

Section 405.120. Streets — General Requirements. [Ord. No. 020227 §1(Art. II §2.1), 2-27-2002]

- A. The classifications, extent, width, grade and location of all streets shall conform to the Willard Comprehensive Plan and major street plan. In any case where additional street right-of-way is required, the additional right-of-way shall be split on both sides of the existing right-of-way unless otherwise approved by the Board of Aldermen. Where not shown, the arrangement and design standards of streets shall conform to the provisions herein and/or the Missouri Department of Transportation or Greene County where applicable. Streets which have an entry onto a State highway will require approval from the Missouri Department of Transportation. Streets which have an entry onto a Greene County roadway will require County approval.
- B. The arrangement of streets in new subdivisions shall be coordinated with existing, proposed and anticipated streets outside of the subdivision. Provision shall be made for the continuation of existing streets in adjoining areas.
- C. When a new subdivision adjoins a tract susceptible to being subdivided, new streets shall be extended to the boundaries of such tract.
- D. Streets shall be related appropriately to the topography and street grades shall conform as closely as practical to the original topography. Street grades shall be in accordance with the requirements of this Chapter.
- E. Street jogs with centerline offsets of less than one hundred fifty (150) feet shall be prohibited.
- F. Local streets shall be designed so as to discourage **motorized** through traffic. However, provisions must be made for the extension of arterial and collector streets into and from adjoining areas.
- G. Permanent dead-end streets or culs-de-sac shall be no longer than eight hundred (800) feet and shall provide at the closed end a paved turnaround having a minimum diameter of one hundred (100) feet to the face of the outside curb and one hundred twenty (120) feet to the street right-of-way line. See Drawing No. 1. **All dead-end streets and cul-de-sac's shall incorporate access for connected active transportation for people riding, rolling, or walking. [Ord. No. 200810A, 8-10-2020]**
- H. Any street dead-ended for access to an adjoining property or temporary in nature because of authorized staged development shall be provided with temporary, all-weather turnaround at the end of the street and the use of such turnaround shall be guaranteed to the public until such time as the street is extended. Every lot shall have access to a road that provides reasonable ingress and egress for emergency vehicles as well as for the intended use of the lot.
- I. When a subdivision abuts or contains an arterial street, the Planning and Zoning Commission may require marginal access streets, reverse frontage lots or other such treatment as may be necessary for adequate protection of abutting properties and to provide separation of through and local traffic.
- J. Half-streets shall be prohibited except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the subdivision, create a street that meets the right-of-way and pavement requirements of Chapter 400 Land

Development Regulations and this Chapter. In such case, the developer shall dedicate that

portion of land in the proposed subdivision that will complete the street right-of-way to the minimum standards.