



Street Naming Policy

Effective: April, 2009

Approved by:
City Management Team

STREET NAMING POLICY

1. Purpose

This policy applies to the naming of all public and private streets within the City of Lee's Summit. The policy promotes a uniform street naming system for addressing.

2. Administration

The Planning Director is responsible for review and approval of all street names. The Planning Director may delegate the review and approval of street names to a Planning employee.

3. Street Name Input

Designated Fire and Police employees provide input on street names to Planning during the review process. Other members of the Development Review Committee (DRC) may also provide input.

4. Developers Submit Street Names

Developers must submit all street names to Planning during the plat process. Developers may appeal the decision on street names to the Planning Commission or City Council during the preliminary or final plat approval process.

5. Street Direction Quadrant Required

The quadrant system divides the City into NE (northeast), NW (northwest), SE (southeast) and SW (southwest). Assignment of street direction shall be based on the quadrant system. The two character directional abbreviation shall be used as the prefix for all street names. Abbreviations without periods shall be used for quadrant designations.

Example: SW RAINTREE DR

STREET NAMING POLICY

The dividing line between north and south follows 1st Street west from Eastridge Street and extends west to the city limits. The line extends from 1st Street east to Grand Avenue. The line extends from Grand Avenue east to Langsford Road. The line follows Langsford Road east from Independence Avenue to the city limits.

The dividing line between east and west is the Union Pacific Railroad from US 50 Highway north to O'Brien Road. The line follows Main Street north from O'Brien and extends north to the city limits. The line follows US 50 Highway west from the Union Pacific Railroad to Missouri 291 Highway. The line follows Missouri 291 Highway south from US 50 Highway to the city limits.

See Page 6: QUADRANT SYSTEM Map

6. Continue Existing Street Names

Streets in general alignment with existing adjacent streets shall be given the same street name. Disconnected street segments shall adhere to this criterion even if there is no chance of a future connection. Streets shall have different names if they are not in alignment.

Streets with the same name shall be spelled exactly the same. Spelling shall take into account spaces as characters.

Example: KNOLLBROOK and KNOLL BROOK

7. No Street Names That Sound Alike

Street names that sound alike shall not be used. Street names with similar pronunciation shall not be used.

Example: SEE and SEA, BEACH and BEECH, STACY and STACEY, CHERRY and CHEERY, FAIR LANE and FAIRLAND

STREET NAMING POLICY

8. Numbered Street Names

Generally straight east and west streets south of the quadrant dividing line shall be numbered street names. Numbered street names shall be named according to the hundred blocks. Numbered street names shall continue in a definite order from the quadrant dividing line to the south.

Example: 3RD ST would be the 300 Block and 17TH ST would be the 1700 Block

9. Valid Street Name Characters

Street names shall only be comprised of letters from the alphabet. Street names with two words shall be allowed to use a space to separate words. Street names shall not include special characters of any kind.

10. Street Name Character Limit

The street name not including prefix or suffix shall not exceed 12 characters. Spaces shall be counted as characters.

Example: MISTY MEADOW is 12 characters

11. No Street Name Abbreviations

All street names shall be spelled out with the exception of numbered streets.

Example: SAINT LUKE instead of ST LUKE

Numbered streets shall be written as numbers. Numbered streets shall not be spelled out with letters.

Example: Shall be 1ST, 2ND, 3RD, 4TH, Etcetera. Shall not be First, Second, Third, Fourth, Etcetera.

STREET NAMING POLICY

12. Curved Streets

Street names shall not change when a street curves and changes direction. An exception shall be allowed in the case of an abrupt 90 degree turn. An exception shall be allowed if the street curves back to intersect another street name more than once.

When a street name change is necessary the name change shall occur at an intersection or an abrupt 90 degree turn.

13. Multiple Intersections

A street name including suffix shall not intersect another street name more than once. An exception shall be allowed if the intersections are close enough to be clearly visible from one intersection to the other and the street has no other intersections.

Multiple intersections of street names without consideration of suffixes shall be avoided when possible.
Example: 6TH ST and 6TH TER intersecting SHILOH DR

14. Valid Street Suffixes and Abbreviations

All streets shall be assigned only one street suffix. The suffix shall be based on the type of street. The suffix assignment shall conform to the following matrix of valid street suffixes.

Suffix	Abbreviation	Arterial & Collector	Local Street	Cul-de-sac
Avenue	AVE	X	X	
Boulevard	BLVD	X		
Circle	CIR		Looped	X
Court	CT			X
Drive	DR		X	
Lane	LN		X	X
Parkway	PKWY	X		
Place	PL		X	X
Road	RD	X	X	
Street	ST	X	X	
Terrace	TER		X	X
Trail	TRL		X	

STREET NAMING POLICY

Valid suffixes shall not be used as part of a street name.
Street names shall not have two suffixes.

Example: VALLEY LANE ST

The exception would be when continuing an existing street name. The following suffix and abbreviation shall be allowed when continuing an existing street name.

Suffix	Abbreviation	Suffix	Abbreviation
Bay	BAY	Trace	TRCE
Brook	BRK	View	VW
Pass	PASS	Way	WAY
Point	PT	Crossing	XING
Ridge	RDG		

QUADRANT SYSTEM

-  NW Northwest
-  NE Northeast
-  SW Southwest
-  SE Southeast

