

STATE OF SOUTH CAROLINA)
)
COUNTY OF LEXINGTON)
)
TOWN OF PINE RIDGE)

AN ORDINANCE TO AMEND THE PINE RIDGE ZONING AND LAND DEVELOPMENT CODE TO ESTABLISH ACCESS AND CONNECTIVITY STANDARDS FOR RESIDENTIAL SUBDIVISIONS

WHEREAS, the Town Council of Pine Ridge desires to promote public safety, mobility, and orderly growth by ensuring residential subdivisions have adequate access for emergency and service vehicles and future street connections; and

WHEREAS, the Town Council finds it necessary to amend the Pine Ridge Zoning and Land Development Code to add specific standards for subdivision access points and stub streets.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of Pine Ridge, South Carolina, that the Pine Ridge Zoning and Land Development Code is hereby amended as follows:

SECTION 1. Purpose

The purpose of this Ordinance is to amend Part 10, Land Development, Article IV, Land Development Standards, Section 300-114, Street Standards, of the Pine Ridge Zoning and Land Development Code by adding new subsections § 300-114.1 and § 300-114.2.

SECTION 2. Amendment of the Town of Pine Ridge Zoning and Land Development Ordinance

The Town of Pine Ridge Zoning and Land Development Ordinance is hereby amended to conform to the attached copy as “Exhibit A,” and hereby adopted and made a part of the Town Code.

SECTION 3. Severability

If any section, subsection, or clause of this ordinance shall be declared invalid, such declaration shall not affect the validity of the remaining portions.

SECTION 4. Effective Date

This ordinance shall become effective upon second reading and adoption by the Town Council for the Town of Pine Ridge, SC.

PASSES, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF PINE RIDGE ON THIS 13TH DAY OF JANUARY 2026.

Public Hearing: December 8, 2025
First Reading: December 8, 2025
Second Reading: January 13, 2026

Daniel Davis, Mayor

Attest:

Viki M. Miller, Town Administrator

“EXHIBIT A”

§ 300-114.1 Access for Residential Subdivisions

The purpose of this section is to ensure that new subdivisions provide safe, reliable, and efficient access to the public street network by requiring multiple access points and connections to adjoining rights-of-way where feasible. These standards are intended to maintain adequate access for emergency and service vehicles, reduce congestion and travel times by dispersing traffic, and promote neighborhood connectivity and access to schools, parks, and local destinations.

- A. New subdivisions, where opportunities for a full access road exist due to available right-of-way or streets stubbed to and adjoining the development parcel, shall provide such a connection. This requirement may be waived by the Planning Commission during preliminary subdivision review if the applicant demonstrates that site constraints, including but not limited to topography, floodplains, wetlands, railroad or utility corridors, or other physical barriers make the connection impractical or infeasible.
- B. Subdivisions with greater than ninety (90) lots shall provide at least two (2) access roads to the collector and thoroughfare street network.
- C. Subdivisions of two hundred fifty (250) lots or more shall provide at least three (3) separate access points. With recommendation from the County Traffic Engineer, the Planning Commission may waive the requirement for construction of one access point provided that subdivision design and phasing illustrate the additional required access in a future phase.
- D. For subdivisions of two hundred fifty (250) lots or more, stub streets may be credited for one of the required access points if two (2) access roads are connected to the existing collector and thoroughfare street network.

Exhibit 300-114.1 Minimum Access for Residential Subdivisions

Projected Trip Generation Volume (Vehicle Trips/Day)	Minimum # Access Points
10-890	1
900-2499	2
2500+	3 (1 can be stub out)
Traffic volumes are based on ITE Trip Generation Manual	

§ 300-114.2 Stub Streets for Residential Subdivisions

Stub streets shall be provided to facilitate logical future street extensions, ensure neighborhood connectivity, promote efficient emergency access, and support the orderly development of adjacent lands.

Exhibit 300-114.2 Minimum Stub Streets Required

Projected # of Lots	Minimum # Stub Outs
60-300	1
300-600	2
601-1500	3
1501-2500	4
2501-3600	5
3601-5100	6
5101-6900	7
6901+	8
Traffic volumes are based on ITE Trip Generation Manual	

A. Requirement to Provide Stub Streets

1. Where adjoining lands are undeveloped or may be subdivided in the future, streets within a new residential subdivision shall be extended to the boundary line of the development as stub streets to provide future access to adjoining properties.
2. Stub streets shall not be required to abut areas where floodplains, wetlands, riparian buffers, green space, slopes exceeding 11 percent, or other unique site conditions prevent a street connection.
3. The full right-of-way for each stub street, including all required easements, shall be dedicated to the property line of the adjoining parcel.
4. The street, including pavement, curb and gutter and associated

5. infrastructure where applicable shall be constructed to the property line.

B. Administrative Waiver for Stub Streets

1. The Planning Official may grant an administrative waiver of the minimum stub street requirement when the subdivision design provides a direct connection to an existing public right-of-way located on adjoining property.
2. The waiver shall only be granted upon written findings that the connection to the existing right-of-way provides equivalent or greater neighborhood connectivity than the stub street otherwise required and the intent of this section is otherwise satisfied.

C. Temporary Turnarounds

1. A temporary turnaround meeting the requirements of the latest South Carolina Fire Code standards shall be provided at the end of any stub street longer than 200 feet.
2. At the time the stub street is extended as part of development of the adjoining property, the developer of the new (adjoining) subdivision shall be responsible for removal of the temporary turnaround and restoration of the right-of-way to a standard through street configuration.

D. Signage and Barriers

1. A sign stating "Future Street Extension" shall be installed at the end of all stub streets.
2. Temporary barriers shall be installed as necessary to prevent unauthorized vehicular access beyond the constructed street.

E. Notification

All plats, deeds, and development marketing materials for affected lots shall include a note stating that the stub street is intended for future extension and may be continued into adjacent property at such time as that property is developed.

G. Exceptions

Exceptions to stub street requirements may be granted where physical, environmental, or legal constraints prevent future street connections, subject to approval by the Planning Official and supported by written findings.

COMMUNICATION: PINE RIDGE PLANNING COMMISSION



MEMORANDUM TO: Mayor and Town Council
FROM: Planning Commission
DATE: October 28, 2025
SUBJECT: Review & Recommendation to Town Council:
Text Amendment on Part 10, Article IV, Land Development Standards
- Access for Residential Subdivisions & Connectivity

To establish standards for subdivision access points, stub streets, and administrative waivers to promote neighborhood connectivity, ensure adequate emergency access and support the efficient dispersal of traffic onto the road network.

Current rule: Two access points required for subdivisions \geq to 200 lots on County-maintained roads.

Proposed Amendment: Access for Residential Subdivisions §300-114.1 & 300.114.2

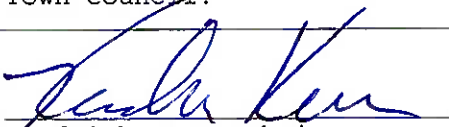
- Full access connections required to adjoining rights-of-way where available.
- 90+ lots: at least 2 access roads.
- 250+ lots: At least 3 access points.
- Stub streets: May count toward access if 2 full access roads are provided for (250+ subdivisions)
- Future connectivity: Stub streets required to adjoining undeveloped property.
- Waivers: Allowed if direct ROW connection provides equivalent connectivity.
- Temporary Turnarounds: Required for stub street > 200 ft (must meet SC Fire Code)
- Signage & Notification: Inform property owners of planned future connections.
- Exceptions: Permitted where physical, environmental, or legal conditions prevent connections (must include written findings).

Why does this matter?

- Public Safety: Reliable access for fire, police, EMS and natural disasters.
- Traffic Flow: Disperse trips, reduce congestion
- Connectivity: Stronger links between neighborhoods and the public street network.
- Overall: Improved safety, efficiency, and livability in new subdivisions.

At its' regular meeting on October 28, 2025, the Planning Commission discussed and agreed upon the following recommendations:

A motion was made by Commission Member Merchant to recommend to Town Council to approve the Text Amendment on Part 10, Article IV, Land Development Standards - Access for Residential Subdivisions & Connectivity. Commission Member Jowers seconded the motion. The Planning Commission voted unanimously to approve the recommendation to Town Council.


Kendrick Kerr, Chair

Attest

Viki M. Miller, Town Administrator

Town of Pine Ridge

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West Columbia, SC 29172
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Facsimile (803) 955-0605



STAFF REPORT

I. Summary of Proposed Text Amendment

Staff recommends a text amendment to the Pine Ridge Zoning and Land Development Code, Article IV, Land Development Standards, to add new sections addressing access and connectivity requirements for residential subdivisions. Specifically, the amendment creates new Sections § 300-114.1 (“Access for Residential Subdivisions”) and § 300-114.2 (“Stub Streets for Residential Subdivisions”). The intent is to establish clear, objective requirements for subdivision access, emergency connectivity, and future street extensions in support of public safety, mobility, and orderly growth.

II. Background and Rationale

Currently, the Pine Ridge code provides general street standards for new subdivisions but lacks detailed requirements regarding the number of access points, emergency access, or systematic planning for future street connectivity via stub streets. This gap can result in isolated subdivisions, constrained emergency access, increased travel times, and inefficient future street expansion. Similarly, Lexington County’s ordinance contains several significant gaps. Lexington County’s ordinance lacks:

- Requirements for multiple access points for subdivisions under 200 lots (i.e., only requires two access roads for 200+ lots).
- Provisions requiring emergency access points for residential subdivisions.
- Specific connectivity standards mandating that new streets connect to existing streets on adjoining parcels.
- A minimum standard for required stub streets based on subdivision size.

In contrast, the proposed amendments provide:

- Enhanced public safety by requiring at least two access points for subdivisions with more than 30 lots or 50 single-family attached dwellings in accordance with the SC Fire Code.
- Emergency access requirements that address situations where a full second access road is not feasible, ensuring first responders have reliable alternative entry points.
- Mandatory connectivity to existing street stubs and rights-of-way where available, preventing subdivisions from becoming isolated and improving network redundancy.
- Objective standards for the number of required stub streets based on the total number of lots in a subdivision, laying the groundwork for a more connected, flexible future street network.

- Flexibility for site constraints by allowing waivers only in clearly defined, exceptional circumstances, and requiring mitigation such as wider primary roadways when waivers are granted.

The amendments are based on best practices and local needs and will close regulatory gap that currently exist in both Pine Ridge and Lexington County codes.

III. Summary of Key Provisions

§ 300-114.1 Access for Residential Subdivisions

- **Purpose:** To establish a highly connected transportation system for public safety, mobility, and efficient land use.
- **Access Points:**
 - Two access points required for subdivisions over 30 lots or 50 single-family attached dwellings; one may be emergency access only if a full public street connection is not available.
 - Where right-of-way or streets are stubbed to and adjoin the development parcel, the second access point shall be provided by a full access public street connection. Emergency access is not permitted as a substitute for a required street connection to existing stubs or rights-of-way.
 - Waivers may be granted by the Planning Commission (upon recommendation from the Planning Official) for unique site constraints, with minimum pavement width required in those cases.
 - Enhanced access (2+ points) for subdivisions over 100 lots; 3 or more for subdivisions over 250 lots, with credit for stub streets in some cases.
 - This standard is more stringent than Lexington County's, which only requires two access roads for subdivisions of 200 or more lots and does not address emergency access.

§ 300-114.2 Stub Streets for Residential Subdivisions

- **Purpose:** To ensure logical future street extensions, neighborhood connectivity, and efficient emergency access.
- **Stub Street Table:** Specifies minimum required stub-outs based on the number of proposed lots.
- **Requirements:**
 - Extension of full right-of-way and construction of street infrastructure to the property line where adjoining lands may be developed in the future.
 - Temporary turnarounds required for stubs exceeding 200 feet; responsibility for removal assigned to the developer of the future, adjoining development.
 - Required signage and barriers for future extension and public awareness.
 - Plats, deeds, and marketing must note intended future extension.
 - Exceptions allowed where physical, legal, or environmental constraints prevent connection.

IV. Analysis

- **Aligns with Comprehensive Plan:**
The proposed amendment supports plan's goal for orderly growth.
- **Increases Public Safety:**
By setting a lower threshold for required multiple access points and establishing

emergency access requirements, the amendment exceeds the Lexington County minimum requirements for access and traffic analysis, thereby increasing public safety.

- **Supports a more Efficient Transportation Network:**

The amendment specifically prohibits use of emergency-only access points in place of required residential street connections to existing stub streets or dedicated rights-of-way from adjoining parcels, ensuring a well-connected and more efficient transportation network and supporting future development.

- **Best Practices:**

Requirements are consistent with state codes and address emergency management needs and expands mobility options for drivers, pedestrians, and bicyclists.

- **Implementation:**

The amendment provides clear standards for staff, developers, and the public and streamlines the subdivision review process.

V. Recommendation

Staff recommends approval of the amendment to add § 300-114.1 and § 300-114.2 to the Pine Ridge Zoning and Land Development Code as presented. Adoption will ensure that future residential subdivisions are designed for safe, efficient, and connected access, consistent with community goals and best practices, and will provide a higher level of scrutiny for access and traffic impacts than the current Lexington County standards.

VI. Attachments

Draft Amendment Language (attached)

- Exhibit 300-114.1: Minimum Access for Residential Subdivisions
- Exhibit 300-114.2: Minimum Stub Streets Required

§ 300-114.1 Access for Residential Subdivisions

The purpose of this section is to support the creation of a highly connected transportation system in order to protect the public health, safety, and welfare in order to ensure adequate access for emergency and service vehicles, connect neighborhoods to each other and to local destinations such as schools, parks, and shopping centers, reduce vehicle miles of travel and travel times; improve air quality; reduce emergency response times; encourage connections to redevelopable property; and free up arterial road capacity to better serve regional long distance travel needs.

- A. Any subdivision of more than thirty (30) lots or fifty (50) single-family attached dwellings shall provide at least two (2) access points.
- B. The second access point may consist of an emergency access; however, where opportunities for a full access road exist due to available right-of-way or streets stubbed to and adjoining the development parcel, the second access point shall be provided by a second full access road.
- C. If the emergency access will not be a road or driveway, the access must be shown on the Stormwater Pollution Prevention Plan (SWPPP) and shall include appropriately designed drainage and a plan/profile to ensure constructability.
- D. With recommendation from the Planning Official or their designee, the Planning Commission may waive these access requirements during preliminary subdivision review if there are extreme cases where limited road frontage, floodplains, wetlands, riparian buffers, slopes exceeding eleven percent (11%), or other unique site conditions prevent access. In such cases, the paved surface of the main road shall be at least twenty-six (26) feet wide to the first intersection.
- E. Subdivisions with greater than one hundred (100) lots shall provide at least two (2) access roads to the collector and thoroughfare street network.
- F. Subdivisions of two hundred fifty (250) lots or more shall provide at least three (3) separate access points. With recommendation from the County Traffic Engineer, the Planning Commission may waive the requirement for construction of one access point provided that subdivision design and phasing illustrate the additional required access in a future phase.
- G. For subdivisions of two hundred fifty (250) lots or more, stub streets may be credited for one of the required access points if two (2) access roads are connected to the existing collector and thoroughfare street network.

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3. The full right-of-way for each stub street, including all required easements, shall be dedicated to the property line of the adjoining parcel.

4. The street, including pavement, curb and gutter and associated infrastructure where applicable shall be constructed to the property line.

B. Temporary Turnarounds

1. A temporary turnaround meeting the requirements of the latest South Carolina Fire Code^[R11] standards shall be provided at the end of any stub street longer than 200 feet.
2. At the time the stub street is extended as part of development of the adjoining property, the developer of the new (adjoining) subdivision shall be responsible for removal of the temporary turnaround and restoration of the right-of-way to a standard through street configuration.

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