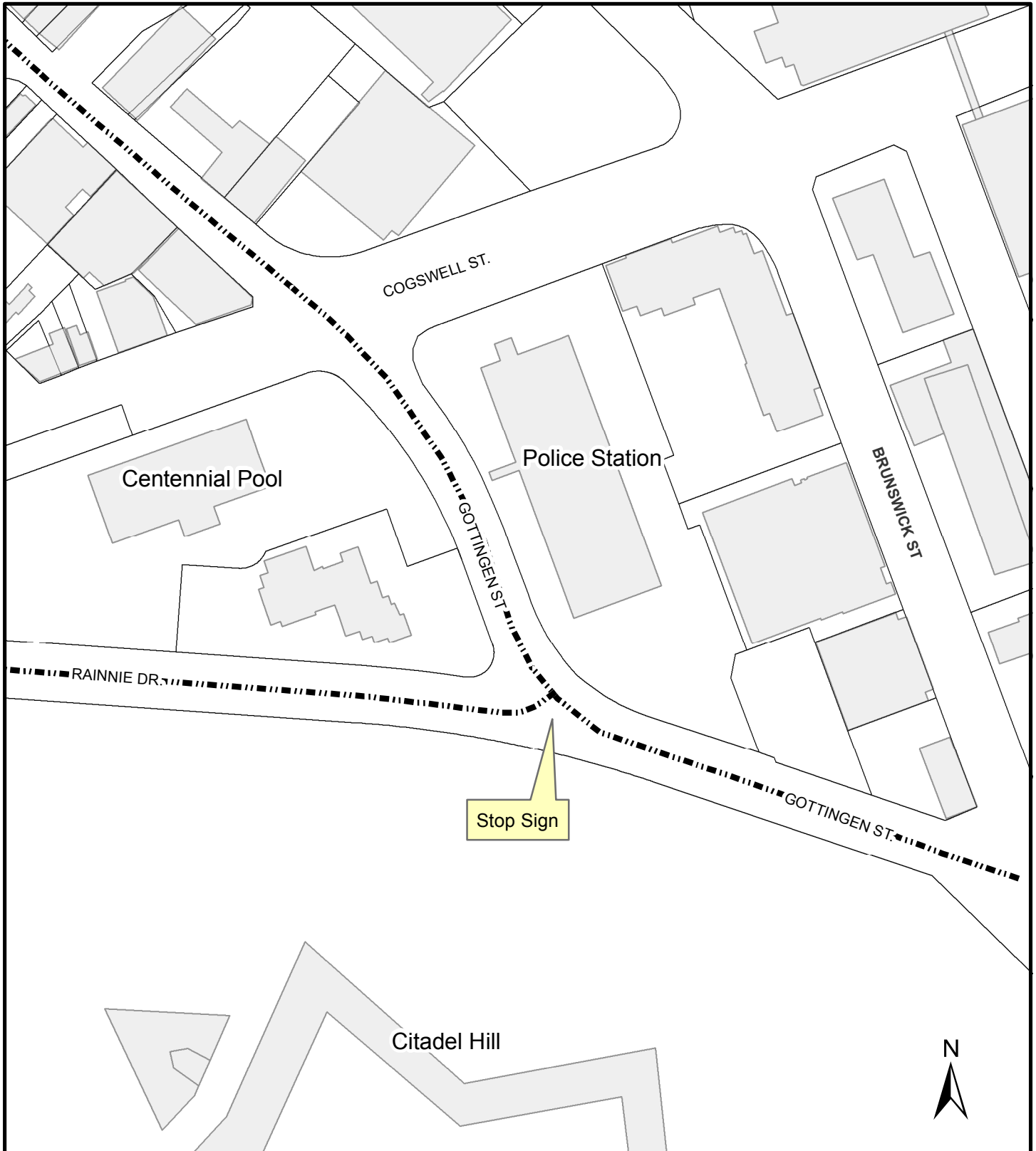
Map 1 - Proposed Esquire Lane, Bedford

HALIFAX

— · · · — Proposed Private Lane



This map was compiled by the staff of the Civic Addressing Program. Halifax Regional Municipality Civic Addressing takes responsibility only for civic address information portrayed in the map and does not guarantee the accuracy of any representation on this plan.



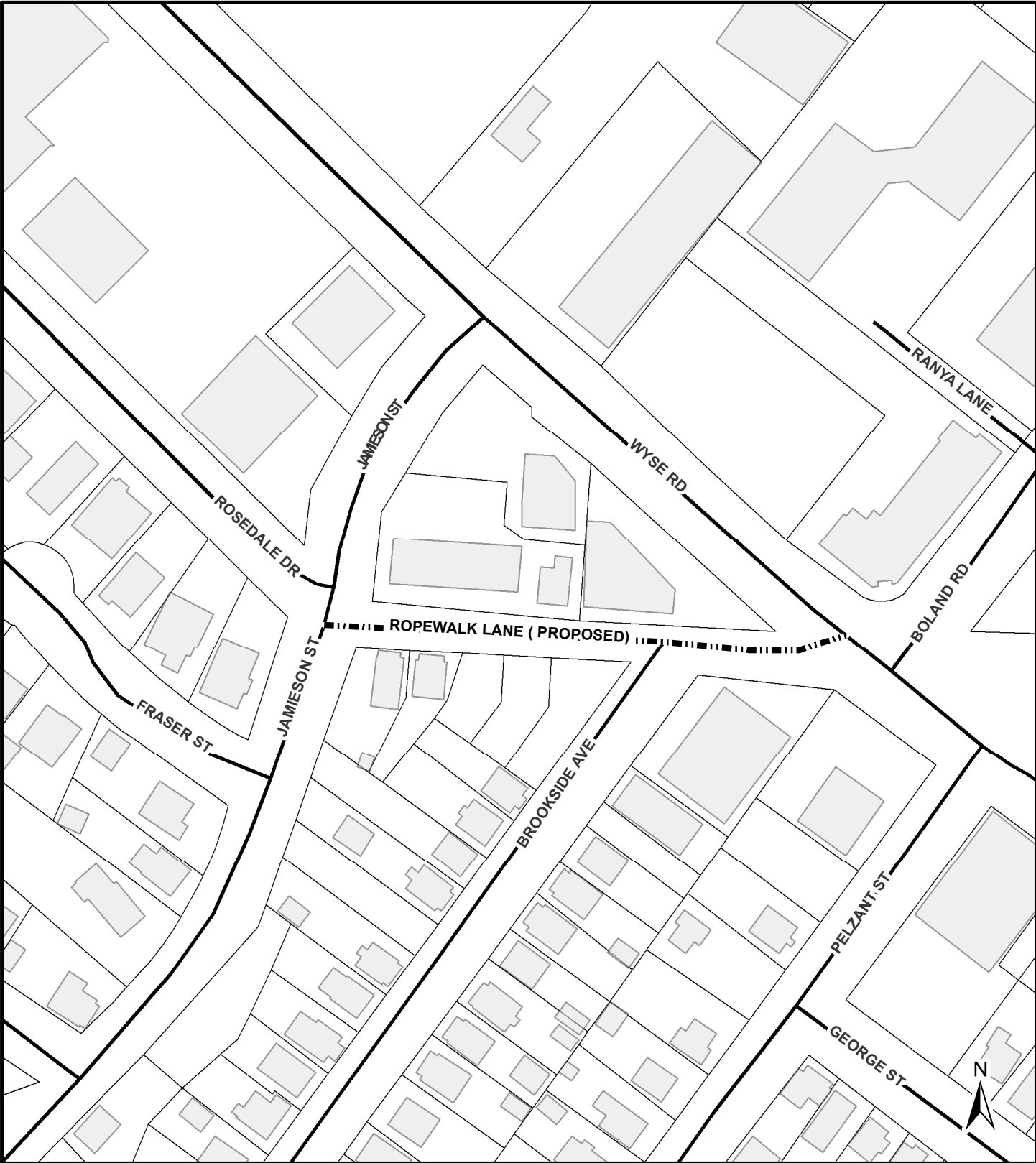
Map 2 - Future Alignment of Gottingen St. and Rainnie Dr., Halifax

HALIFAX

■ ■ ■ ■ ■ Future Street Alignment



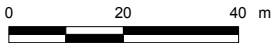
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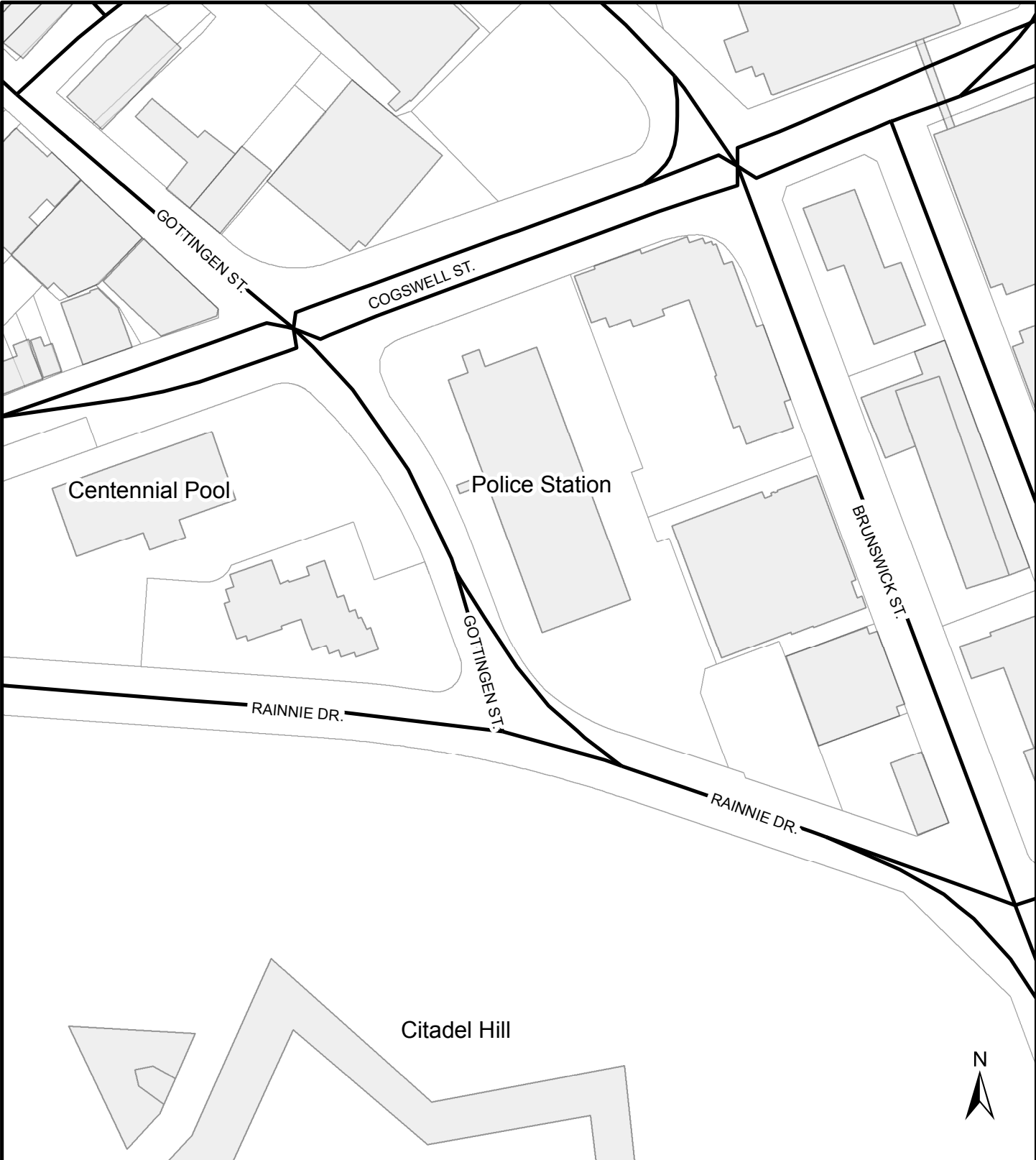
**Map 3 - Renaming of a Portion of Jamieson St.
to Ropewalk Lane, Dartmouth**

HALIFAX

■ ■ ■ ■ ■ Future Ropewalk Lane



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Map 4 - Current Configuration of Gottingen St. and Rainnie Dr., Halifax

HALIFAX

— Existing Street Alignment

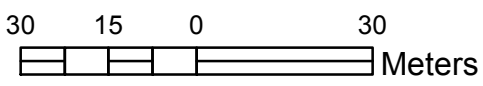


This map was compiled by the staff of the Civic Addressing Program. Halifax Regional Municipality Civic Addressing takes responsibility only for civic address information portrayed in the map and does not guarantee the accuracy of any representation on this plan.



Map 5 - Current Configuration of Jamieson St., Dartmouth

— Existing Street Alignment



HALIFAX

This map was compiled by the staff of the Civic Addressing Program. Halifax Regional Municipality Civic Addressing takes responsibility only for civic address information portrayed in the map and does not guarantee the accuracy of any representation on this plan.

Attachment A:
(Amending Administrative Order #29)

**HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER 29
RESPECTING HRM CIVIC ADDRESSING POLICIES**

BE IT RESOLVED that Administrative Order 29, Respecting HRM Civic Addressing Policies, is further amended as follows:

1. Schedule C is amended by adding the following row after the row starting “Ernie” and before the row starting “Esh”:

ESQUIRE	LANE	BEDFORD	<i>Date of Council Approval</i>
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2. Schedule D is amended by adding the following row after the row starting “Glencairn” and before the row starting “Gourok”:

GOTTINGEN STREET	HALIFAX	(PORTION OF) RAINNIE DRIVE	<i>Date of Council Approval</i>
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3. Schedule D is further amended by adding the following row after the row starting “Rookery” and before the row starting “Ross”:

ROPEWALK LANE	DARTMOUTH	(PORTION OF) JAMIESON STREET	<i>Date of Council Approval</i>
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Attachment B: Project Details of Proposed Street Renaming and Naming

1. Naming Project:

a) Esquire Lane, Bedford, Private Lane Naming

Reason for the Renaming: Due to the recent Development Agreement regarding the former Esquire Motel the rental cottages will be renovated to accommodate commercial operations. There will therefore be more than three structures located on the lane. A map of the proposed Esquire Lane is included as Map 1.

Civic Addressing By-law/Policy: As per section 3(h) of the Civic Addressing By-law a private road means any street, road or travel way which serves three or more structures or facilities and is not owned by HRM or the Province of Nova Scotia. As each of these structures will have a unique commercial tenant they can no longer share the civic address of the former main office for the Esquire Motel. There were ten (10) rental cottages on this lane and in accordance with Policies, any lane providing access to three or more structures shall be named and the structures addressed accordingly.

HRM Civic Addressing Public Safety Committee: The Committee does not provide recommendations on private road renamings.

Proposed Name: Esquire Lane- The developer of the property submitted the name Esquire for the lane name. This name meets the street naming criteria laid out in the Policies. The name Esquire was chosen to recognize the Esquire Motel originally on the property.

Recommendation: In accordance with the By-law and Policies civic addressing staff recommends that the un-named lane way to these structures, as shown in Map 1, be named Esquire Lane, Bedford. As this is a private lane the developer is responsible for the cost of installation the street sign.

2. Renaming Projects:

a) Renaming a Portion of Rainnie Drive (southern portion), Halifax

Reason for the Renaming: The new configuration of Rainnie Drive and Gottingen Street intersection will create a continuous street from Cogswell Street to Brunswick Street. Although this new continuous street is not perfectly straight it does not have a right angle turn and the realignment of the intersection will decrease the angle at the Rainnie Drive intersection even further. Furthermore, the realignment will create a new right angle turn for vehicles turning off Rainnie Drive onto the new continuous street (Gottingen St). A map of the future alignment of Gottingen Street and Rainnie Drive is included as Map 2.

Civic Addressing By-law/Policy: Policy A8 of the Civic Addressing Policies requires a continuous street to have one name throughout its length. Policy A9 states that no street name shall be continued through a right angle turn. Policy 6 (c) also states that when considering renaming a public street or private road, the proposed solution needs to address public safety concerns and have regard for the number and type of businesses affected and potential costs to owners/occupiers.

As the new configuration of Gottingen Street/Rainnie Drive will create a continuous street and create a right angle turn from Rainnie Drive to the proposed Gottingen Street the new configuration will be in violation of Policy A8 and A9. The alternative would be to rename the current Gottingen Street to Rainnie Drive, which would affect numerous residences and businesses and would be in violation of Policy 6 (c).

HRM Civic Addressing
Public Safety
Committee:

The Committee supports the recommendation that the portion of Rainnie Drive as shown on Map 2 be renamed Gottingen Street and signed appropriately.

Proposed Name:

Gottingen St, Halifax

Recommendation:

In accordance with the By-law and Policies the Civic Addressing Public Safety Committee recommends that the southern section of Rainnie Drive as shown in Map 2 be renamed to Gottingen Street and signed appropriately.

b) Renaming of Jamieson Street (eastern portion), Dartmouth

Reason for
the Renaming:

The current configuration of Jamieson Street, Dartmouth is that two Jamieson Streets currently exist which has created a duplicate street name issue (see Map 5).

Civic Addressing
By-law/Policy:

Policy A8 of the Civic Addressing Policies requires a continuous street to have one name throughout its length. Policy A1 does not allow for the duplication of names and finally Policy A9 states that no street name shall be continued through a right angle turn. Policy 6 (c) also states that when considering renaming a public street or private road, the proposed solution needs to address public safety concerns and have regard for the number and type of businesses affected and potential costs to owners/occupiers and also minimize the confusion created for emergency and other municipal services, commercial delivery services and the travelling public by renaming the street.

The current configuration of Jamieson Street (Map 5) creates a duplicate street situation where the road forks and both sections are named Jamieson Street. Furthermore, as the eastern portion of Jamieson Street is at a right angle to the continuous portion of Jamieson Street the current situation is in violation of the Policies.

As the most westerly portion of Jamieson Street drives continuously from Wyse Road to Windmill Road it is more commonly used than the eastern portion. Furthermore, as the eastern portion has the least number of residents, it was determined that staff work with these residents to determine a new unique name for their section of Jamieson Street. All affected property owners were notified of the renaming and invited to participate in the selection of the new name.

HRM Civic Addressing
Public Safety
Committee:

The Committee supports the recommendation that the portion of Jamieson Street as shown on Map 3 be the renamed Ropewalk Lane and signed appropriately.

Proposed Name:

Ropewalk Lane - This name was suggested as the Dartmouth Rope Works

Co. operated one of the largest and most modern rope factories in Canada in the late 1800s in this area. The affected property owners did not choose to select a different name.

Recommendation:

In accordance with the By-law and Policies the Civic Addressing Public Safety Committee recommends that the eastern section of Jamieson Street as shown in Map 2 be renamed Ropewalk Lane and signed appropriately.

Attachment C: Letter Regarding the Renaming of Rainnie Dr, Halifax



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Our File: 132910

June 2, 2015

BY EMAIL: macleag@halifax.ca

Gayle Maclean
Civic Addressing Co-ordinator
Halifax Regional Municipality
PO Box 1749 Halifax NS

Dear Ms. Maclean;

Re: Renaming of 5443 and 5445 Rainnie Drive

We are the solicitors for Grafton Developments Inc in connection with the above subject. We write in response to your letter to W.M. Fares dated May 5, 2015. Our client, owner of the subject land, strongly opposes a renaming of the street as it is anticipated to have very significant negative consequences for the marketability of space at its development project, as well as creating confusion over the location of the property.

I note there are both procedural and substantive issues with the proposed renaming which we believe ought to result in reconsideration of your request.

From a procedural perspective, we note that s. 9(2) of the Civic Addressing Bylaw provides that Regional Council can change a public street name in accordance with the Civic Addressing Policy. Your letter suggests that the decision has been made by you in consultation with the Civic Addressing Public Safety Committee, rather than by Regional Council. In our view, the Bylaw must be complied with in order for any renaming to occur.

From a substantive point of view, our impression is that the main change to the street patterns are not physical reconfigurations of the road but changes in directional flow and stop signage as the affected part of Rainnie Drive is not being relocated or substantially altered as shown in your diagram attached to the letter. Rainnie Drive and Gottingen do not become a "continuous street" simply by virtue of the changes in traffic signs. There is a pronounced dog-leg turn at Gottingen-Rainnie which is closer to a 90 degree turn than it is to a straight line. In our view paragraph A9 of the Policy is at least as applicable as paragraph A8 which you cite. Section 3 of the Policy strongly discourages changes to established street names unless there are recognized difficulties with the existing name, which has not been established and which we think is highly

improbable in view of the long-standing association of Rainnie Drive with the Northern boundary of Citadel Hill. Section 6 requires consideration of the potential costs to business owners and the historical significance of the existing street name, and we do not feel these have been given adequate weight. In effect we believe that you and the Committee have given undue emphasis to a factor which you may believe to be desirable, but which is not found anywhere in the text of the Policy, concerning the directional flow on Rainnie Drive changing at the intersection of Gottingen Street.

Kindly advise whether you will reconsider, and if the matter is forwarded to Council, please advise when it will be on the agenda, as we will want to have an opportunity to speak.

Yours very truly,



PMR/dp
c. client
c: Councillor Wayne Mason (by email: wayne.mason@halifax.ca)

HALIFAX REGIONAL MUNICIPALITY

ADMINISTRATIVE ORDER NUMBER TWENTY-NINE

RESPECTING HRM CIVIC ADDRESSING POLICIES

BE IT RESOLVED AS AN ADMINISTRATIVE ORDER of the Council of the Halifax Regional Municipality as follows:

Civic Address Public Safety Committee

1. Council shall establish a Civic Address Public Safety Committee to advise on public safety issues with respect to civic addressing.

Street Naming

2. All street names shall conform with the Street Naming Guidelines (see Schedule A).

Street Renaming

3. Changes to established street or road names shall be discouraged unless there are recognized difficulties with the existing name.
4. Where there is no public safety issue involved, an owner may request a public street or private road name change but shall be charged a fee in accordance with Administrative Order # 15.
5. When considering renaming a public street or private road in accordance with Administrative Order # 15, a poll of property owners shall be conducted by the Civic Addressing Coordinator and the Coordinator shall only proceed with the application if there is unanimous support for the proposed change.
6. When considering renaming a public street or private road, the Civic Addressing Coordinator shall choose a solution that addresses public safety concerns and shall also have regard for the following:
 - a. the potential confusion created for emergency and other municipal services, commercial delivery services, and the traveling public by renaming the street;
 - b. the number of residential units affected and potential costs to residents\owners;

- c. the number and type of businesses affected and potential costs to owners\occupiers;
 - d. the costs of replacing street and traffic signs;
 - e. the historical significance, if any, of the existing street name; and
 - f. the appropriateness of the proposed name in that location.
7. All street or roads proposed to be renamed under Policies 4, 5, and 6 shall conform with the Street Naming Guidelines.

Numbering

8. Civic numbers shall be assigned in accordance with the Civic Numbering Guidelines (see Schedule B).

Renumbering

9. The Civic Addressing Coordinator may initiate renumbering where a single number is invalid or creates confusion and the correction does not involve renumbering more than the subject structure and abutting structures.
10. Where there is no public safety issue involved, an owner may request a numbering change as long as a new whole number is available but shall be charged a fee in accordance with Administrative Order # 15.
11. When considering the renumbering of all or part of a street, the Civic Addressing Coordinator shall choose a solution that addresses public safety concerns and minimizes the disruption to the affected residents and property owners.
12. All numbers assigned in accordance with Policies 9, 10 and 11 shall conform with the Civic Numbering Guidelines.

GSA Renaming\Redelineation

13. Communities at risk of being affected by major changes in GSA boundaries shall be informed, and consulted before, during and after the process.
14. Notwithstanding Policy 13, the Civic Addressing Coordinator shall ensure that where a road is built or extended across a GSA line and the sole access is through a single GSA, the boundary of the latter GSA shall be redelineated to include the street and all lots accessing it as shown in a Final plan of subdivision.

Notification

15. The Civic Address Coordinator may extend the deadline for implementation of a civic address change to a maximum of 180 days at the request in writing of a majority of property owners/occupiers.

Compensation

16. Where a civic address is changed to rectify a problem listed on the Civic Address Corrections List, the owner/occupier shall be compensated as follows:

Renumbering:

New civic number plate
Mail redirect for 6 months

Street Renaming:

Mail redirect for 6 months

GSA Renaming

Mail redirect for 6 months

Private Road Name Signs

17. The Civic Addressing Coordinator may vary the specifications of private road name signs where a subdivision is served only by private roads provided that this does not vary the intent of the specifications with respect to public safety

Schedule A

Street Naming Guidelines

General Principles

Uniqueness - there should be no duplication of names.

Distinctiveness - names that sound very similar should be avoided in order to avoid diction problems when people are making emergency calls under stress .

Continuity - a road running in one direction should have one name only and should have the same name throughout its entire length.

Guidelines

Street Name Characteristics

- A1. No name shall be duplicated including similar names that are differentiated by street type.
- A2. No name shall sound like an existing name.
- A3. No name shall contain numbers, special characters, decimals, hyphens, apostrophes, periods, or punctuation of any kind.
- A4. No double barreled names shall be permitted except for HRM place names listed in the Nova Scotia Gazetteer or approved heritage names.
- A5. No streets names shall incorporate product, trademark or copyright names.
- A6. No name of more than 10 characters in length shall be permitted where the street type is more than 2 characters in length and no name of more than 11 characters in length shall be permitted where the street type is 2 characters in length except for HRM place names listed in the Nova Scotia Gazetteer or approved heritage names.

Street Type Definitions (new streets only)

A7. An appropriate street type shall be used as follows:

Street Type	Use Guideline <i>currently under review</i>	Primary Abbreviation (Database Application)	Secondary Abbreviation (Signage Application)	Notes
Avenue		AVE	AVE	
Boulevard		BLVD	BLVD	
<i>Brae</i>		<i>BRAE</i>	<i>BR</i>	<i>No longer accepted</i>
Circle		CIRC	CIR	
Close		CLOSE	CL	
<i>Connector</i>		<i>CONN</i>	<i>CN</i>	<i>No longer accepted</i>
Court		CRT	CT	
Crescent		CRES	CR	
<i>Crest</i>		<i>CREST</i>	<i>CRST</i>	<i>No longer accepted</i>
<i>Cross</i>		<i>CROSS</i>	<i>CRS</i>	<i>No longer accepted</i>
<i>Diversion</i>		<i>DIVRSN</i>	<i>DIV</i>	<i>No longer accepted</i>
Drive		DR	DR	
<i>East</i>		<i>EAST</i>		<i>No longer accepted</i>
<i>Extension</i>		<i>EXTN</i>	<i>EXT</i>	<i>No longer accepted</i>
Gate		GATE	GT	
<i>Gateway</i>		<i>GTWY</i>	<i>GWY</i>	<i>No longer accepted</i>
Green		GREEN	GRN	
Grove		GROVE	GRV	
<i>Hall</i>		<i>HALL</i>	<i>HL</i>	<i>No longer accepted</i>
Heights		HTS	HTS	
Highway		HWY	HWY	
Hill		HILL	HL	
Street Type	Use Guideline <i>currently under review</i>	Primary Abbreviation (Database Application)	Secondary Abbreviation (Signage Application)	Notes

Landing		LNDG	LDG	
Lane		LANE	LN	
Loop		LOOP	LP	
Park		PARK	PK	
Parkway		PKY	PKY	
Path		PATH	PTH	
Place		PLACE	PL	
Ramp		RAMP	RMP	
Ridge		RIDGE	RG	
Road		RD	RD	
Route		RTE	RTE	
Row		ROW	ROW	
Run		RUN	RUN	
<i>Siding</i>		<i>SI</i>	<i>SI</i>	<i>No longer accepted</i>
<i>Square</i>		<i>SQR</i>	<i>SQ</i>	<i>No longer accepted</i>
Street		ST	ST	
Terrace		TERR	TR	
Trail		TRL	TL	
<i>Turn</i>		<i>TURN</i>	<i>TRN</i>	<i>No longer accepted</i>
Walk		WALK	WK	
Water Access		WA		
Way		WAY	WAY	
<i>West</i>		<i>WEST</i>		<i>No longer accepted</i>
<i>Woods</i>		<i>WOODS</i>	<i>WDS</i>	<i>No longer accepted</i>

Italics indicates legacy street types that are no longer acceptable in HRM.

Street Network Considerations

- A8. Continuous streets shall have one name throughout their entire length.
- A9. No street name shall be continued through a right angle turn.
- A10. A continuous street intersecting the same collector road more than twice shall be given a different name.

- A11. The same name shall not be used at both ends of a loop road if the middle portion of the road has not been taken over by the Municipality.
- A12. A cul-de-sac shall have a different street name from its cross road.

Water Access

- A13. Where access to a property is by water only, the street name shall be deemed to be the name of the island or waterbody as listed in the Nova Scotia Gazetteer.

Heritage Names

- A14. The use of heritage names shall be encouraged.
- A15. All street names for the community of Bedford (Municipal District 21) shall conform with the former Town of Bedford Street Naming Policy (1987)¹ .

Theme Names

- A16. Where street names in a neighbourhood are based on a specific theme, the name of all new street within the neighbourhood shall be consistent with the theme.

¹ This policy is currently administered by the Development Officer for the Central Region

Schedule B

Civic Numbering Guidelines

General Principles

Sequentiality - numbering should generally start from the lowest numbered intersection and numbers should be assigned in ascending order.

Uniformity - numbers should be proportionately spaced along the entire length of a street to help in finding the general location of properties.

Uniqueness - each individual dwelling unit or commercial/industrial establishment having its own external entrance should have its own whole civic number.

Guidelines

New Streets

- B1. Civic numbers shall be assigned every twenty (20) feet of frontage along both public street and private roads
- B2. Odd numbers shall be on the right hand side and even numbers on the left hand side of street in ascending order from the numbering origin including on cul-de-sacs and other dead end streets.
- B3. Where lot frontage is more than twenty (20) feet, a number shall be assigned as follows:
 - a. corresponding to the approximate centre of the front main wall of the main building or structure on the lot; or
 - b. corresponding to the approximate centre of the frontage for a vacant lot.
- B4. A corner lot or other lot having more than one frontage shall be assigned the number for each frontage until the valid civic number has been determined through the permit process.
- B5. The front entrance of the main building or structure shall be used to determine the valid civic number of corner lots. When the entrance is obscured or if the structure is best reached for emergency purposes by the driveway, the civic number shall be assigned to the driveway.
- B6. Numbers that have negative cultural connotations shall not be assigned. These numbers will be reviewed on a case-by-case basis.
- B7. Fractions shall not be used as part of a civic number.

Existing Streets

- B7. Where a new number is assigned within an existing range of civic numbers, the former municipal standards for issuing the number may be applied in order to maintain consistency in the numbering sequence.
- B8. Where a new number cannot be assigned within an existing range of civic numbers, an alpha suffix may be used and all properties sharing the same number shall be assigned a different sequential suffix to a maximum of four.
- B9. Only the first four characters of the alphabet shall be permitted as part of a civic number.
- B10. Within the Halifax Peninsula, the existing grid numbering system shall be maintained when assigning new civic numbers.

Water Access

- B11. Where access to a property on an island or waterbody is by water only, the numbers shall be assigned along the entire waterfront and the numbering origin shall be the most southerly point.
- B12. Odd numbers shall be on the east side and even numbers on the west side of the island or waterbody in ascending order from the numbering origin.
- B13. Civic numbers shall be assigned every 50 feet of frontage around an island or waterbody

More Than One Building or Unit On A Lot

- B14. A principal building on a lot shall have its own civic number.
- B15. Each dwelling unit in a semi-detached, duplex, triplex, or townhouse building and each anchor establishment within a commercial/industrial building having its own external entrance may be assigned a separate civic number from the principal building number.

MAYOR

MUNICIPAL CLERK

I, Vi Carmichael, Municipal Clerk of Halifax Regional Municipality, hereby certify that the above noted Administrative Order was passed at a meeting of Halifax Regional Council held on February 12, 2002.

Vi Carmichael, Municipal Clerk