

- roads with a pavement width of at least 16 feet within a half mile of the primary entrance per the approved development plan. These connections cannot be made to easements transversing through adjacent properties without written consent of impacted property owners.
1. The roadway along the frontage of the project site must have 3-foot shoulders.
 2. Additional improvements along the roadway at the frontage of the project site may be required pursuant to the *Subdivision and Development Regulations* based upon the recommendations of a traffic study conducted by a licensed traffic engineer.
- ii. Access to recreational vehicle parking areas in RV Campgrounds shall be designed to minimize congestion and hazards at each entrance or exit and allow free movement of traffic on adjacent streets. All traffic into or out of the parking areas shall be through these entrances and exits.
- iii. RV Campgrounds with more than two hundred (200) RV sites shall have two (2) public road connections/accesses.
1. Secondary access points may be constructed for emergency use only for RV Campgrounds with between 100 and 199 RV sites.
 2. Access points shall be constructed for full-time public use for RV Campgrounds with more than two hundred (200) RV sites.
 3. RV Campgrounds with more than six hundred (600) sites shall have a third public road connection.
 4. For the purposes of this section, cabins, primitive camping sites, lodges, and/or other temporary accommodation units count toward the maximum number of sites served by a single public road connection.
- iv. The density and minimum lot size of an RV Campground is determined by the width of the road serving the RV Campground.
1. For RV Campgrounds designed in conjunction with cabins, primitive camping, lodges, or other temporary accommodations, each of these temporary accommodation units will count toward the maximum density allowed.
 2. The density of an RV Campground shall adhere to the standards of the table below;
- v. Internal driveways and vehicular use areas must be constructed to the minimum requirements of a public road as set forth by the *Subdivision and Development Regulations* and connect with the development to an existing public road of adequate width in the table below.
1. No cul-de-sacs or “dead end” internal roadways shall be permitted.