

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 REQUIREMENTS FOR TRAFFIC IMPACT STUDIES FOR LAND DEVELOPMENT PROJECTS

WHEREAS, the Town Council of Pine Ridge desires to promote public safety, mobility, and orderly growth by ensuring new development is evaluated for its impact on traffic and transportation infrastructure; and

WHEREAS, the Town Council finds it necessary to amend the Pine Ridge Zoning and Land Development Code to establish clear and consistent requirements for the preparation, submittal and review of Traffic Impact Studies;

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

This Ordinance is to amend Part 10, Land Development, of the Pine Ridge Zoning and Land Development Code to add Article V, Section 300.122 Traffic Impact Studies establishing comprehensive standards for the preparation, review, and applicability of Traffic Impact Studies for land development projects within the Town of Pine Ridge, SC.

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.

PASSED, 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”

Article V

Traffic Impact Studies**§ 300-122 Purpose**

A traffic impact study (TIS) is a specialized engineering study that evaluates the effects of a proposed development on traffic conditions in an area. These studies help developers and government agencies identify the potential traffic impacts of a development and evaluate strategies to mitigate these impacts both on- and off-site. Ultimately, the TIS can be used to assess whether the scale of the development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow and to accommodate the additional traffic generated by the development.

A. Applicability

This section applies to Traffic Impact Studies (TIS) for qualifying land development projects with access on County-maintained roads. Projects on State-maintained roads must comply with the South Carolina Department of Transportation (SCDOT) requirements. A TIS will be required for subdivisions, rezonings, and land development projects expected to generate 100 or more peak-hour trips, as determined by the latest edition of the SCDOT *Access and Roadside Management Standards (ARMS) Manual*. Qualifying land development projects shall be submitted to SCDOT for early consultation prior to filing a formal application with the Town of Pine Ridge or Lexington County to determine whether a TIS is required. Where a TIS is required, SCDOT shall review the study and complete the SCDOT Traffic Impact Study Review Form for the project. The completed TIS Review Form shall be included as part of the formal application to the Town of Pine Ridge for rezoning and subdivision applications and Lexington County for land disturbance applications for commercial development projects.

B. Study Requirements

A TIS shall be under the direct charge of and sealed by a registered SC Professional Engineer with expertise in traffic engineering and conducted in accordance with the requirements of the Article V of this ordinance. The method used for the TIS analysis should be based on the latest edition of ITE's *Transportation Impact Analysis for Site Development*. An impact study shall analyze traffic conditions for the existing year conditions, build-out year background “no build” conditions, and build-out year “build” conditions. The following information shall be contained in a TIS:

1. **Study Area** - A study area site map showing the site location is required and a description including surrounding land uses and expected development in the vicinity that would influence future traffic conditions. The study area must evaluate the three peak hours and include consideration of the nearest three intersections within a ½ mile radius from the property boundary.

2. **Proposed Land Use** - Description of the current and proposed land use including characteristics such as the number and type of dwelling units, gross and leasable floor area, number of employees, accompanied with a complete project site plan (with buildings identified as to proposed use). A schedule for construction of the development and proposed development stages should also be included.
3. **Existing Conditions** - Description of existing traffic conditions including existing peak-hour traffic volumes adjacent to the site and levels of service for intersections in the vicinity, which are expected to be impacted. Existing traffic signal timings should be used. In general, AM and PM peak hour counts should be used, but on occasion other peak periods may need to be counted to determine the effects of school or special event traffic as determined by the County Transportation Engineer. In some cases, pedestrian counts will be required. Data should be adjusted for daily and seasonal variations. Existing counts may be used if taken within 12 months of the submittal of the TIS. In most cases, counts should be taken when school is in session unless otherwise determined by the County Transportation Engineer. Other information that may be required as determined by the County Transportation Engineer may include, but not limited to, crash data, stopping sight distances, and 50th and 85th percentile speeds.
4. **Future Background Growth** - Estimate of future background traffic growth. If the planned completion date for the project or the last phase of the project is beyond 1 year of the study, an estimate of background traffic growth for the adjacent street network shall be made and included in the analysis. Include any local, state or private improvements within the study area or the state, local, or private transportation improvement projects in the study area that will be underway in the build-out year and traffic that will be generated by other proposed and approved developments in the study area that will be complete in the build-out year plus one year.
5. **Estimate of trip generation** - The site forecasted trips should be based on the most recent edition of the ITE Trip Generation Manual. A table should be provided in the report outlining the categories and quantities of land uses, with the corresponding trip generation rates or equations, and the resulting number of trips. The reason for using the rate or equation should be documented. For large developments that will have multiple phases, the table should be divided based on the trip generation for each phase. Any reductions due to internal trip capture and pass-by trips, transit use, and transportation demand management should be justified and documented. All trip generation and trip reduction calculations and supporting documentation shall be included in the report appendix.
6. **Trip Distribution and Traffic Assignment** - The distribution (inbound versus outbound, left turn versus right turn) of the estimated trip generation to the adjacent street network and nearby intersections shall be included in the report and the basis should be explained. The distribution percentages with the corresponding volumes should be provided in a graphical format.
7. **Analysis and Estimate of Impact** - Provide a table detailing delay and level of service in the study area for existing conditions, build-out year without development, and build-out year with development. Intersection analysis shall include LOS determination by movement for all approaches. The level of service shall be based on

the procedures in the latest edition of the Transportation Research Board's Highway Capacity Manual.

8. **Access Management Standards** - The report shall include a map and description of the proposed access including any sight distance limitations, adjacent driveways and intersections, and a demonstration that the number of driveways proposed is the fewest necessary and that they provide safe and efficient traffic operations.
9. **Traffic signalization**: If a traffic signal is being proposed, a signal warrant analysis shall be included in the study. The approval of a traffic signal on projected volumes may be deferred until volumes meet warrants given in the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD). The developer should make any laneage improvements during construction so that if in the horizon year a signal is warranted, one may be installed with little impact to the intersection.
10. **Recommended Improvements** - The traffic impact study should include proposed improvements that will mitigate any significant changes in the levels of service. The County Traffic Engineer is responsible for final determination of mitigation improvements required to be constructed by the applicant.
11. **Format of Data** - The applicant shall provide all supporting information to the County. Electronic copies of supporting data may be submitted along with printed documents and could expedite the review process. This information may include traffic volumes, capacity analysis, and signal warrant analysis files from software packages. The electronic files that are submitted should be named to identify the contents.

The applicant shall provide all supporting information to the County Transportation Engineer and Pine Ridge Planning Official. Electronic copies of supporting data may be submitted along with printed documents and could expedite the review process. This information may include traffic volumes, capacity analysis, and signal warrant analysis files from software packages. The electronic files that are submitted should be named to identify the contents. When conditions indicate that there is no need to prepare a TIS, the developer may submit a waiver request to the Town Planning Official for administrative review and approval, with a recommendation provided by the County Transportation Engineer. The waiver request shall explain the purpose of the waiver and include all necessary supporting information. Incomplete traffic studies will not be reviewed and will be immediately returned to the applicant.

C. Staff Approval

For qualifying land development projects on a County road that require a Traffic Impact Study (TIS), the TIS shall be reviewed and the TIS Review Form completed by the County Transportation Engineer prior to submitting a formal rezoning or subdivision application to the Town of Pine Ridge. For stand-alone commercial projects, the TIS shall be submitted during the land disturbance permit submittal process. The County Transportation Engineer shall evaluate the study, determine compliance with study requirements, and provide recommendations for required transportation improvements to the Pine Ridge Planning Official.

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 V, Section 300-122 -
Establishing Comprehensive Standards for the Preparation, Review
& Applicability of Traffic Impact Studies for Land Development
Projects



To establish standards for the preparation, review and applicability of traffic impact studies for land development projects in Town of Pine Ridge.

Proposed Amendment: Add Traffic Impact Studies for Land Development Projects §300-122 TIS required for any subdivision, rezoning, or land development projects generating ≥ 100 peak-hour trips (per SCDOT ARMS Manual).

Early Coordination:

- Mandatory consultation with SCDOT and County Transportation Engineer before submittal.
- Transportation improvements identified up front.


Applicability:

- Applies to projects on County and State maintained roads
- State Road: Must comply with SCDOT requirements + submit TIS Review Form
- County Road: County Transportation Engineer review TIS, completes TIS Review Form, and provides recommendations before rezoning or subdivision application.

This amendment clarifies the Town's TIS requirements and ensures that land development projects are subject to a thorough analysis of their traffic impacts before approval.

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 Shealy to recommend to Town Council to approve the addition of Section 300-122 to Part 10, Article V. Subdivisions & Connectivity. Commission Member Jackson 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
Telephone (803) 755-2500
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STAFF REPORT

I. Summary of Proposed Text Amendment

Staff is proposing a text amendment to the Pine Ridge Zoning and Land Development Code, Part 10 Land Development, that would add Article V, Section 300.12~~2~~ establishing comprehensive standards for the preparation, review, and applicability of Traffic Impact Studies (TIS) for land development projects within the Town.

II. Background and Rationale

Currently, the Town of Pine Ridge relies on the Lexington County Land Development Manual, which requires a TIS only for residential subdivisions with 100 or more lots on County-maintained roads. This may miss the impact of other project types or smaller developments that could generate significant peak-hour traffic. The proposed amendment updates and strengthens the Town's approach by aligning its requirements with those of the South Carolina Department of Transportation (SCDOT) and introducing a trip-based threshold, ensuring thorough review of traffic impacts for a wider range of developments.

III. Summary of Key Provisions

The amendment includes the following key provisions:

- **Trip-Based Threshold for TIS Requirement:**
A Traffic Impact Study will be required for any subdivision, rezoning, or land development project expected to generate 100 or more peak-hour trips, regardless of the number of lots or land use type. A table of sample land use thresholds (e.g., 90 single-family homes, 6,000 sq. ft. shopping center) is provided for clarity.
- **Applicability to County and State Roads:**
The amendment applies to projects with access on both County- and State-maintained roads.
 - For State-maintained roads, applicants must comply with SCDOT requirements and submit the SCDOT Traffic Requirements Form, so that any required improvements are identified and considered as part of the preliminary plan review and approval process.
- **Study Preparation and Requirements:**
 - TIS must be under the direct charge of and sealed by a South Carolina licensed professional engineer with traffic engineering expertise.
 - Studies must follow the latest editions of the ITE Trip Generation Manual, Transportation Impact Analysis for Site Development, and the Highway Capacity Manual.
 - Required contents include analysis of existing and future traffic conditions, trip generation and distribution, traffic assignment, intersection and access analysis, and recommended improvements to address any impacts.
 - The study area must include at least the nearest three intersections within a ½-mile radius of the site, and evaluate existing, "no build," and "build" conditions.
- **Submittal and Staff Review Process:**
 - For projects on County roads, the TIS should be submitted as part of the preliminary subdivision submittal package.
 - For projects on State roads, the SCDOT Traffic Requirements Form must be submitted no later than 10 business days before the Planning Commission meeting.
 - The County Transportation Engineer will evaluate the study and provide recommendations to the Pine Ridge Planning Official. Early coordination with staff is encouraged.
 - For stand-alone commercial projects, the TIS should be submitted during the land disturbance permit process.

- The Town may also require a TIS at rezoning if the development is expected to generate 100 or more peak-hour trips.
- **Waiver Requests:**
Developers may submit a waiver request to the County Transportation Engineer and Pine Ridge Planning Official if they believe a TIS is unnecessary, with appropriate supporting justification. Incomplete or insufficient traffic studies will not be reviewed and will be immediately returned to the applicant.

IV. Analysis:

Advancing Goals for Orderly Growth and Infrastructure:

The Comprehensive Plan calls for responsible growth management and the provision of adequate infrastructure to serve new development. By establishing clear and objective TIS requirements, the amendment ensures that new projects will be assessed for their impact on traffic and transportation infrastructure before approval, supporting these goals.

V. Recommendation

Staff recommends approval of the amendment to add Traffic Impact Study (TIS) requirements as Article V, Section 300.121 to the Pine Ridge Zoning and Land Development Code. This amendment will ensure that development impacts on local and state transportation systems are properly analyzed and mitigated, supporting safe, orderly, and sustainable growth for Pine Ridge.

Attachments:

- Draft Amendment Language: Article V, § 300.121 Traffic Impact Studies

Article V
Traffic Impact Studies

300.122 Purpose

A traffic impact study (TIS) is a specialized engineering study that evaluates the effects of a proposed development on traffic conditions in an area. These studies help developers and government agencies identify the potential traffic impacts of a development and evaluate strategies to mitigate these impacts both on- and off-site. Ultimately, the TIS can be used to assess whether the scale of the development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow and to accommodate the additional traffic generated by the development.

A) ~~300.121.1~~ Applicability

This section applies to Traffic Impact Studies (TIS) for qualifying land development projects with access on County-maintained roads. Projects on State-maintained roads must comply with the SCDOT requirements, and the SCDOT Traffic Requirements Form must be completed and submitted to the Planning Official. A TIS will be required for subdivision, rezonings, and land development projects expected to generate 100 or more trips during the peak hour of the traffic generator. Table 300.121.1 below gives examples of land use size thresholds that might be expected to generate 100 peak hour trips that may be used to determine whether a study will be required (based on 7th edition of the ITE Trip General Manual.)

Table 300.121.1

Land Use	100 Peak Hour Trips*
Single Family Home	90 units
Apartments	150 units
Condos/Townhomes	190 units
Mobile Home Park	170 units
Shopping Center-Gross Leasable Area (GLA)	6,000 s.f.
Fast Food Restaurant with Drive In – Gross Floor Area (GFA)	3000 s.f.
Gas Station with Convenience Store	7 fueling positions
Banks with Drive-In (GFA)	2000 s.f.
General Office	67,000 s.f.
Medical /Dental Office	29,000 s.f.
Research & Development	71,000 s.f.
Light Industrial/Warehousing	185,000 s.f.
Manufacturing Plant (GFA)	144,000 s.f.

*Rates/equations used to calculate above thresholds are for the AM or PM Peak Hour of the adjacent street, which is ever is greatest.

B) ~~§ 300-121.2~~ **Study Requirements**

A TIS shall be under the direct charge of and sealed by a registered SC Professional Engineer with expertise in traffic engineering and conducted in accordance with the requirements of the Article V of this ordinance. The method used for the TIS analysis should be based on the latest edition of ITE's *Transportation Impact Analysis for Site Development*. An impact study shall analyze traffic conditions for the existing year conditions, build-out year background "no build" conditions, and build-out year "build" conditions. The following information shall be contained in a TIS:

1. **Study Area** - A study area site map showing the site location is required and a description including surrounding land uses and expected development in the vicinity that would influence future traffic conditions. The study area must evaluate the three peak hours and include consideration of the nearest three intersections within a ½ mile radius from the property boundary.
2. **Proposed Land Use** - Description of the current and proposed land use including characteristics such as the number and type of dwelling units, gross and leasable floor area, number of employees, accompanied with a complete project site plan (with buildings identified as to proposed use). A schedule for construction of the development and proposed development stages should also be included.
3. **Existing Conditions** - Description of existing traffic conditions including existing peak-hour traffic volumes adjacent to the site and levels of service for intersections in the vicinity, which are expected to be impacted. Existing traffic signal timings should be used. In general, AM and PM peak hour counts should be used, but on occasion other peak periods may need to be counted to determine the effects of school or special event traffic as determined by the County Transportation Engineer. In some cases, pedestrian counts will be required. Data should be adjusted for daily and seasonal variations. Existing counts may be used if taken within 12 months of the submittal of the TIS. In most cases, counts should be taken when school is in session unless otherwise determined by the County Transportation Engineer. Other information that may be required as determined by the County Transportation Engineer may include, but not limited to, crash data, stopping sight distances, and 50th and 85th percentile speeds.
4. **Future Background Growth** - Estimate of future background traffic growth. If the planned completion date for the project or the last phase of the project is beyond 1 year of the study, an estimate of background traffic growth for the adjacent street network shall be made and included in the analysis. Include any local, state or private improvements within the study area is the state, local, or private transportation improvement projects in the study area that will be underway in the build-out year and traffic that will be generated by other proposed and approved developments in the study area that will be complete in the build-out year plus one year.
5. **Estimate of trip generation** - The site forecasted trips should be based on the most recent edition of the ITE Trip Generation Manual. A table should be provided in the report outlining the categories and quantities of land uses, with the corresponding trip generation rates or equations, and the resulting number of trips. The reason for

using the rate or equation should be documented. For large developments that will have multiple phases, the table should be divided based on the trip generation for each phase. Any reductions due to internal trip capture and pass-by trips, transit use, and transportation demand management should be justified and documented. All trip generation and trip reduction calculations and supporting documentation shall be included in the report appendix.

6. **Trip Distribution and Traffic Assignment** - The distribution (inbound versus outbound, left turn versus right turn) of the estimated trip generation to the adjacent street network and nearby intersections shall be included in the report and the basis should be explained. The distribution percentages with the corresponding volumes should be provided in a graphical format.
7. **Analysis and Estimate of Impact** - Provide a table detailing delay and level of service in the study area for existing conditions, build-out year without development, and build-out year with development. Intersection analysis shall include LOS determination by movement for all approaches. The level of service shall be based on the procedures in the latest edition of the Transportation Research Board's Highway Capacity Manual.
8. **Access Management Standards** - The report shall include a map and description of the proposed access including any sight distance limitations, adjacent driveways and intersections, and a demonstration that the number of driveways proposed is the fewest necessary and that they provide safe and efficient traffic operations.
9. **Traffic signalization:** If a traffic signal is being proposed, a signal warrant analysis shall be included in the study. The approval of a traffic signal on projected volumes may be deferred until volumes meet warrants given in the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD). The developer should make any laneage improvements during construction so that if in the horizon year a signal is warranted, one may be installed with little impact to the intersection.
10. **Recommended Improvements** - The traffic impact study should include proposed improvements that will mitigate any significant changes in the levels of service. The County Traffic Engineer is responsible for final determination of mitigation improvements required to be constructed by the applicant.
11. **Format of Data** - The applicant shall provide all supporting information to the County. Electronic copies of supporting data may be submitted along with printed documents and could expedite the review process. This information may include traffic volumes, capacity analysis, and signal warrant analysis files from software packages. The electronic files that are submitted should be named to identify the contents.

The applicant shall provide all supporting information to the County Transportation Engineer and Pine Ridge Planning Official. Electronic copies of supporting data may be submitted along with printed documents and could expedite the review process. This information may include traffic volumes, capacity analysis, and signal warrant analysis files from software packages. The electronic files that are submitted should be named to identify the contents. When conditions indicate that there is no need to prepare a TIS, the

developer may submit a waiver request to the County Transportation Engineer explaining the purpose of the waiver and providing the necessary supporting information. Incomplete traffic studies will not be reviewed and will be immediately returned to the applicant.

§ 300.121.2 Staff Approval

The County Transportation Engineer will evaluate the study and provide recommendations to the Pine Ridge Planning Official; therefore, early contact with the Traffic Engineer is recommended. For group developments, commercial or residential subdivisions being submitted as a part of the preliminary plan process and on a County road, the TIS should be submitted to the Planning Official as a part of the preliminary subdivision submittal package. For the above developments on a state road, the SCDOT Traffic Requirements Form shall be submitted no later than 10 business days before the Planning Commission meeting. For stand-alone commercial projects, the TIS should be submitted during the land disturbance permit submittal process. The County may also require a TIS or Left-Turn Lane Study at rezoning during the submittal process if the development is expected to generate 100 or more peak hour trips.