



Brazoria County Street Name Standards

During the subdivision review process, the Addressing Administrator for Brazoria County will review proposed street names. This review will ensure that Brazoria County Street Name Standards are followed. Our standards are set to provide a safe and efficient 911 Addressing system in Brazoria County. These standards prevent duplicate and/or similar-sounding street names, maintain continuity with existing streets, and additional criteria based on street length, width, and other characteristics.

Below is a list of considerations considered when reviewing street names:

- Active street names in use
- Reserved street names
- Street name duplication and phonetic duplications
- Overused words
- Street types
- Existing streets in adjoining plats (street name continuity)
- Jurisdiction
- Proximity to a similar sounding street name
- Proximity to streets starting with same word
- Emergency service response risk

NAMING STREETS

- Each street name must consist of at least two parts:
 - Primary Name
 - Street Type (Listed in Appendix B)

EXAMPLE: FAIRWAY COURT

FAIRWAY – Primary Name

COURT – Street Type

- The character limit for a street name, including the primary name, street type, word spaces, and directional (if applicable), may not exceed 30 characters. It is recommended that the primary name itself be less than 20 characters to avoid the expense of oversized street signs.

- Each primary name should be used only once within a subdivision with the exception that one cul-de-sac may use the same name as a street it intersects (see Figure 1).

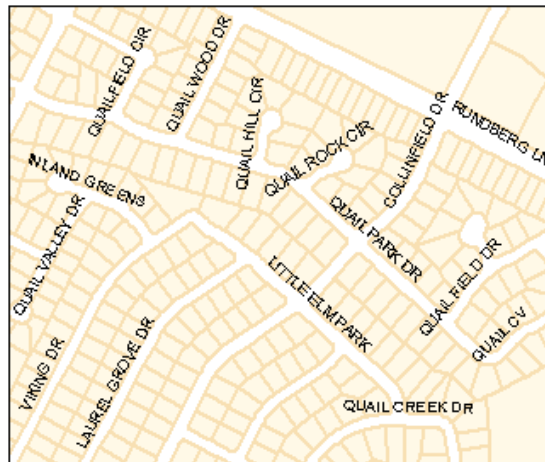
Figure 1



- Avoid the use of the same street name in close proximity to similarly named streets (see Figure 2)

Figure 2

Many streets starting with the same word create confusion



- Street names must be comprised only of characters using the standard English alphabet.
- No special characters (dashes, apostrophes, periods, slashes, tildes, etc.) may be used. A space may replace the special character.
- Only numbered streets and highways use numerals (2nd, 10th, FM 2001). Using numbers or spelled out numbers in street names is not allowed.

Example: TWO THOUSAND PENNIES DRIVE **(NOT ALLOWED)**

Once the street is addressed, confusion can result from the house number in combination with the street name.

Example: 40 TWO THOUSAND PENNIES DRIVE (**NOT ALLOWED**)

Sounds like...

42000 PENNIES DRIVE (**NOT ALLOWED**)

42 THOUSAND PENNIES DRIVE (**NOT ALLOWED**)

- Cardinal direction words, NORTH, SOUTH, EAST and WEST, may not be used as part of a street name. This restriction extends to cardinal direction words in other languages as well, such as NORD or SUR.
- Cardinal directions (called directionals) may be required when a street crosses over a designated zero range boundary.
- Representation of required directional is limited to the use of the four letters, N, S, E or W. The cardinal directions are not to be spelled out, and no punctuation used.
- Please do not combine cardinal directional words with other words to create street names.

Example: SOUTHLANDS BLVD (**NOT ALLOWED**)
SOUTH LANDS BLVD (**NOT ALLOWED**)

Streets in new subdivisions *must* continue the names of existing streets on adjoining plats to maintain street name continuity.

When a street makes a 90-degree turn, it will be considered a different street and require a separate street name.

Some things to avoid:

- Complicated words or unconventional spellings
- Offensive, derogatory, libelous or copyrighted words
- Street names that are long and difficult to remember in an emergency

Duplicates

A street name is considered a duplicate if an existing street shares the same street name. Number of words, spaces, spelling differences and street types do not make the street name unique. Changing the street *type* does not make the name unique.

Example: SUN RAY LANE
SUN RAY TRAIL (duplicate)
SUN RAE LANE (phonetic duplicate)
SUNRAE LANE (duplicate despite number of words)
SON RAE LANE (phonetic duplicate)

Modifiers

A modifier is an extra word added to a street name to make it unique. This is useful when a street name is considered a duplicate.

Example: **CANARY CT** is a duplicate.
Suggested Modifiers: YELLOW – CANARY YELLOW CT (not a duplicate)
CAGE – CANARY CAGE CT (not a duplicate)
WINE – CANARY WINE CT (not a duplicate)

Street Types

A street type is used to describe the characteristics of a street. The configuration of the street should match the *type* applied to the name of the street. Just because a street type can be used does not mean that it *should* be used.

Example: SWEARINGEN TUNNEL
Meets the technical requirements of an acceptable street name but would be misleading and confusing if this street does not go through or lead to a tunnel.

Street type words may not be used in place of or within a street name. **Any street submitted for review using a street type word within the street name will be rejected.**

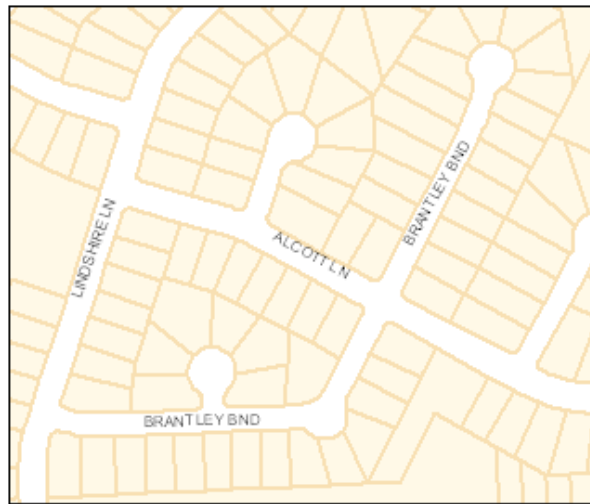
Example: SKYWAY CIRCLE COURT (**NOT ALLOWED**)
SKYWAY and CIRCLE are both considered street types, and so this proposed name would be rejected.

Example: CROSSING PATH DRIVE (**NOT ALLOWED**)
CROSSING, PATH and DRIVE are all considered street types, and so this proposed name would be rejected.

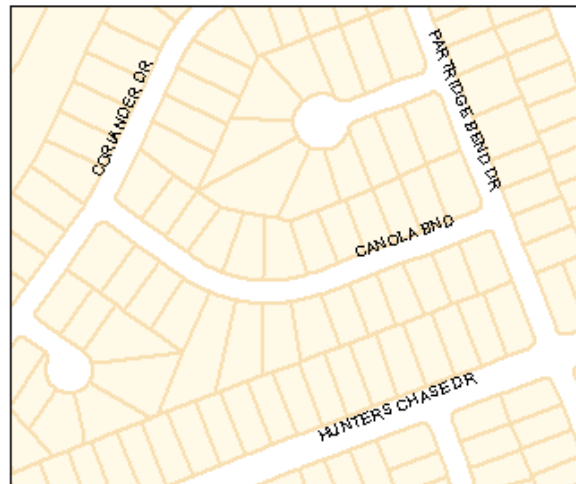
Certain streets require specific street type designators:

- BOULEVARD can only be used for streets with a right-of-way greater than 90 feet in width; however, these streets are not limited to this street type.
- AVENUE can only be used for streets greater than 1500 feet in length; however, these streets are not limited to these street types.
- PARKWAY can only be used for streets greater than 2500 feet in length, with right-of-way greater than 90 feet in width, and which serves as a connector between two major thoroughfares.
- BEND designates a street with at least one bend in it. The bend must exceed 100 degrees. (See Figures 3 & 4)

**Figure 3
BRANTLEY BEND**



**Figure 4
CANOLA BEND**

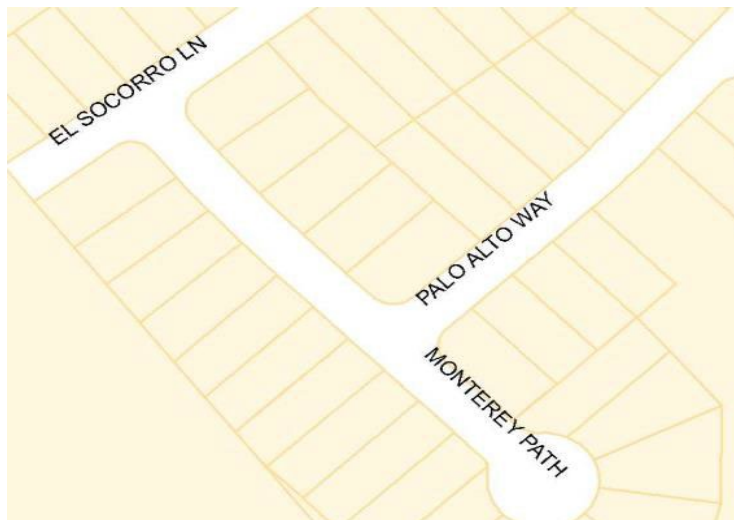


- Streets that include a 90-degree turn may not use the BEND street type; two street names must be used.
- COURT, COVE, or PLACE may only be used for cul-de-sacs and cul-de-sacs may only use COURT, COVE, or PLACE.
- Cul-de-sacs are intersected by only **one** street and do not provide through access (see Figures 5 and Figure 6).

Figure 5
MEDITERRA PLACE is a cul-de-sac

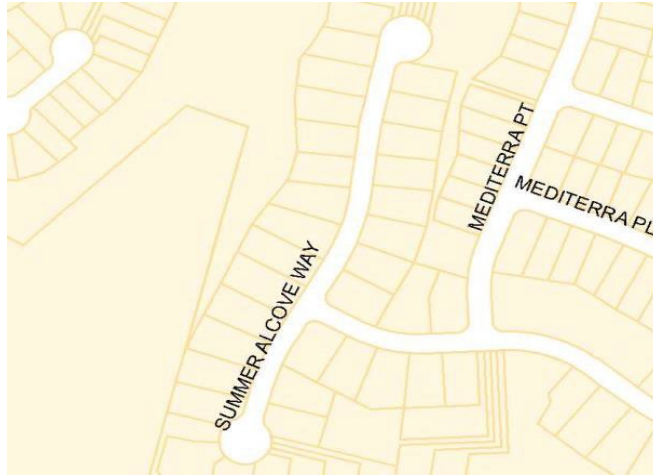


Figure 6
MONTEREY PATH is not a cul-de-sac



- Streets opposite each other that end in a cul-de-sac should have the same name with a non-cul-de-sac street type (see Figure 7).

Figure 7
SUMMER ALCOVE WAY is not a cul-de-sac



- A street that intersects another and continues into a cul-de-sac should not change name or street type and is not considered a cul-de-sac (see Figure 8).

Figure 8
PLAINS CREST DRIVE does not change name or street type



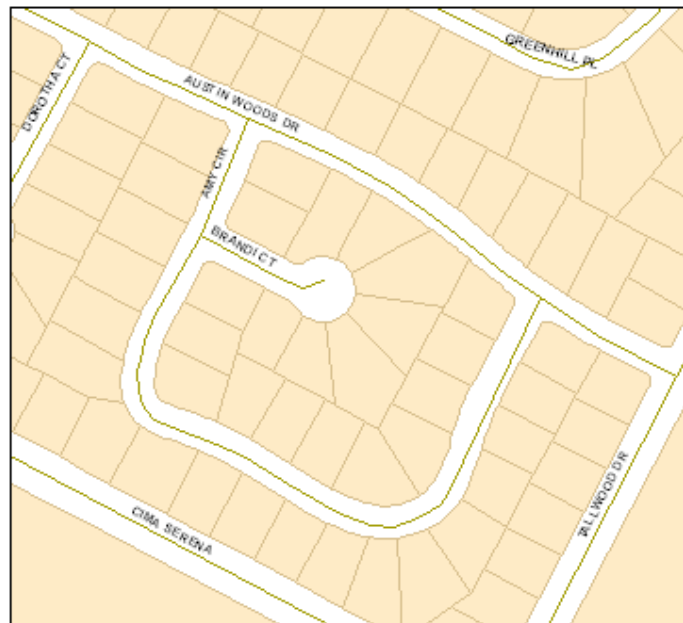
- LOOP may be used for streets that loop back onto or across themselves (see Figure 9).

Figure 9
VILLAGE VIEW LOOP



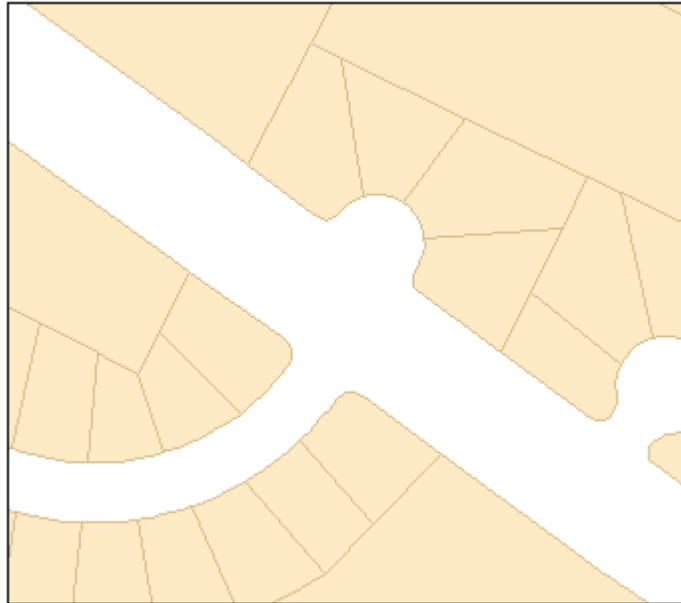
- CIRCLE begins and ends with intersections on the same street and has lots inside the circle (see Figure 10).

Figure 10
AMY CIRCLE



- CRESCENT is a semi-circle road accessed from another road at both ends, A crescent shall not be named, and lots will be addressed from the through road (see Figure 11).

Figure 11
Crescent streets have no lots inside the crescent



OVERUSED WORDS

Words used as the first word in more than 50 streets names in the County Street Name Database are considered overused. **Street names submitted for review will be rejected if overused words are included in the name (regardless of Subdivision Name or marketing theme).** Changing the spelling of an overused work does not create a new word (ANN is equivalent to ANNE). Compound or combined words using an overused word will also be rejected (SUNBURST used the overused word SUN).

Site Plans

Private streets, driveways or easements on Site Plans are reviewed on a case-by-case basis. When 911 Addressing feels the application of a name to a private drive, driveway, or easement will enhance delivery of Emergency Services, they will contact the site plan applicant and ask the applicant to select names according to the Street Name Standards in force at the time, and place those approved and reserved names as labels on the private drives, driveways or easements. Name labels on Site Plans for private streets must be followed by the word “PRIVATE”.

Once the Site Plan has been Approved and Accepted, 911 Addressing will add the named private streets, driveways or easements to the 911 data, and add house numbers appropriately according to the block ranges and the over-arching County-wide grid.

RESERVING STREET NAMES

Prior to or during subdivision review, developers must submit street names for review and reservation. Reserving street names allows the developer to pre-approve street names and reserve them for their use. This process prevents other new developments from using the same names, preventing the creation of duplicate street names. Street names will only be reserved for five years unless the subdivision project is proceeding throughout that five years in phases. A street name reservation will expire 5 years after the date on which it was reserved if no phases of the subdivision have been recorded in that time. After the street name has expired it will be released.

911 Addressing does not guarantee pre-approvals and reservations of street names. It is important for future developers to note that even though a street name has been reserved, future factors may prevent the street name from being used. If a street name has been pre-approved, but at the time of subdivision or site plan review either it no longer meets the street naming guidelines, or it's spatial characteristics are inconsistent with the *type* reserved or the name is found to pose an emergency service response risk, 911 Addressing reserves the right to reject a previously reserved street name.

Process for Reserving Street Names

Please email or fax the following information to Brazoria County 911 Addressing section:

1. List of street names with street types. You may submit more names than necessary for review, but you can only reserve a number equal to the number of streets within the subdivision.
2. Name of project
3. Specify city ETJ or city limits if applicable.
4. Location map of subdivision (required) and/or preliminary plat (preferred if available).
5. Contact information (name, phone and email).

There is a **10-business day turnaround time** for reviewing street names. Names will not be reserved unless all of the information listed above is provided.

Providing a copy of the preliminary overall plan showing street layouts will allow for a more accurate review of street names and street types.

During subdivision review, some previously approved street names may be rejected due to changes in street layouts, street types, spelling, or expiration of reserved street names. Adjoining plats and connecting streets may also impact street name approvals.

For more Information

Brazoria County 911 Addressing
Engineering Department
Courthouse West Annex Building
451 N. Velasco, Suite 230
Angleton, Texas 77515
979.864.1265 telephone
979.864.1270 fax
Engineer-addressing@brazoriacountytx.gov

Variance from Adherence to Street Naming Guidelines

Use of names which vary from the Street Naming Standards for the purposes of honoring persons or commemorating particular places or events will be considered on a case-by-case basis and presented to the Addressing Committee for approval.

Brazoria County Protocol for Addressing

During the process to establish an address, the Addressing Administrator for Brazoria County will establish the correct address based on the following guidelines.

COUNTY ROADS (ROADS WITHIN THE COUNTY ROAD MAINTENANCE SYSTEM)

- Addressing should utilize the County Road Number unless the road name was established by either:
 - Plats that were approved by the appropriate governing body with authority to approve plats for that area; or
 - Commissioners Court action formally naming the roadway.
- When the sequence of established addresses is incorrect and needs to be corrected, the Addressing Administrator shall bring the issue to the Addressing Committee for approval to begin the readdressing process. The process to readdress the properties along the roadway is as follows:
 - The Addressing Administrator sends letters to all affected property owners describing the problem and notifying them that the County is going to begin readdressing the subject area in accordance with these guidelines and good addressing practices. Within this letter, the proposed new address for each property shall be given and a date in which these addresses become official.
 - The Addressing Administrator notifies all 911 Emergency Responders and the Post Office of the change and then updates the GIS system to reflect the new addresses.
 - Readdressing along State Roads should follow the same process when the need arises.

NON COUNTY MAINTAINED ROADS WITH NO COMMON NAME (PUBLIC OR PRIVATE)

- When the Addressing Administrator has a request for an address on a road that currently has no name associated with the road; the addressing administrator shall establish the name based on the approved list of names found as Appendix C of this document.
- The names should be taken in the order received.
- The roadway is to be put on the list for readdressing the remaining address to the new common name.
- The process to readdress the properties along the roadway is as follows:
 - The Addressing Administrator sends letters to all affected property owners describing the problem and notifying them that the County is going to begin readdressing the subject area in accordance with these guidelines and good addressing practices. Within this letter, the proposed new address (including new street name) for each property shall be given and a date in which these addresses become official.

- The Addressing Administrator notifies all 911 Emergency Responders and the Post Office of the change and then updates the GIS system to reflect the new addresses.

NON COUNTY MAINTAINED ROADS WITH MULTIPLE COMMON NAMES

- When the Addressing Administrator has a request for an address on a road that currently has no name associated with the road; the addressing administrator shall establish a temporary address off of the most commonly used name for that section of roadway.
- THIS ADDRESS IS A TEMPORARY ADDRESS AS THIS ROAD WILL BE AUTOMATICALLY PUT ON THE LIST FOR READDRESSING TO ESTABLISH A SINGULAR COMMON NAME FOR THE ROADWAY.
- The process to establish a singular common name for the roadway and to readdress the properties along the roadway is as follows:
 - The Addressing Administrator sends letters to all affected property owners describing the problem and notifying them that the County is going to begin readdressing the subject area in accordance with these guidelines and good addressing practices. Within this letter, notice of a public meeting (date, time and location) will be given to inform the affected residents/property owners of the process.
 - A public meeting is scheduled and advertised. The meeting should be held in a facility relatively close to the area being readdressed. At this public meeting, the problem should be described and the proposed alternatives presented to the affected residents/property owners.
 - A mailed ballot should be sent to all the affected property owners with a choice between the names with a deadline to return the ballots. Once the deadline to return is met, the returned ballots shall be counted and the road name with the largest percentage of votes in favor should become the singular common name for the road.
 - The Addressing Administrator, after conducting the public meeting, should notify by letter all affected property owners of their new address.
 - The Addressing Administrator notifies all 911 Emergency Responders and the Post Office of the change and then updates the GIS system to reflect the new addresses.

Appendix A

Glossary of Terms

Term	Meaning
Address grid	A schema based upon two axes: a North/South axis and an East/West axis, crossing at the intersection of Congress Avenue and Cesar Chavez St, and extending over City of Austin and Travis County. Used to determine the dominant cardinal direction of a road and the starting point for property addressing
Street Name	<ol style="list-style-type: none">1. Name of street including all elements of street name used in combination2. Portion of Full Street Name which is considered the name, i.e., the portion of the full street name before the street TYPE word
Street Type	is the word that follows the name of a street to further describe that street in more spatial, geographic or cultural detail
Continuous road	A street that has no permanent gaps, impassable interruptions or intersecting road centerline offsets throughout its entire course; or a previously continuous road that has become segmented by road construction or improvement resulting with intersecting road centerline offsets of less than 100 feet
Datum	A mathematical surface on which a mapping and coordinate system is based.
Directional	Required when a street crosses one of the identified center chords or zero range boundaries of a city. The directional is limited to the leading initial of the four cardinal directions, N, S, E or W. It is required to eliminate duplicate addresses (101 E 5 th St vs. 101 W 5 th St are different addresses)
Duplicate road name	A street as compared to that of another street or street section with the same or similar name, in spelling or pronunciation, regardless of the application, or lack of, directional and/or street type

Modifier word	A word added to the street name to make it unique. The modifier word is the 2 nd word in a street name, before the street type
Zero range boundary	An imaginary line extending north and south and east and west from the center of the x-y coordinates of the City and County. This 0-0 point is located at the north end of the Congress Street Bridge, and extends north and south along Congress Avenue to the county lines, and east and west along Cesar Chavez continuing to the county lines

Appendix B

Street Types Available for Use

STREET TYPE	ABBREVIATION	Description	Use
Arcade	ARC	Shops along it, pedestrian access	Commercial locations
Avenue	AVE	Minimum 1500' length	Residential or Semi-major roadway
Bend	BND	Small, bendy, with no sharp corners	Residential
Boulevard	BLVD	Wide, important street, minimum 90' ROW	Semi- or major roadway
Circle	CIR	Street begins and ends on same intersecting street	Residential or semi-major roadway
Commons	CMN	Urban, high density around grass park area	Residential
Court	CT	Cul-de-sac, 600' long or less	Residential
Cove	CV	Cul-de-sac, 600' long or less	Residential
Crossing	XING	Connector between two other streets on either side of water courses or major roadway	Residential or Semi-major roadway

Cutoff	CTOF	Juts off another road and doesn't return. Used when ROWs are re-routed or changed. Used only by 911 Addressing	Semi-major roadway
Drive	DR	One of most common types used	Residential and Semi-major roadway
Expressway	EXPY	Limited access highway	Major roadway
Extension	EXT	Newer portion of existing street	Residential and Semi-major roadway
Freeway	FWY	Limited access, no toll	Major roadway
Gardens	GDNS	Access to Garden or Townhomes or free-standing Condos	Residential
Grove	GRV		Residential
Highway	HWY	Minimum four lanes	Major roadway
Lane	LN	One of most common types used	Residential and Semi-major roadway
Loop	LOOP	street with at least one intersection to the intersecting street. Loops back onto or even crosses itself	Residential or Semi-major roadway
Parkway	PKWY	Min 90' ROW, minimum 2500' length and serves as a connector between semi-major roadways	Semi- or major roadway
Pass	PASS	Small, neighborhood street	Residential
Path	PATH	Small, neighborhood street	Residential

Place	PL	Cul-de-sac, 600' long or less	Residential
Plaza	PLZ	Small, neighborhood street	Residential
Ramp	RAMP	Feeder to divided roadways between named service road and named highway. Used only by 911 Addressing	Semi- or major roadways
Road	RD	One of most common types used	Residential and Semi-major roadway
Row	ROW		Residential and Semi-major roadway
Run	RUN	Small meandering street, similar to a cul-de-sac but much longer	Residential
Skyway	SKWY	Small street along high elevation, rambling in nature	Residential and Semi-major roadway
Square	SQ	Square-shaped w/a central park or open space	Residential
Station	STN	Leads to or gives access to Train Station	Residential or Semi-major roadway
Spur	SPUR	Used for abandoned ROWs that have not been vacated. Use determined exclusively by 911 Addressing	Semi- or major roadways
Street	ST	One of most common types used	Residential and Semi-major roadway
Terrace	TERR	Small, neighborhood street	residential

Trace	TRCE	Small, neighborhood street	residential
Trail	TRL	Meandering street, to follow a route that is not straight	Residential and Semi-major roadway
Turnaround	TRN	U shaped connector between service roads going in opposite directions. Used only by 911 Addressing	Major roadways only
View	VW	Small, neighborhood street	residential
Walk	WALK	Small, neighborhood street	residential
Way	WAY	Small, neighborhood street	residential

UPDATED: March 25, 2026

Appendix C

STREET NAME LIST - CREATED FROM THE ORIGINAL OLD 300

<u>A</u>	<u>D</u>	<u>K</u>	<u>R</u>
ALLCORN	DECKROW	KEEP	RAMEY
ALSBURY	DEMOS	KELLER	RANKIN
ANGIER	DEWCES	KENNON	RAWLS
<u>B</u>	DILLARD	KINCHLOE	RICHARDSON
BALIS	DUTY	KINGSTON	ROBBINS
BARATT	DYER	KUYKENDALL	<u>S</u>
BATTLE	<u>E</u>	<u>L</u>	SAN PIERRE
BEARD	ELAM	LEAGUE	SCOBEY
BEASON	<u>F</u>	LINSEY	SELKIRK
BELKNAP	FALENASH	LYNCH	SHIPMAN
BEST	FENTON	<u>M</u>	SMEATHERS
BETTS	FITZGERALD	MCCROSKEY	SNIDER
BIGGAM	FLANAKIN	MCFARLAN	SOJOURNER
BLOODGOOD	FLOWERS	MCNUTT	STAFFORD
BOATWRIGHT	FULSHEAR	MCWILLIAMS	STOUT
BORDEN	<u>G</u>	MATHIS	STRANGE
BOSTWICK	GILLELAND	MILBURN	<u>T</u>
BRADLEY	GORBET	MONKS	TALLY
BREEN	GOULDRICH	MORRISON	THOMPSON
BRIAS	GUTHRIE	MORTON	TONG
BRINSON	<u>H</u>	MOUSER	TOY
BROTHERINGTON	HADDAN	<u>N</u>	TROBOUGH
BUCKNER	HADY	NUCKOLS	TUMLINSON
BURNAM	HODGE	<u>O</u>	<u>V</u>
BYRD	HOLLIMAN	ORRICK	VANDORN
<u>C</u>	HOPE	OSBORN	<u>W</u>
CALLIHAM	HUFF	<u>P</u>	WESTALL
CALVIT	<u>I</u>	PENTECOST	
CARTER	IIAMS	PETTUS	
CARTWRIGHT	INGRAM	PETTY	
CASTLEMAN	IRONS	PEYTON	
CHRIESMAN	ISAACKS	POLLEY	
COATS		PRATER	
CRIER		PRUITT	
CROWNOVER		PRYOR	