Schedule 1 to Council Report for Meeting of January 24, 2011

Street Naming and House Numbering Proposal

Draft No. 1
January 19, 2011
1.0 HOUSE NUMBERS:

In considering a house numbering system, one of the key principles was to eliminate the need for any house numbers containing more than four digits. Furthermore, house numbers would still be applied using a loose grid approach to provide some assistance in house location. This approach was chosen over an option where house numbering on each street begins at 1.

At the request of the RDOS, it was also agreed that the numbering scheme for north-south streets would leave enough room to allow future expansion into Area A. As a result house numbering for north-south streets will begin with the 3800 block at the south end of Area C and end with the 9000 block at the south end of Vaseux Lake.

Using the above grid, house numbers within the Town of Oliver on north-south streets will commence with the 5600 block at the south and end with the 7100 block at the north.

On east-west designated streets, house numbers will start at the river and move up from there. West of the river, In-town house numbers will start in the 100 block and increase to the 1200 block. On the east side of the river, numbers will start at the 100 block and increase to the 900 block. Any numbers of 1000 or higher east of the river will be outside of the Town boundaries, in the Osoyoos Indian Reserve or beyond.

2.0 ROADWAY TYPES:

To assist in address assignment and location, roadway names will include a proper name as well as a suffix to designate the type of roadway. Such suffixes also allow roadways with a common proper name to have different suffixes as they change in direction or configuration. For example, there may be a cul-de-sac off of “Sample Street” that could be called “Sample Place” or “Sample Court” to avoid having to invent other proper roadway names. A list of typical roadway types and their descriptions is provided below:

**Defined Roadway Types:**

- **Avenue:** A relatively straight, nominally east-west roadway that intersects with another roadway at both ends or at several places along its length.

- **Drive:** A relatively curved, nominally north-south roadway that intersects with another roadway at both ends or at several places along its length.

- **Road:** A relatively curved, nominally east-west roadway that intersects with another roadway at both ends or at several places along its length.

- **Street:** A relatively straight, nominally north-south roadway that intersects with another roadway at both ends or at several places along its length.
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Crescent: A curved roadway that may be nominally designated either north-south or east-west, and which intersects with another roadway at each end.

Court: A dead-end roadway that is typically less than 100 metres long.

Place: A dead-end roadway that is typically between 100 metres and 200 metres long.

Other roadway name suffixes in use with no particular parameters:
Lane    Glen    Trail

3.0 TRADITIONAL ROAD NAMES

Certain major roadways are recommended to return to their historical names because the names are still quite well known and because they are continuations of rural roads that will be retaining their historical names. These are discussed below:

Fairview Road: This major east-west arterial (350 Avenue) continues to be generally known by its traditional name and has dual street signage in place. It is obviously named after the historical mining town of Fairview and continues beyond the municipal boundaries by its official name of Fairview-Cawston Road, although it is commonly referred to as Fairview Road in the rural area as well as in Town.

Main Street: The portion of Highway 97 within the Town of Oliver has commonly been called Main Street despite never having this name officially. It is proposed that the name “Main Street” be adopted for the entire length of Highway 97 within the Town of Oliver.

Sawmill Road: This arterial road is currently called 91st Street inside the Town. It is named after the sawmill that was historically located within the Oliver industrial park and is proposed to revert to its traditional name, which matches the name used for its continuation in the rural area.

McKinney Road: This major east-west arterial (356 Avenue) continues to be generally known by its traditional name and has dual signage currently in place. It is named after the gold mining camp called Camp McKinney to where it leads. This road continues beyond the municipal boundaries by its official name of Camp McKinney Road, although it is commonly referred to as McKinney Road in the rural area, as well as in Town.

Park Drive: This north-south collector street (79th Street) still has some dual street name signage. It is named after the Town’s main community parks which it is adjacent to at its south end.

Tuc-ul-nuit Drive/Tucelnuit Drive: Historically, the roads on the east and west sides of Tucelnuit Lake were called Tuc-ul-nuit and Tucelnuit respectively; in some cases the street on the west side of the lake was called Tucelnuit Drive West. To avoid confusion, only the longer of these streets (the one on the east side – 71st Street) will retain its historical
name. In addition, it is proposed the name Tucelnuit Drive will be used continuously from McKinney Road to the north end of the municipality. Beyond that point the road is currently called Tuc-ul-nuit Drive in the rural area and this spelling may be revised to match the in-town spelling convention. Under this proposal, the name Boundary Road would disappear as it would be unnecessary and because the term “boundary” emphasizes separation between the Town and the OIB rather than cooperation and friendship.

Besides the arterial roads discussed above there are some local streets that are also recommended to return to their traditional names because these names are in context to these roadway locations. These are:

**Rockcliffe Road:** This collector street (352 Ave and 115 Street) shares the traditional name of the neighbourhood it traverses, still carries some dual signage and it is proposed to retain that name into the future.

**Panorama Crescent:** This street is currently separated into three streets (109 Street, 348 Avenue and 113 Street) It was traditionally called Panorama Drive after the panoramic view enjoyed by many of the houses located there. Although traditionally referred to as a drive, it is more appropriately called a crescent and has been proposed as Panorama Crescent.

**Bellevue Drive:** As with Panorama Crescent, Bellevue (85th Street) is named after the view available to most if its residents. The Drive designation also fits in with the criteria set out earlier in this report.

**Spillway Road:** This road currently changes its name twice from 73 Street to 356 Avenue and back to 73 Street again. It is named after the concrete spillway installed as part of the original irrigation canal installation in the 1920s.

**Fir Avenue, Spruce Avenue, Pine Avenue:** These streets (345 Ave, 347 Ave and 347A Ave) were originally named for tree species that were processed at the Oliver Sawmill, which was located on land these streets currently occupy. The original suffix of Street is to be changed to Avenue to match the criteria set out earlier in this report.

**Walnut Place:** Although not milled at the Oliver Sawmill, Walnut Road (344 Ave) is located one block south of Spruce Street and fits in with the tree name theme established by Fir, Spruce and Pine Avenues. The suffix of this dead end roadway is proposed to be changed from Road to Place to match the criteria set out earlier in this report.

**Earle Crescent:** This roadway is the only street name inside Oliver that apparently has never been changed and will be retained moving into the future. Earle is named after the surveyor who originally surveyed the Oliver Townsite.

**Columbia Place:** This cul-de-sac (343 Ave) is the only historically named street in the “acre lots” area of Town. It is proposed to form the basis of a river themed naming scheme in its surrounding neighbourhood.
4.0 NEW STREET NAMES

In addition to the historical street names to be retained as outlined in the previous section there are approximately 80 other streets that need names inside the municipal boundaries.

Some of these streets have never been named as they were built after 1989 and have only been referred to as numbered streets. Some others were names in the originally Oliver Townsite survey, but were subsequently changed to numbered streets and avenues in the 1960s, only to be changed to different numbering in 1989.

Still other streets carry an assortment of names with no ordering or geographical connection to their location. Some were named after plant species; some after pioneer residents. However the majority were named after the person who applied for the subdivision that created the street.

Finally, some streets were apparently un-named in the past.

Other than the streets discussed in section 3.0, these other street names are not recommended for reinstatement for various reasons:

- While some of the names have historical significance, many others do not resonate as historically significant in the establishment of the community.
- Retaining some names while changing others may invoke an unnecessary debate about the worthiness of different individuals or families to have streets named after them.
- The names are randomly scattered across the community and make their memorization and location less simple that other options.
- The randomness of street names does not add to the sense of neighbourhood in different areas of Town.

What has been proposed is creation of a set of neighbourhoods where street names are sorted into logical groups. This sorting will provide several benefits:

- Provide a sense of neighbourhood
- Make it easier to remember streets in each area
- Make it easier to look for specific streets within the neighbourhood where they are located
- Provide guidance in the naming of new streets as they are created through new development

The selection of neighbourhood groupings was based on several factors, primarily other historical references in the neighbourhood, landmarks and geological features. For each neighbourhood grouping, several potential names were identified and some were assigned to existing streets. Remaining names within the grouping would be available for future street in the area or for alternate street names should local residents wish to petition for a change prior to implementation of the street naming plan. A petition process would likely require a 60% majority of property owners on any street, and would only be approved if the new name meets the rules and guidelines established for the neighbourhood.

The above neighbourhoods are delineated in Figure 4.1
5.0 STREET NAMING PLANS

Based on the criteria above, proposed names have been assigned to all roadways in the Town of Oliver. The following sections discuss the process used to arrive at these names and the groupings that were used in each neighbourhood to arrive at these names.

5.1 Fairview- Rockcliffe Neighbourhood

This is the most westerly neighborhood in the Town of Oliver, and is thus closest to the former mining town of Fairview. It is also adjacent to Fairview Road, so there is a connection to mining and. In response there were three related name categories considered for this area. Each category provided a list of street names for consideration as listed below:

- **Mining Terms**
  - Placer
  - Hard Rock
  - Mineshaft
  - Gold Pan
  - Rock Drill
  - Stamp Mill
  - Propector
  - Miner
  - Claim
  - Claim Jumper
  - Assay
  - Gold Rush
- **Mineral Names**
  - Gold
  - Silver
  - Nickel
  - Platinum
  - Copper
  - Granite
  - Slate
  - Bedrock
  - Pyrite
  - Ore
- **Fairview Area Mineral Claims**
  - Agricola
  - Comet
  - Dividend
  - Duchess
  - Eureka
  - Evening Star
  - Flora
  - Fortune
  - Morning Star
  - Ness
  - Rattler
  - Princess
  - Richland
  - Shamrock
  - Stemwinder
  - Virginia

While mining terms or mineral names may be most readily recognizable to visitors and new residents, it was felt that using Fairview area mineral claims would have the most local relevance. A map of the Fairview-Rockcliffe neighbourhood with proposed street names based on mineral claims is provided in Figure 5.1.
5.2 Acre Lots Neighbourhood

The roadways in this area were traditionally numbered except for the cul-de-sac near the centre of the neighbourhood, which was named Columbia Place after its construction about 30 years ago. Based on this starting point, the roadways in this area are proposed to be named after rivers found in British Columbia a list of possible names is provided below:

- Sample List of BC Rivers
  - Adams
  - Columbia
  - Coquihalla
  - Cowichan
  - Fraser
  - Granby
  - Horsefly
  - Kettle
  - Kootenay
  - Okanagan
  - Peace
  - Similkameen
  - Thompson
  - Tulameen

A map of the Acre Lots Neighbourhood with proposed street names based on BC Rivers is provided in Figure 5.2.

It should be noted that two streets originating in the Acre Lots area continue north into the original Oliver Townsite area. Of these, 101 Street is the longest and was hence called Okanagan Street, which is most relevant to Oliver and is also a north-south river. The street immediately east of Okanagan is 99th Street which was assigned the name of Kootenay Street in recognition of the Kootenays being the next major valley east of the Okanagan.

In addition, 346 Avenue extends east, past the airport and into the industrial area. This roadway was named Similkameen Avenue in acknowledgement of this river’s relatively close proximity to Oliver and its east-west orientation.

5.3 Downtown-Townsite Neighbourhood

This area encompasses the traditional downtown area and the adjacent residential neighbourhood originally created with the deposit of the Oliver Townsite survey plan in 1921, but excludes the area on the plateau adjacent to and immediately north of Southern Okanagan Secondary School and Oliver Elementary School. A map of this area is provided as Figure 5.3.

Two of the north-south streets crossing this neighbourhood are already named from the Acre Lots area (Okanagan Street and Kootenay Street) both located east of Main Street. The street east of Main Street is named Station Street in recognition of the historical as well as the current location of the former CPR rail station.

As for the minor roadways in this area, Earle Crescent retains its original name, several other streets are named after human or natural landmarks (current or historical), making them easier to locate. It should be noted that the current 93 Street is also “nicknamed” Veterans Way at the request of the Legion. Because 93rd will now be called Station Street, Figure 3 proposes to officially rename 362 Ave in this neighbourhood (adjacent to the Legion) to Veterans Avenue.
5.4 School Neighbourhood

This neighbourhood is located above the older downtown area, adjacent to SOSS and OES, extending north into the residential area located directly below the municipal water reservoirs. In recognition of the educational facilities that dominate this neighbourhood, it was originally proposed to name the streets and avenues in this area after famous historical scholars form different fields. Because of the difficulty selecting individual scholars to uniquely represent discreet disciplines, it was subsequently decided to use names of famous scientific discoverers instead.

To be considered, the discoverer had to be well known within the general population throughout the world, had to be credited with one or more major discoveries in a scientific discipline and to ensure long-term recognizability, should have been deceased for at least 50 years and still be easily recognized. A list of potential names is provided below:

- Sample List of Scientific Discoverers
  - Copernicus
  - Curie
  - da Vinci
  - Darwin
  - Edison
  - Faraday
  - Galileo
  - Maxwell
  - Newton
  - Pasteur
  - Salk
  - Tesla

Only six of the above names are required for this neighbourhood. The proposed names, shown in Figure 5.4 were chosen to provide a cross section of scientists in varying disciplines.

5.5 Industrial and Airport Areas

The Industrial area is serviced primarily by Sawmill Road and includes several tree species names discussed in section 3.0 of this report. The tree name theme is proposed to be extended south to the newly incorporated area below the Oliver Airport including a new street still awaiting completion.

The main road on the west side of the airport and passing by the airport terminal building is proposed to be called Airport Street. The other main north-south street on the east side of the airport is proposed to be called Cessna Street for ease of remembering. The new street being constructed across Airport Street from the airport, adjacent to the Southwinds Crossing development is proposed to be called Southwind Avenue, also in recognition of the former hotel on that site.

Finally, the two streets adjacent to the packing house are proposed to be named Co-op Avenue and Packing House Lane.

The above proposals are illustrated in Figure 5.5.
5.6 Hospital Area

As noted in Section 3.0, former Boundary Road (71 Street) will become a southerly extension of Tucelnuit Drive. To the south of the hospital, former Spillway Road will revert to its traditional name.

The area north of the McKinney Road and adjacent to the Osoyoos Indian Reserve is the part of town closest to the OIB band offices, so the local area streets are proposed to be named after some local animals that figure prominently in historical First Nations culture. For example, we could start with Wolf Place or Wolfcub Place (73rd Street) as this street also crosses Wolfcub Creek. Moving west, the other two streets would be named Coyote Street and Raven Street.

The only east-west local street in this neighbourhood would be called Eagle Avenue. Eagle Ave would run from Tucelnuit Drive adjacent to the Reserve, west as far as Park Drive. West of Park Drive, it is proposed that Eagle Ave would change to Eagleview Ave to fit in with the other street names in that neighbourhood (see section 5.7 of this report).

Street name locations in the Hospital Area are illustrated in Figure 5.6.

5.7 Bellevue Area

In this area, Bellevue Drive (85th Street) reverts to its original name, 83rd Street is a longer street and runs most of its length along the ridge of land and as such is proposed to be called Ridgeview Drive. 81st Street would not revert to its former Tucelnuit Drive as there is already a Tucelnuit Drive on the east side of the lake. Instead it is proposed to be called Lakeshore Drive.

At the south end of this area, the portion of 366 Avenue leading up the hill from Eastside Grocery is proposed to be called Eagleview Avenue, as it is a continuation of the proposed Eagle Avenue down below. Other smaller roadways and cul-de-sacs in this area are also named after various views all as illustrated in Figure 5.7.

The power transmission line defines the north end of this neighbourhood. Various suggestions for the roadway under this power line include Power Avenue, Electric Avenue and Hydro Avenue.

5.8 Meadows Area

The Meadows Area takes in the low-lying land in the flood plane between the Bellevue Area and the Okanagan River. It also extends south to McKinney Road and north to the north end of Tucelnuit Lake. The major arterial street traversing the length of this area (87th Street) is proposed to be called Meadows Drive.

Local streets in this area recognize various plant and animal species or physical features common to wetlands in the South Okanagan. A list of potential names is provided below. Selected names have been indicated on Figure 5.8.
• Sample List of Meadows and Wetland Names
  • Aspen
  • Blackbird
  • Boatman
  • Bulrush
  • Caddis
  • Cattail
  • Dogwood
  • Dragonfly
  • Frog
  • Muskrat
  • Otter
  • Sedge
  • Salamander
  • Spadefoot
  • Turtle
  • Willow

5.9 West Tucelnuit Area

This area takes in the lands immediately west of Tucelnuit Lake, recently subdivided for residential use. The north south through roadways adjacent to and within this area have been named in adjacent areas (i.e. Meadows Drive, Ridgeview Drive and Lakeshore Drive). The smaller streets are proposed to be named after various fruit crops that have or are being commercially grown in the Oliver area.

Possible lists of names in this area depict commonly known fruit cultivars, or alternately, fruit types that have or continue to be grown in the Oliver Area. Figure 5.9 illustrates proposed street names, taken from the following list:

• Sample Fruit Cultivars
  • Bartlett
  • Bing
  • Anjou
  • Haven
  • Lapins
  • Merlot
  • Spartan

• Sample Fruit Types
  • Apricot
  • Apple
  • Cantaloupe
  • Cherry
  • Grape
  • Melon
  • Nectarine
  • Peach
  • Pear
  • Plum
  • Prune

5.10 Lake Perimeter

Roads flanking the west and east shores of Tucelnuit Lake are to be named Lakeshore Drive and Tucelnuit Drive respectively. At the north end of the Lake, 374th Avenue is proposed to take on a meadows name as it in the low-lying flood plane area and because it is designated to be extended into the meadows area discussed in section 5.8. Between these roadways ant the shores of Tucelnuit Lake are several street-end access points, some of which have addresses and other which serve as legal lake access only.
The dead-end roads leading to the shores of Tucelnuit Lake are proposed to be named after water birds that either live in or migrate through the South Okanagan. A list of possible names is provided below. Proposed names are shown in Figure 5.10.

- **Sample List of Locally Appearing Aquatic Birds**
  - Bufflehead
  - Canada Goose
  - Golden Eye
  - Heron
  - Kingfisher
  - Mallard
  - Merganser
  - Osprey
  - Pelican
  - Teal
  - Widgeon
  - Wood Duck