

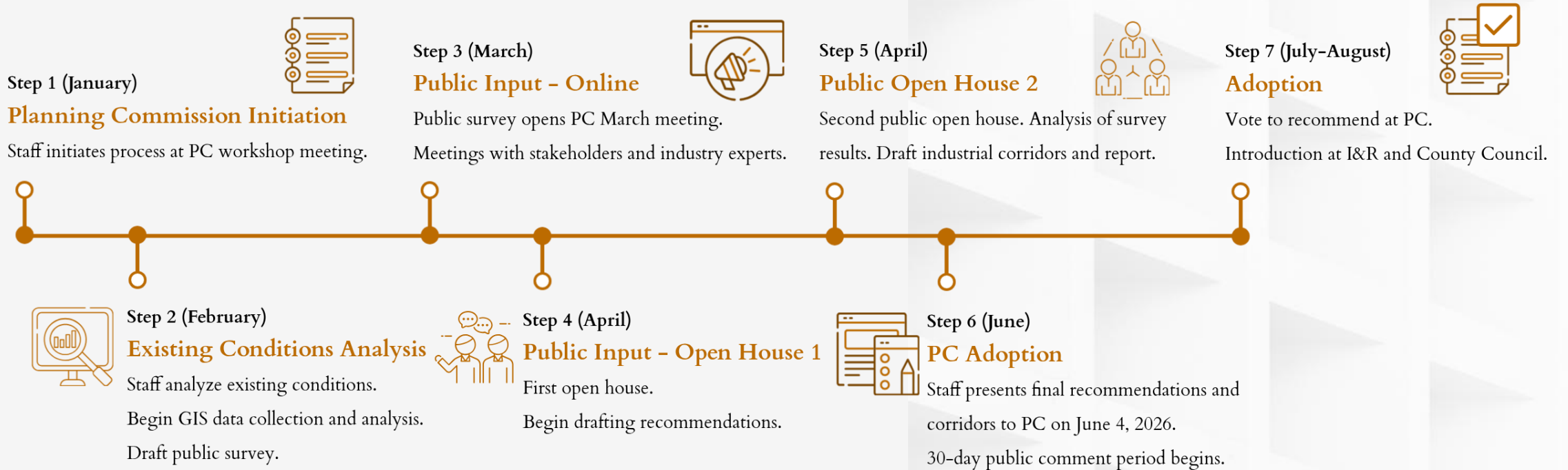


Industrial Corridor Public Input Results

FUTURE LAND USE MAP REVIEW



Project Timeline



Public Survey Overview

- The survey was intended to collect public input on existing industrial uses, location preferences for future industry, and open-ended feedback through 11 total survey questions
- The survey opened on March 1st

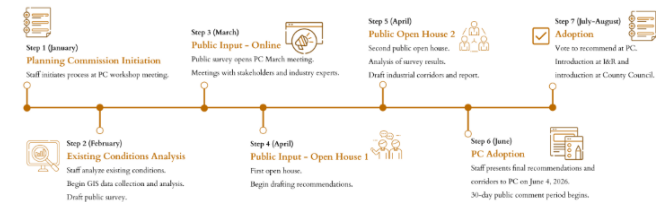
102 total responses



Horry County is collecting public comment on its plan to create industrial corridors in its Future Land Use Map to better guide the siting of industrial uses. It will designate several corridors for industrial development to decrease land use conflicts, provide guidance for industrial developers, and stimulate economic development. This survey aims to solicit input from the public and stakeholders on appropriate and inappropriate locations for these corridors.

The Future Land Use Map is a policy plan for the county's land use that indicates where various uses are encouraged or discouraged. It is not zoning and will not change the existing land uses allowed in the industrial corridors.

Your county government will take a comprehensive approach to updating and amending the Future Land Use Map including public participation, stakeholder engagement, and Planning Commission guidance. The tentative project timeline is shown below.



Are you involved in an industrial sector?

Yes (I work in the industrial sector)

Indirectly (I work in a sector that provides components or other services for the industrial sector)

No (I work in another sector or do not work)

Public Open House

- Staff held two public open houses on April 20th and 27th
- Participants were introduced to the planning process, constraints, objectives, and public input to date
- Participants shared feedback on considerations and potential locations for industrial corridors, particularly the importance of wetland protections and mitigating impacts on residential properties

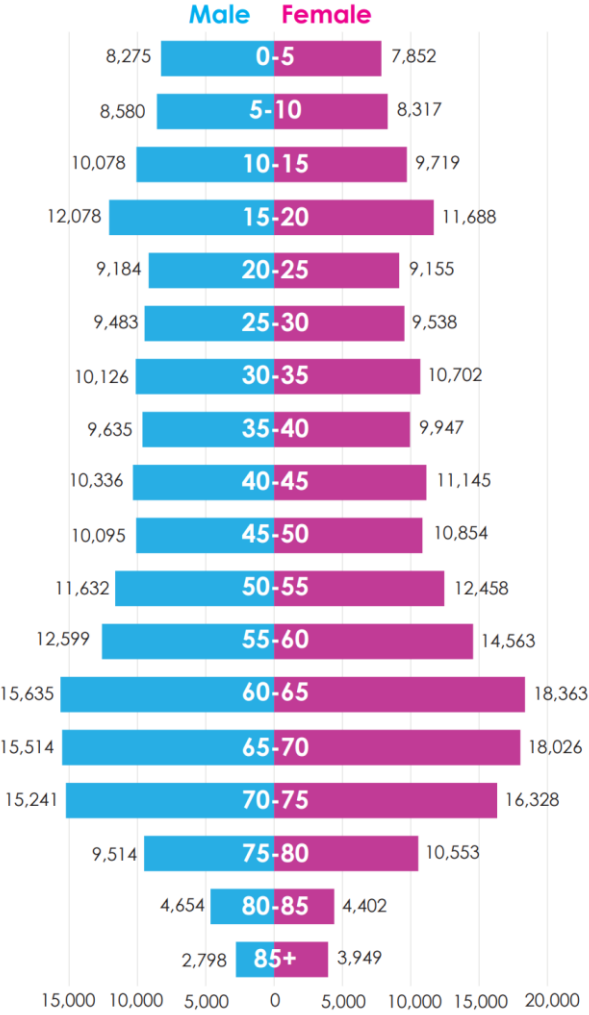




Industrial Corridor Planning

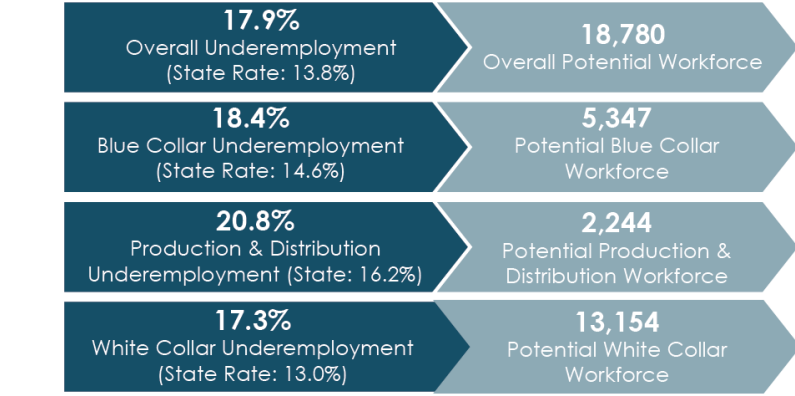
Context: Existing Industries & Employment

Population by Age



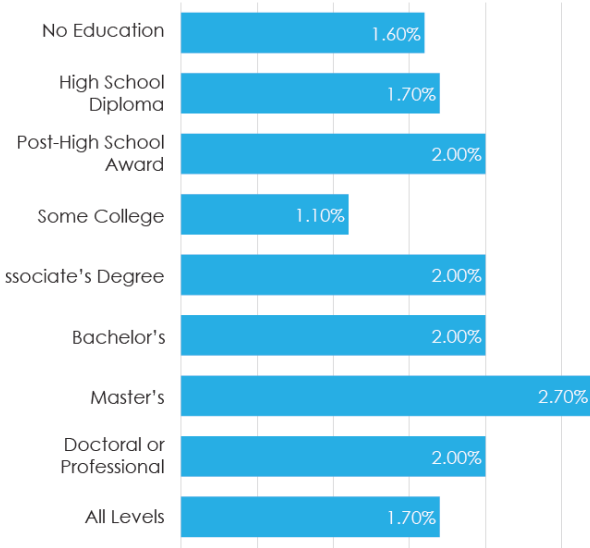
Census Bureau, ACS 2024 Five-Year Estimates

Underemployment in Horry County



JobsEQ, 2024.

Annual Average Projected Job Growth



JobsEQ, 2024.

Employment by Industry

	July 2025 (Q3)			Change Since 2020 (Q3)	
	Employment	Avg. Annual Wage	Location Quotient	Employment Change	Avg. Annual Change
Accommodation and Food Services	34,457	\$31,772	2.35	4,154	2.77%
Retail Trade	26,971	\$37,440	1.86	3,708	3.14%
Health Care and Social Assistance	16,006	\$66,508	0.75	3,425	5.45%
Construction	9,705	\$65,520	1.20	1,791	4.72%
Administrative, Support, Waste Management and Remediation	8,035	\$50,284	1.00	272	0.70%
Arts, Entertainment, and Recreation	5,924	\$28,808	2.09	1,584	7.30%
Real Estate and Rental and Leasing	4,730	\$50,492	1.89	421	1.95%
Professional, Scientific, and Technical Services	4,688	\$78,000	0.46	819	4.24%
Other Services (except Public Administration)	3,879	\$40,248	0.86	815	5.31%
Manufacturing	3,428	\$57,772	0.29	390	2.57%
Finance and Insurance	3,372	\$85,592	0.56	391	2.64%
Wholesale Trade	3,136	\$65,000	0.53	851	7.46%
Transportation and Warehousing	2,560	\$49,296	0.40	448	4.24%
Information	1,673	\$76,752	0.61	-33	-0.39%
Educational Services	804	\$37,024	0.26	338	17.29%
Utilities	504	\$80,860	0.84	134	7.18%
Management of Companies and Enterprises	461	\$94,588	0.18	-56	-2.17%
Agriculture, Forestry, Fishing and Hunting	175	\$51,480	0.14	-56	-4.85%
Mining, Quarrying, and Oil and Gas Extraction	71	\$71,500	0.13	-11	-2.68%
Total	130,579	N/A	N/A	19,352	2.89%

Bureau of Labor Statistics Quarterly Census of Employment and Wages, 2025 Q3 Counts and Estimates. Public Administration employment is not disclosed by the BLS for the selected time period.

What does Horry County consider 'industrial'?

Light Industrial

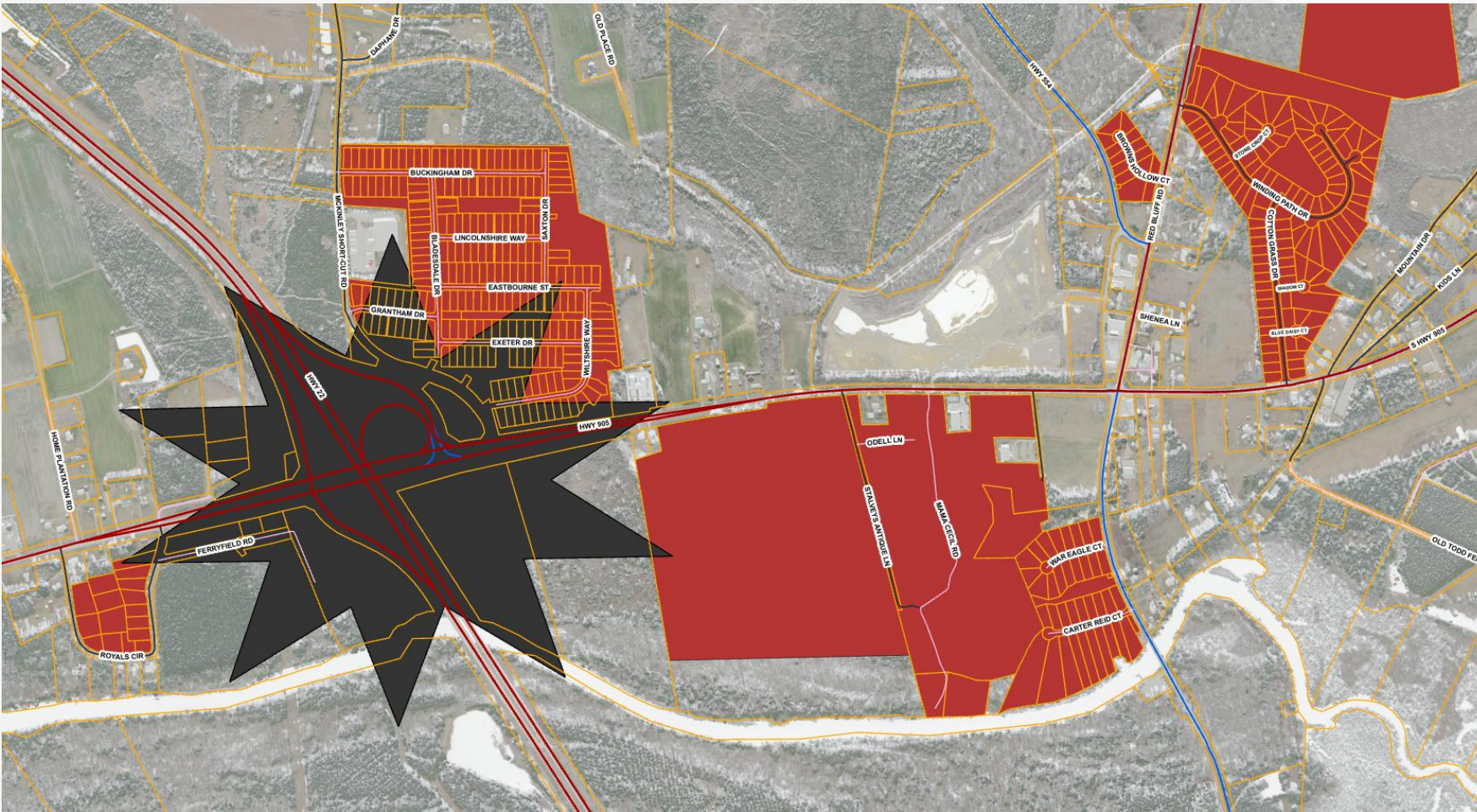
- Light manufacturing: apparel, finished product, and food & beverage manufacturing
- Agricultural product processing
- Petroleum distribution
- Recycling facilities
- Warehouse
- Wholesale & distribution
- Scientific research
- Transportation depots
- Landscape material suppliers
- Vehicle & equipment repairs
- Auto storage & tow yards
- Outdoor storage
- Vehicle, equipment, manufactured home & building sales & rental

Heavy Industrial

- Heavy manufacturing:
 - Textile mills
 - Grinding operations
 - Chemical and allied product manufacturing
- Medium manufacturing:
 - Paper mills
 - Stone, clay & glass manufacturing
 - Transportation manufacturing
 - Industrial & commercial machinery manufacturing
- Animal rendering
- Batch plants, asphalt, concrete, and aggregate processing
- C&D transfer stations
- Salvage yard
- Scrap metal processor



Why Change Was Needed



- The “**star**” identifies an **Economic Activity Center**, currently the only Future Land Use Map designation that supports industrial rezonings.
- The **red** areas represent **major residential developments** occurring within and around Economic Activity Centers.
- Residential growth in these areas limits future industrial opportunities.

Why Change Was Needed



- When residential develops near **existing industrial** it can create long-term compatibility concerns.
- Industrial Corridors provide a dedicated area for **future industrial development**.
- Where existing residential development is present, future industrial **rezonings must still comply with zoning ordinance separation requirements**.
- Residential development will generally be discouraged within and adjacent to Industrial Corridors **unless** adequate buffering and compatibility measures can be provided.



RIDE 4 Transportation Sales Tax 2025-2050 \$6.6B

Regional Projects - New Connectivity

- . SC Hwy 22 Extension from US Hwy 501 (near Aynor) to Surfside / Murrells Inlet Area
- . New Conway River Crossing - New Highway Across Waccamaw River
- . Interstate Connector from SC Hwy 22 to Marion County Line (Local Matching Funds)
- . SC Hwy 31 Interchange with Augusta Plantation Drive / Revolutionary War Way - (Hospitality Project Financial Backstop)

Major Widening Projects

- . SC Hwy 90 from East Cox Ferry Road to Little River
- . East Cox Ferry Road
- . River Oaks Drive
- . US Hwy 17 in Windy Hill
- . 38th Avenue North
- . Seaboard Street
- . Big Block Road
- . Cultra Road
- . US Hwy 701 from SC Hwy 22 to SC Hwy 410
- . US Hwy 701 from SC Hwy 9 Bypass to NC State Line

Revenue Estimates

Transportation Sales Tax	\$5.5B
State and Federal	\$1.1B
Total Revenue	\$6.6B
Total Project Costs	\$6.6B (includes contingency)

Intersection / Interchange Improvements

- . US Hwy 17 Bypass / Robert Grissom Parkway Interchange
- . Robert Edge Parkway / Sandridge Road Connector
- . Possum Trot Road Extension
- . US Hwy 501 Bypass - New Off-Ramp to 3rd Avenue and Marina Drive in Conway
- . US Hwy 501 at SC Hwy 319 Acceleration Lane

Complete Streets and Multimodal Projects

- . Kings Hwy - Farrow Pkwy to 31st Ave North
- . Waccamaw Drive / Atlantic Ave in Garden City (Hospitality Project Financial Backstop)
- . Mass Transit

Major Improvement Projects

- . Barefoot Landing Swing Bridge Replacement over Intracoastal Waterway
- . Hardwick Road (supports Horry County Multi-Use Sports & Recreational Complex)
- . Pave 200 Miles of Dirt Roads
- . Resurface 400 Miles of Existing Roadway
- . Local Intersection Safety and Capacity Improvements
 - 20 locations - (\$15 M / each) - individual project locations to be determined by future studies
- . Local Transportation Enhancement Improvements
 - 20 locations - (\$15 M / each) - individual project locations to be determined by future studies



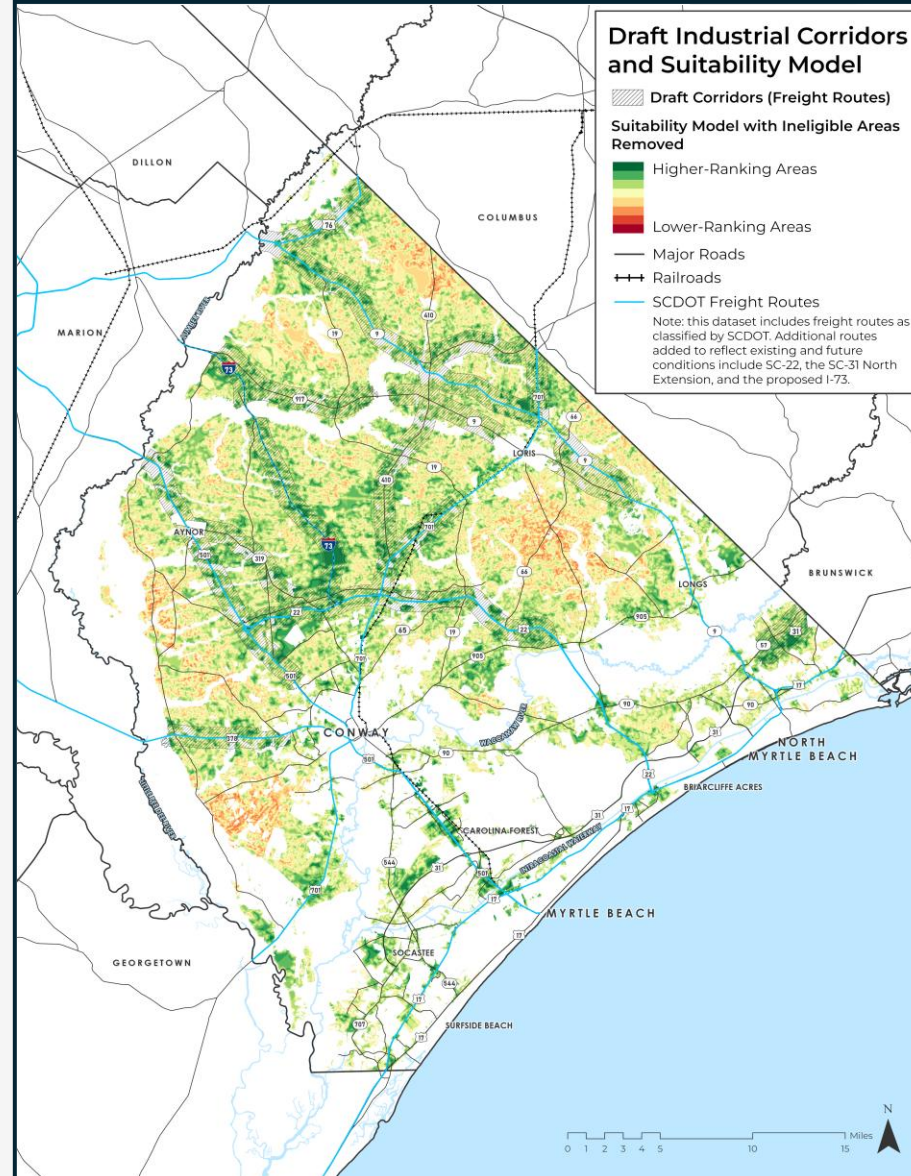
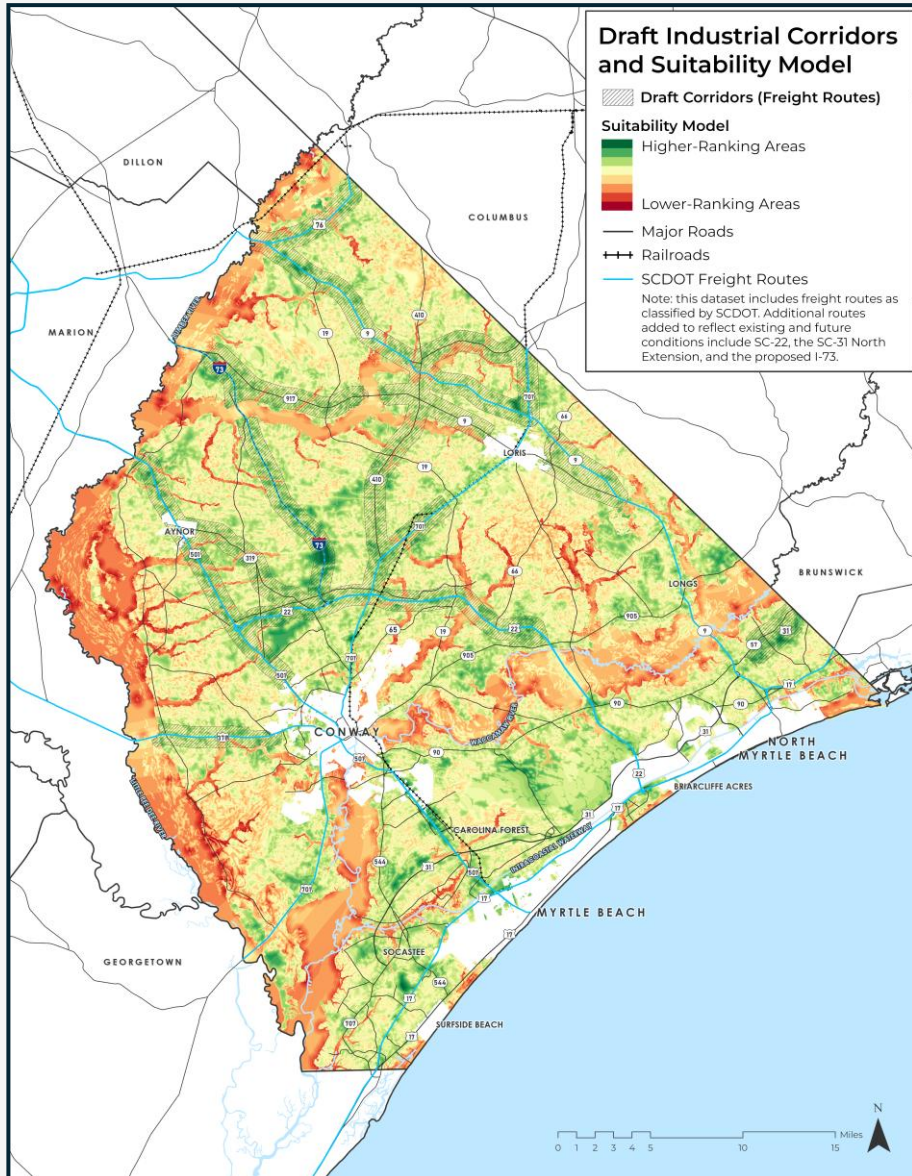
Suitability Model Inputs and Weights

Industrial Corridor Model Inputs							
Inputs		0 (least preferred)	2	4	6	8	10 (most preferred)
Wetlands	Inside/outside wetlands	Inside wetlands	50 feet from wetlands	200 feet	500 feet	1000 feet	1000+ feet
Roads	Distance to major roads	3+ miles from major roads	3 miles	2 miles	1 mile	2640 feet	1320 feet
Railroads	Distance to railroads	2+ miles from railroads	2 miles	1 mile	2640 feet	1000 feet	500 feet
Residential	Distance from occupied residential parcels	250 feet from homes	500 feet	1000 feet	1500 feet	2000 feet	2640 feet
Flood Zones	Inside/outside type of flood zones	Flood Zones A, AE	Flood Zone VE	500-Year FZ	Supplementary FZ	Outside FZ	Outside FZ

Industrial Corridor Model Weights			
Flood Zones and Wetlands	Roads	Railroads	Residential
35	30	5	30



Suitability Model

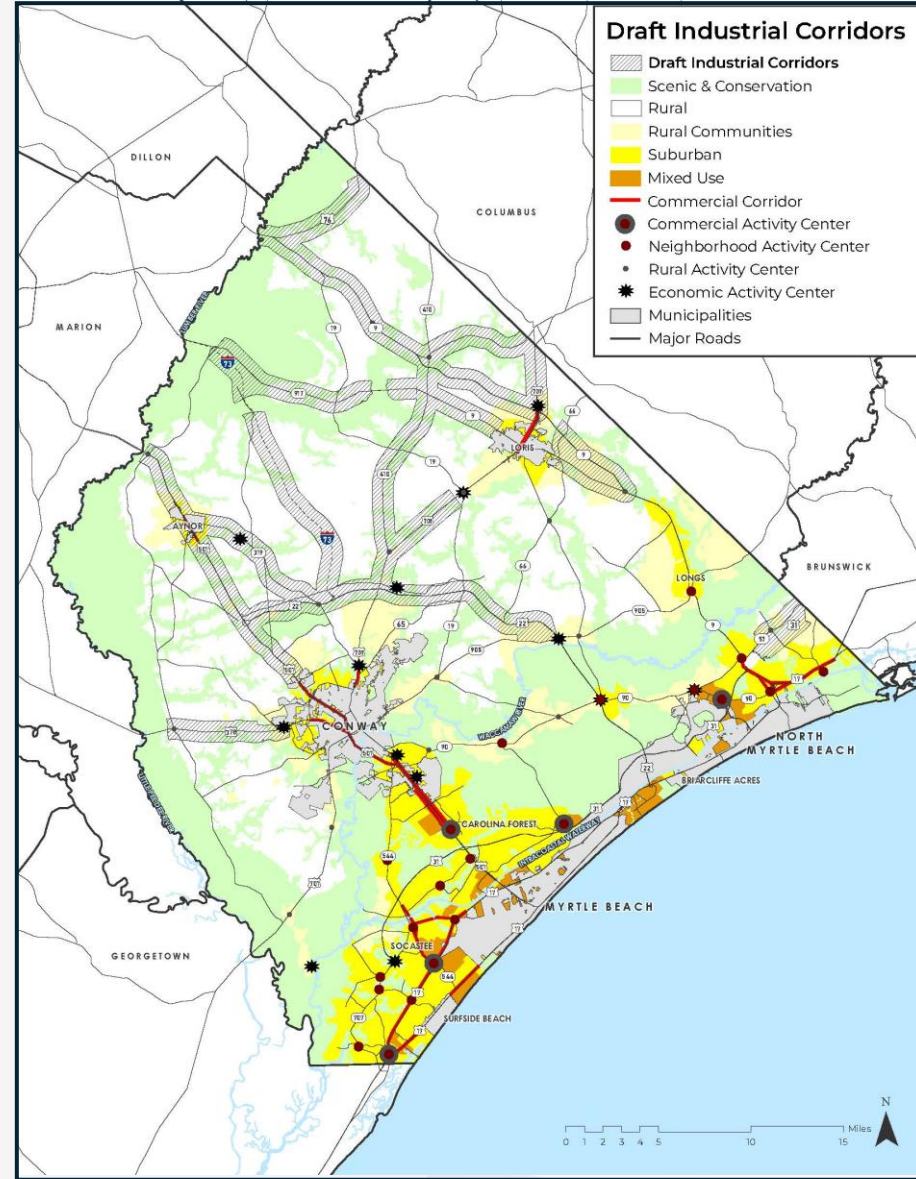
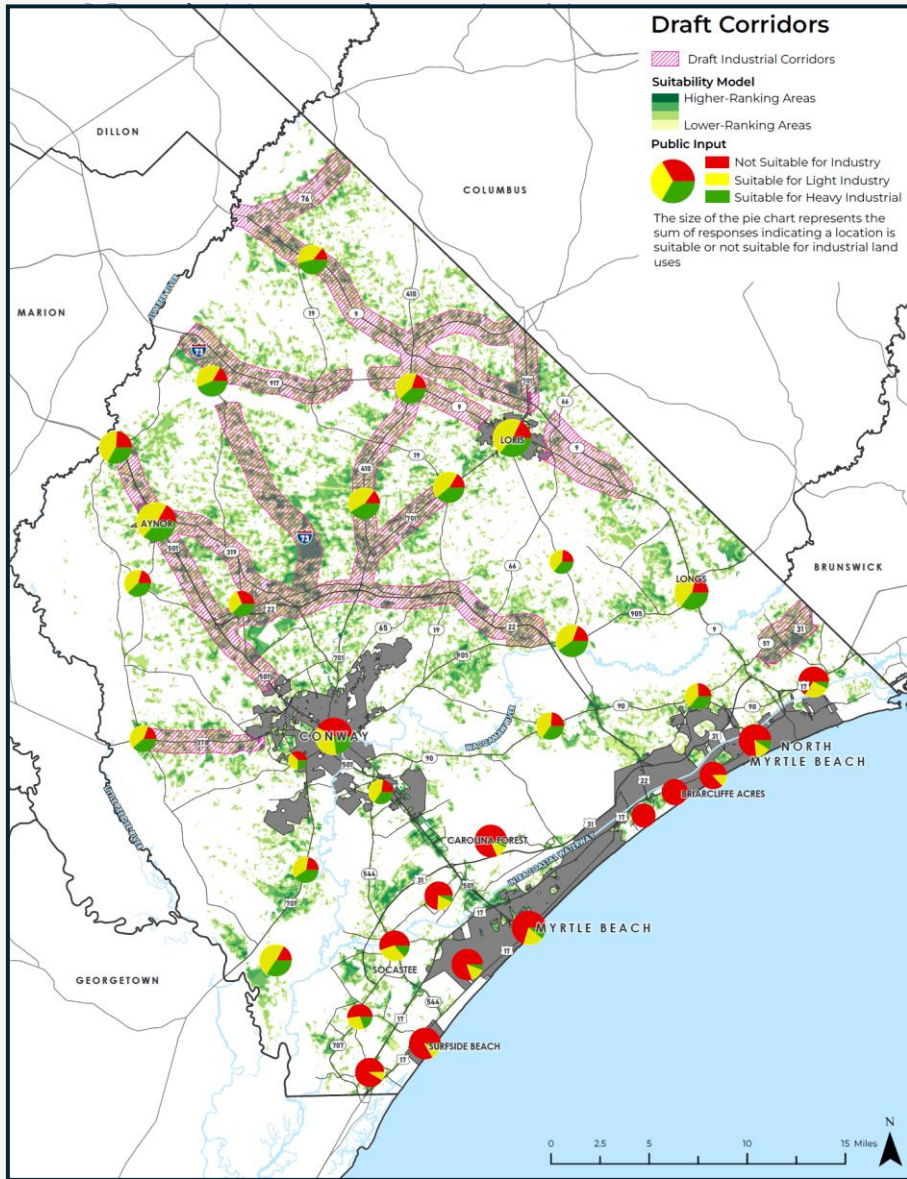


The map on the right removes ineligible parcels and areas from the model, including:

- Conservation lands, open space, and parks
- FEMA and supplemental flood zones
- County-owned parcels
- Parcels with Approved & Current Major Residential Developments

Due to different symbology classification methods, color scales differ between the two maps.

First Draft Industrial Corridors



Public Comment Summary

Comments in Opposition

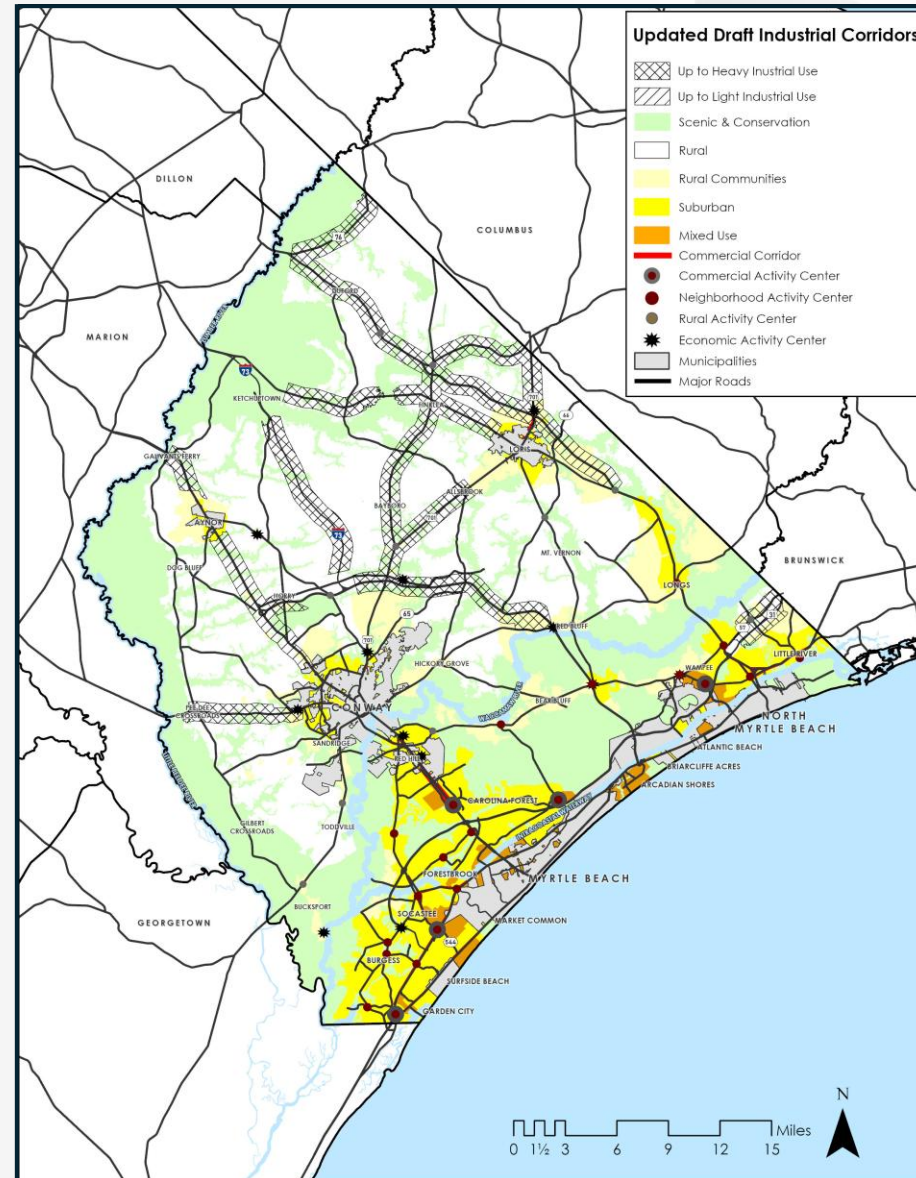
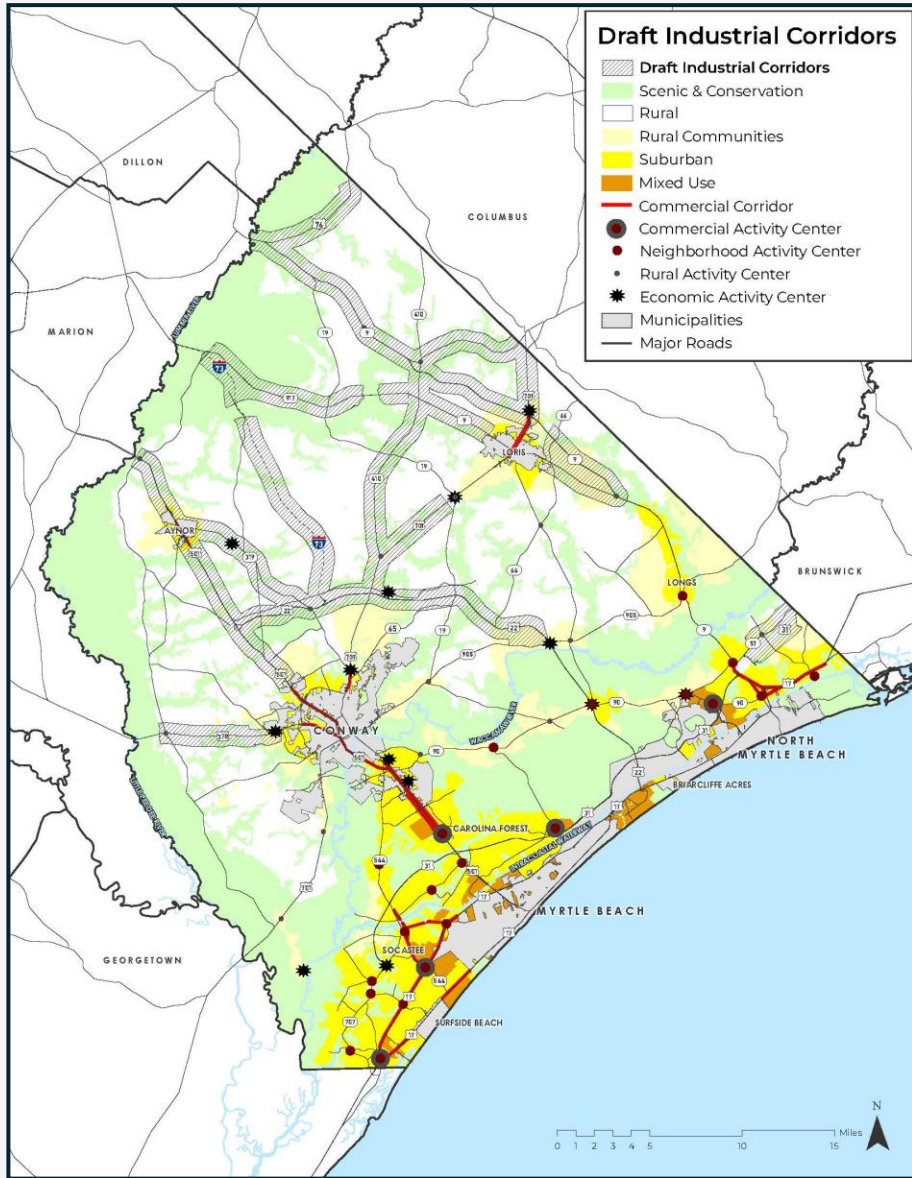
- Lack of survey responses / need for more community feedback
- Loss of farmland and rural character
- Environmental and wetland impacts
- Traffic and infrastructure capacity concerns
- Compatibility with existing and planned residential development
- Concerns regarding rapid growth and overdevelopment
- Potential impacts to property values

Comments in Support

- Job creation
- Economic development
- Planned locations for future industrial growth
- Support for industrial development along major corridors connecting to adjacent counties



Draft and Revised Industrial Corridors- Post Public Comment Period



Next Steps

1 July 2nd

Public Comment Period
Ends &
Planning Commission
Recommendation

2 July 16th
5:30-7PM

Open House & Public
Input for Draft
Industrial Corridors

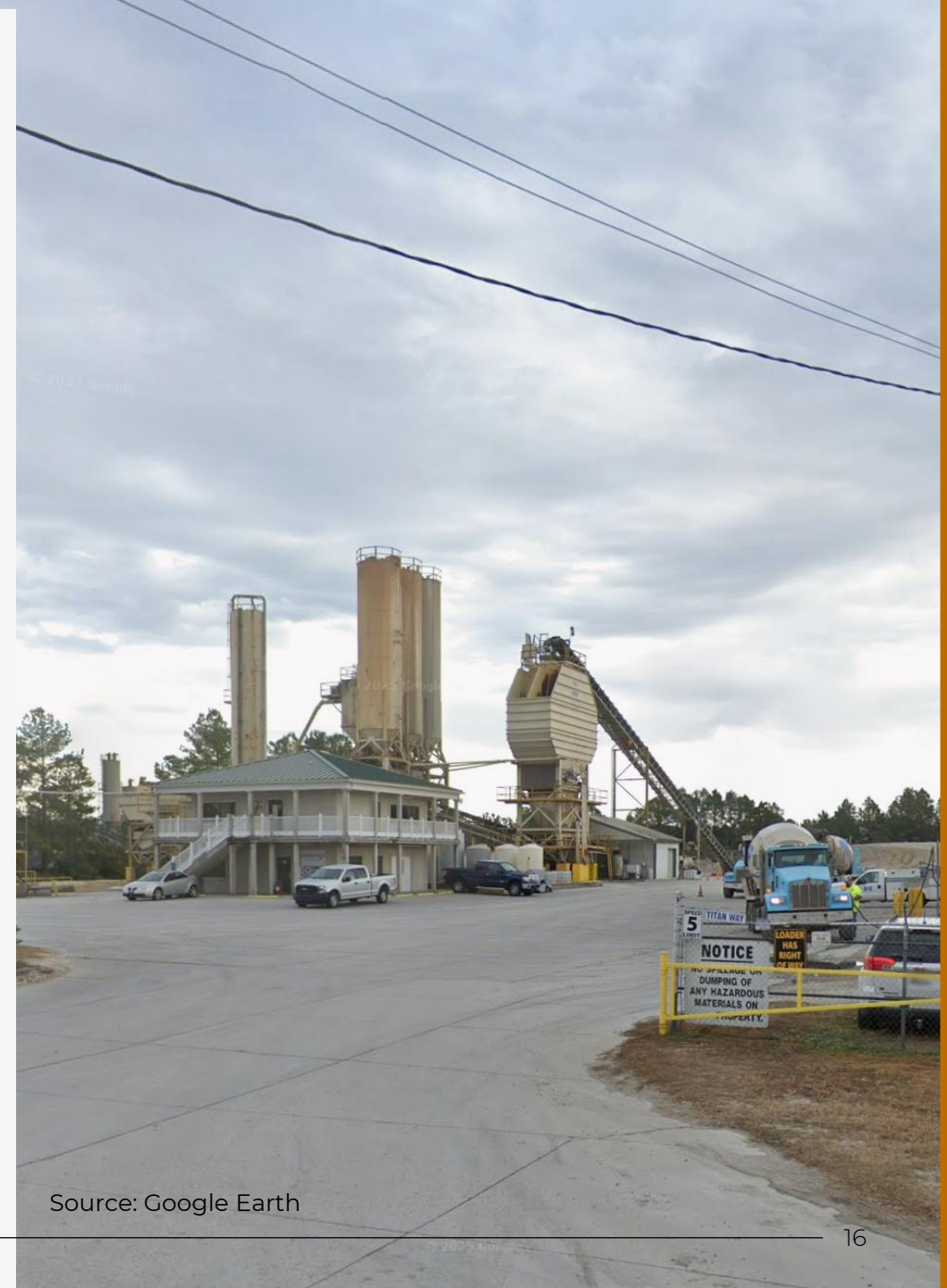
3 August 11th

I&R Committee
Recommendation

4 August 18th
October 6th
October 20th

Three Readings at
County Council

All dates subject to change, sign up for updates at horrycountysc.gov!



Source: Google Earth



APPENDIX B INDUSTRIAL CORRIDORS

YOUR COUNTY • YOUR VOICE • OUR FUTURE

INTRODUCTION

Horry County initiated the industrial corridor planning process in January 2026 in response to a need for additional guidance on local industrial development. The planning process amends the Future Land Use Map to create policy goals and better accommodate industrial uses. As a part of the planning process, staff sought Council and Planning Commission guidance, held public input, and conducted research and geospatial modeling. The process will conclude with adoption of amendments to the Future Land Use Map by County Council on [date of adoption].

This appendix describes the county's process to identify and draft the industrial corridors and policies, including research and geospatial modeling, public input, and adoption by County Council.

PROJECT GOALS

The industrial corridor planning project was initiated to provide new guidance for industrial, manufacturing, and other high-impact uses. It aimed to respond to existing issues with industrial land uses and create the conditions for future industrial development. The project goals included:

1. Mitigating existing land use incompatibilities within the Future Land Use Map's Economic Activity Centers, where residential development is situated alongside industrial uses. Establishing additional areas for higher-impact industrial activities would enable industrial development to occur outside these centers, improving land use compatibility.
2. Mitigating future impacts on rural residential areas by developing new guidance on desired development types and forms.
3. Establishing new areas for industrial and economic development where they are compatible with surrounding rural and residential land

uses. The existing Future Land Use Map provided limited capacity for industrial growth and permitted the co-location of industrial activities with sensitive land uses, creating potential compatibility concerns.

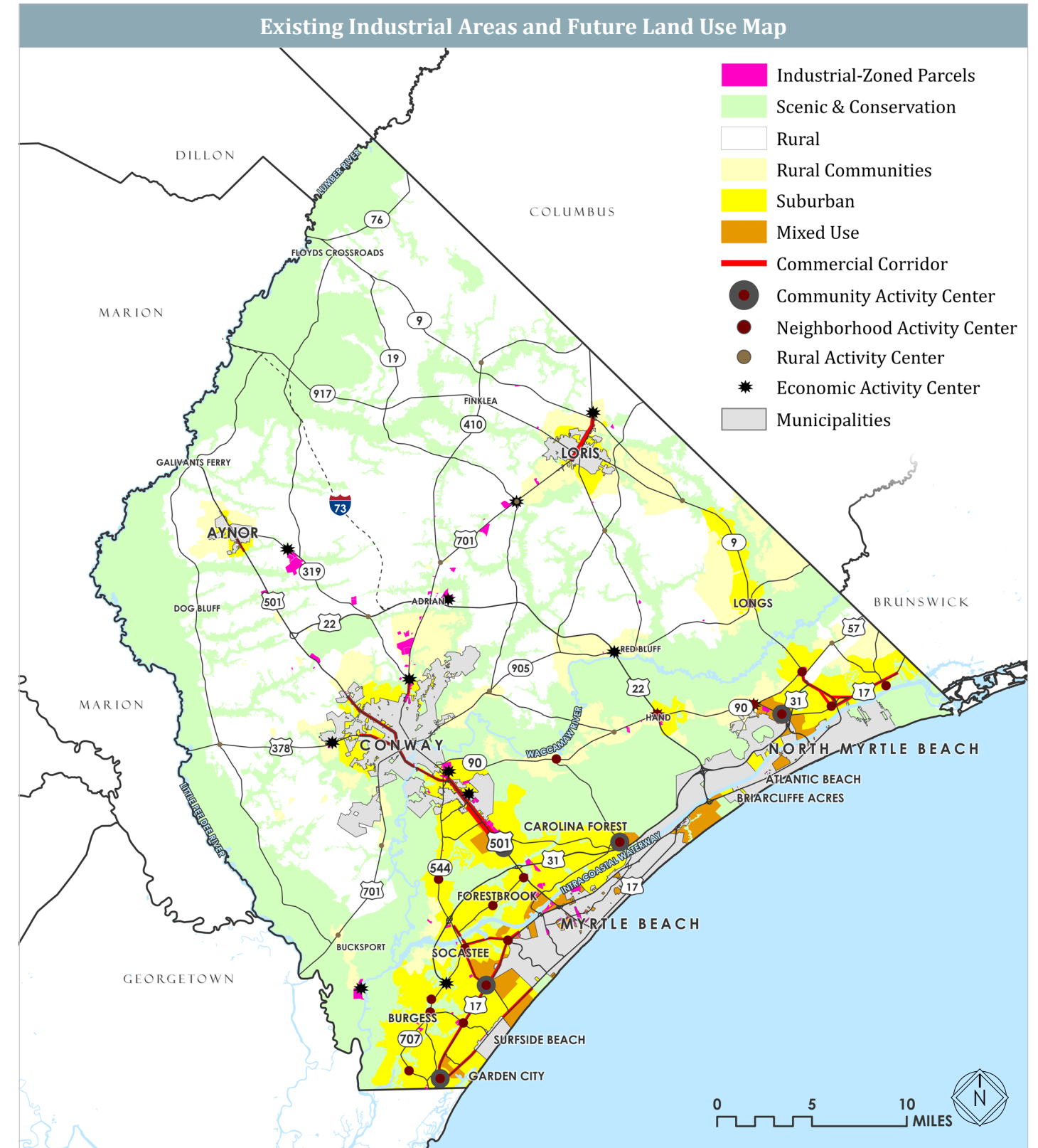
4. Encouraging economic diversification through industrial development and provide higher-paying local jobs. Local manufacturing sector jobs pay an average wage 65% higher than retail and 116% higher than accommodation and food services.¹

5. Providing industrial capacity to support the county's rapidly-growing population and service and infrastructure needs. Land capacity is necessary to support utilities, construction, road building, and infrastructure investment. Increased industrial activity and competition can lead to decreased material costs for public and private development.

PLANNING PROCESS

Horry County initiated a multi-part planning process to identify areas appropriate for industrial corridors. Staff conducted research on peer communities' policies and industrial planning methods, created a geospatial model to analyze locations for industrial corridors, and conducted a public input and stakeholder engagement process including open houses and an online survey.

The project was initiated on January 29th, 2026 at a Planning Commission Workshop. Staff analyzed existing industrial areas, researched peer communities' industrial planning processes, and developed draft geospatial models through February and March. The public survey opened in March and open houses were held in April. Staff made changes to the draft corridors based on public input, and presented the corridors and policies for adoption in June. After Planning Commission recommendation,



Source: Horry County Planning and Zoning.

County Council will hold three readings including a 30-day public comment period and vote to adopt the corridors.

RESEARCH

In preparation for drafting the Industrial Corridor future land use policy, staff conducted research on Horry County's existing industrial development and peer communities' industrial planning practices.

Staff analyzed existing industrial development land use, employment, and industries in the county. Of 197 parcels zoned for industrial land use, 32 are located in Economic Activity Centers. 62.4% are located east of the Waccamaw where conflicts with residential land uses are more common. Only 17.3% of parcels in Economic Activity Centers are vacant—0.05% of all parcels in the county—constraining land capacity available for industrial development.

The number of employers and employees in Horry County's industrial sectors has stagnated in the past 15 years even as the population grew 32%. Though the number of county employers engaged in manufacturing increased from 169 to 384, overall employment remained similar at 3,075 in 2010 and 3,350 in 2025. The construction industry grew substantially from 912 firms and 5,005 employees to 1,326 firms and 9,589 employees. Mining, transportation and warehousing employers and employment dropped. The total number of industrial sector employers in Horry County dropped 33% from 2010 to 2025 while the number of individuals employed dropped 49%.²

Peer communities' industrial and future land use planning practices were analyzed to inform the planning process and land use policy statement. The Dallas Comprehensive Plan and the Fulton County's Industrial Boulevard Improvement program provided context on design and performance goals, land use mixes, and spatial organization in

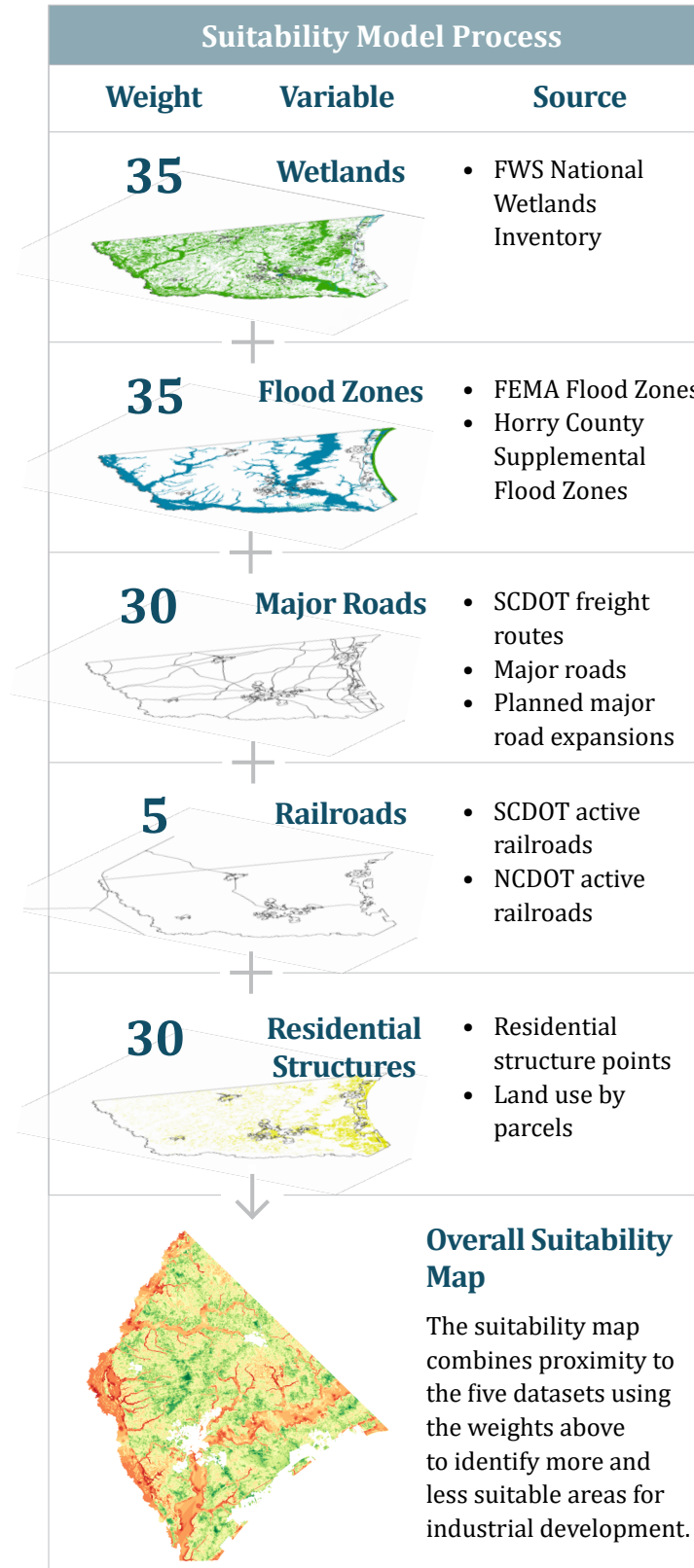
peer communities' industrial future land uses. Staff reviewed the Delaware Valley Regional Planning Commission's Corridor Planning Guide and the Chicago Armitage Industrial Corridors to inform the county's planning process. Takeaways included public outreach methods, integration of existing and future industrial uses in corridors, and coordination with transportation improvements.

The land use policy statement was drafted incorporating guidance from County Council and Planning Commission, public input, and existing Future Land Use policies. Staff developed the initial draft alongside the geospatial modeling process. Revisions were made based on public input in the survey and open houses, staff reviews, and County Council and Planning Commission comments.

GEOSPATIAL MODELING

Staff used a geospatial suitability model to identify areas suitable for future industrial development. Several iterations of the model were developed using ArcGIS' suitability modeling and model builder tools. The final suitability model incorporated datasets representing infrastructure, environmental factors, and land use constraints relevant to potential industrial development, including:

- **Major Roads** including selected Horry County major roads, planned major road projects, and South Carolina Department of Transportation freight routes,
- **Active Railroads** in the county and surrounding areas as of 2026 from South Carolina and North Carolina Department of Transportation data,
- **Wetlands and Surface Water Bodies** from the National Wetlands Inventory,
- **Flood Zones** from the Federal Emergency Management Agency and Horry County's sup-



Source: Horry County Planning and Zoning.

plemental flood zone regulations, including AE, A, VE, 500-year, and supplemental flood zones, and

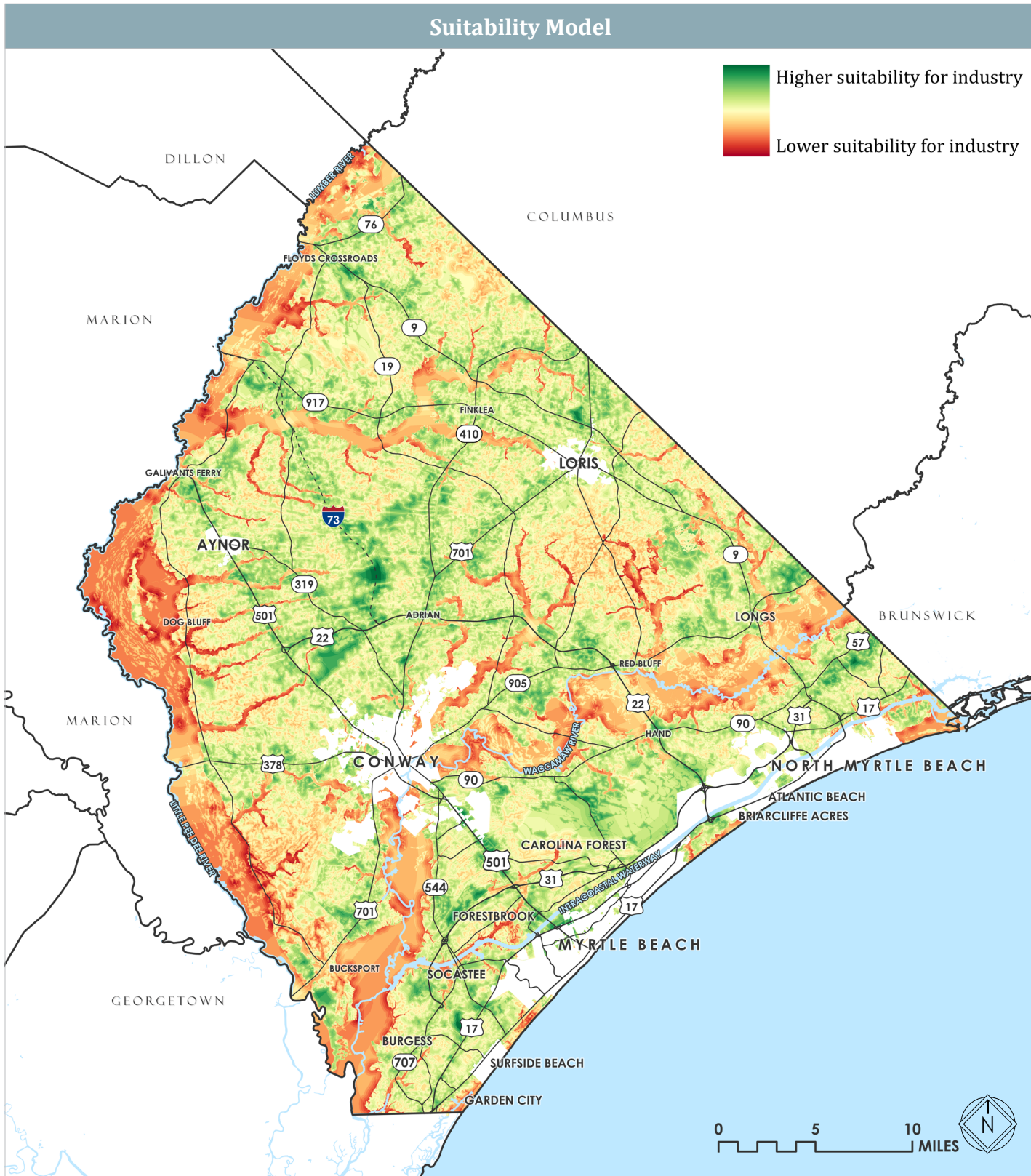
- **Residential Structures and Properties** from Horry County's land use classifications, aerial imagery-derived data, and satellite imagery. Identifying residential properties required cross-referencing land use classifications with structure point data to clean structure data. Points representing county-issued certificates of occupancy were then added to represent structures constructed since 2023. Finally, additional points were added manually based on satellite imagery to capture residential structures missed in other data.

Staff determined using proximity to the relevant features would best represent suitability, prioritizing distance from residential properties, flood zones and wetlands and proximity to major roads and railroads. To rank proximity, each dataset was buffered by the distances shown in the table on the following page. Creating buffers by specific distances allowed staff to assign each part of the county integer ranks between 0 (low) and 10 (high).

To complete the model, the buffered areas for each variable were overlaid using ArcGIS' model builder tool and given varying weights based on their relative importance. Staff tested different combinations of buffers and weights and incorporated public input before settling on the weights shown at left. The final model weighted environmental constraints more heavily based on public input.

The suitability model guided planning staff's further exploration of suitable areas for industrial corridors. Certain parcels and areas were excluded from consideration due to environmental concerns, jurisdictional questions, and existing land uses:

- Municipalities



Source: Horry County Planning and Zoning.

		Suitability Model Inputs					
Inputs		0 (least preferred)	2	4	6	8	10 (most preferred)
Wetlands	Inside/outside wetlands	Inside wetlands	50 feet from wetlands	200 feet	500 feet	1000 feet	1000+ feet
Roads	Distance to major roads	3+ miles from major roads	3 miles	2 miles	1 mile	2640 feet	1320 feet
Railroads	Distance to railroads	2+ miles from railroads	2 miles	1 mile	2640 feet	1000 feet	500 feet
Residential	Distance from occupied residential parcels	250 feet from homes	500 feet	1000 feet	1500 feet	2000 feet	2640 feet
Flood Zones	Inside/outside type of flood zones	Flood Zones A, AE	Flood Zone VE	500-Year FZ	Supplementary FZ	Outside FZ	Outside FZ

- Flood Zones
- County-owned parcels
- Conservation lands, open space, and parks
- Parcels with existing, in-progress, or planned Major Residential Developments

Following public meetings, the suitability model was modified in response to public input. Staff increased the weights of the wetland and flood zone buffers after members of the public and survey respondents emphasized the need for additional wetland protection. Most areas east of the Waccamaw were removed from consideration due to the public's concerns surrounding heavy vehicle traffic and existing residential development.

Using the complete suitability model and excluded areas, staff identified draft corridors by buffering all major roads by 3,000 feet. Areas with higher scores were prioritized, while areas with lower scores and non-contiguous corridors were removed. Staff removed areas in FEMA flood zones, and adjusted geometry to align with existing Future Land Use. Due to the presence of existing and approved residential developments, desired development patterns along the US-501 and SC-9 corridors would allow up to light industrial uses. After reviewing survey responses and public comment, staff modified corridors around rural municipalities and in Scenic and

Conservation areas.

PUBLIC OUTREACH

To guide the planning process, staff conducted a three-step public outreach process including two public open houses, an online survey, and comment periods during Planning Commission and County Council adoption. Stakeholders at the Myrtle Beach Regional Economic Development Corporation were consulted to inform the planning process.

OPEN HOUSES

Staff held three open houses on April 20th, April 27th, and July 16th. The April 20th and July 16th open houses were held at the Horry County Government and Justice Center and the April 27th open house was held at Kingston Elementary School.

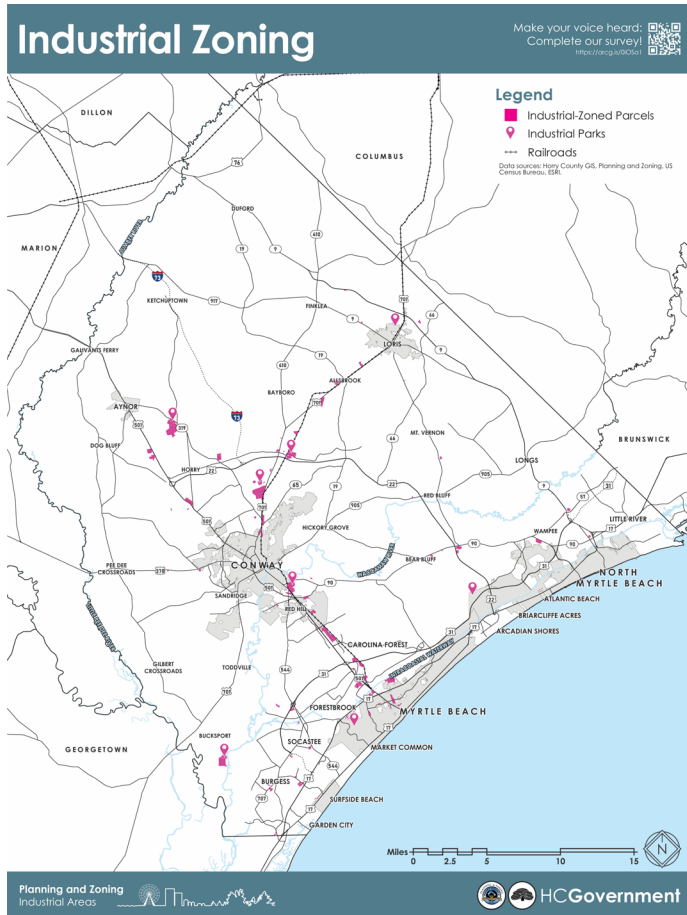
To explain the project needs and objectives to the public, staff developed displays that demonstrated existing land use, employment and the county economy, the county's Future Land Use Map, and a draft suitability model. Participants were invited to share feedback in several formats:

- Through conversations with staff at the open houses,
- By completing the online survey accessible by QR codes at the open house,

- On posterboards that invited open-ended feedback on existing and future industrial uses, and
- On a posterboard map of the county that allowed participants to indicate areas suitable and unsuitable for industrial uses. Participants' location preferences were used to review the draft industrial corridors.

The open houses were attended by members of the public and elected officials. The public indicated the importance of protecting wetlands and waterbodies, coordinating with regulatory agencies on air and water quality, and protecting rural residents.

Example Open House Poster



Example open house poster.
Source: Horry County Planning and Zoning.

SURVEY

An 11-question online survey was developed by staff to collect input from members of the public unable to attend the open houses. The survey was open between March 1 and [date closed] and received [number] total responses. The county publicized the survey through its website, newsletters, and social media pushes.

The survey included questions on various qualities of existing and potential industrial land uses:

- Compatibilities and incompatibilities with other land uses,
- Suitable and unsuitable locations for future

industrial development,

- Concerns about existing industrial land uses,
- Opportunities for industrial development, and
- Open-ended comments regarding industrial land uses and the project.

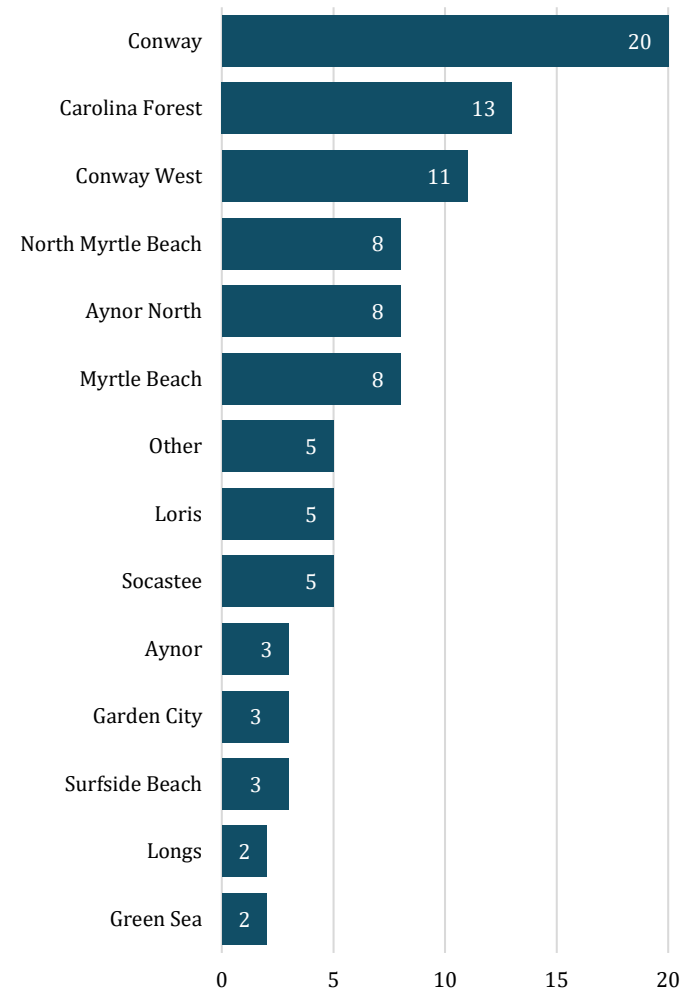
Survey responses were used to adjust the locations of proposed industrial corridors and identify necessary elements in the Future Land Use policy statement.

26% of survey respondents were directly or indirectly involved in an industrial sector. Most respondents live in the county's urban areas: 21% in the Conway ZIP code, 13% in Carolina Forest, and 8%

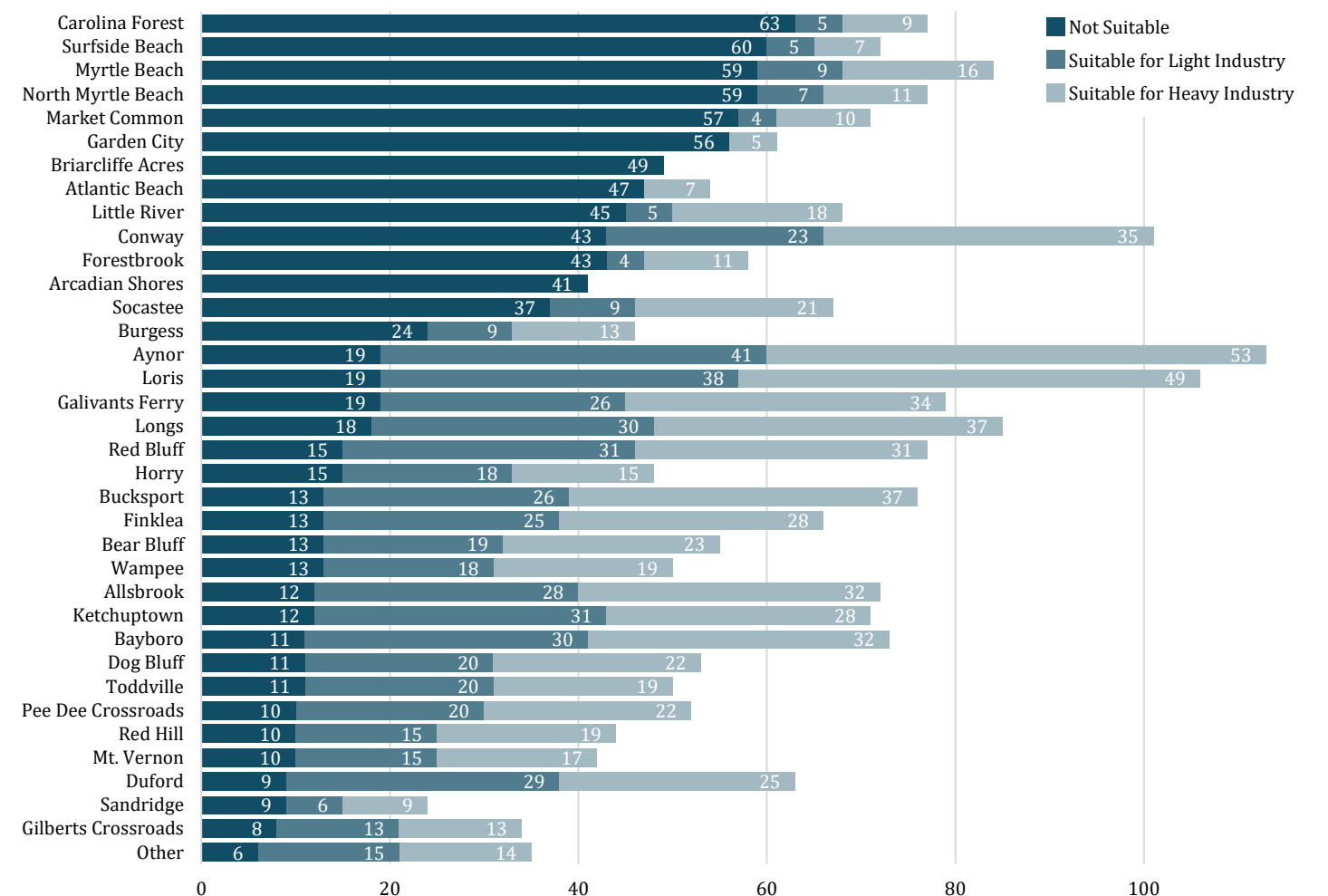
each in Myrtle Beach and North Myrtle Beach. Rural respondents make up 32% of survey respondents, with 11% located between Conway and the county's western border.

Survey respondents and open house participants typically preferred locating industrial corridors in rural areas west of the Waccamaw. 42% of respondents believed Aynor was a suitable location for heavy industrial development, 40% in Loris, and 32% in Red Bluff and Ketchuptown. Respondents typically supported locating light industrial development in the same areas: 55% in Aynor, 51% in Loris, and 38% each in Bucksport and Longs.

Survey Respondents by Home ZIP Code



Suitable and Unsuitable Locations for Industrial Development



Respondents largely opposed locating industrial development in urban and coastal areas. 65% opposed industry in Carolina Forest, 62% in Surfside Beach, and 61% each in Myrtle Beach and North Myrtle Beach. These preferences led county staff to prioritize locating industrial corridors in rural and inland areas.

The survey asked respondents to review what land uses are compatible with industrial land use. 69% of respondents believe industrial uses are compatible with commercial areas, 52% with rural vacant lands, 26% with urban vacant lands, 26% with office areas, and 21% with agriculture and forestlands.

Respondents had similar opinions on incompatible land uses: 86% believed single-family residential is incompatible with industrial, 79% with historic downtowns, 73% with multifamily, 67% with conservation lands, and 62% with institutional uses.

Respondents were asked to share other concerns and comments regarding industrial development in the county. Common concerns included air, water, noise, and light pollution, conflicts with residential land uses, and increased large vehicle traffic. Respondents mentioned opposition to data center development and industrial development in forested, wetland, and conservation lands. Several respondents shared a

desire to require buffers where industrial areas are adjacent to major roads, natural and working lands, and housing. Infrastructure investments in roads was mentioned to mitigate impacts of increased heavy vehicle traffic.

appendix specifies desired development patterns, transportation networks, and policy guidance in full.

CORRIDORS AND POLICIES

The amended future land use map including the adopted industrial corridors is included at the end of this appendix. The industrial corridors include 84,812 acres along major roads west of the Waccamaw, including:

- the SC-31 north extension,
- US-501 between Conway and Galivants Ferry,
- SC-22 between US-501 and SC-905,
- US-378's entire length in the county,
- US-701 in the Allsbrook and Loris areas,
- SC-9 between Loris and Floyds Crossroads,
- SC-917 between Loris and the county line,
- SC-410 between US-701 and the county line,
- US-76's entire length, and
- future I-73's entire length.

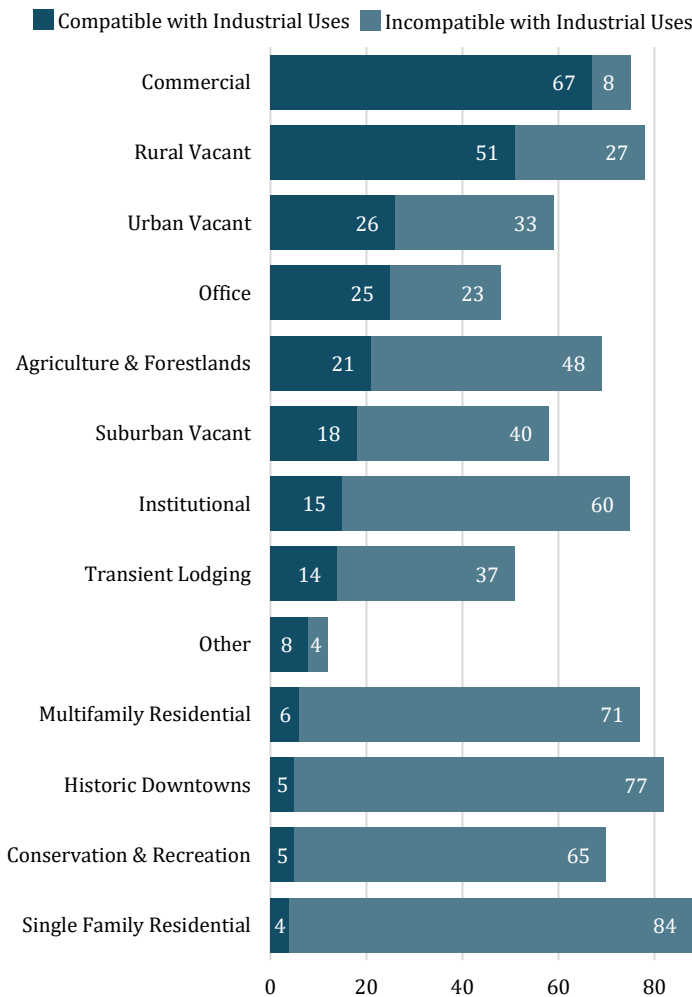
In response to public input, all corridors east of the Waccamaw except SC-31's future north extension to the North Carolina state line were removed.

The future land use policy designates the industrial corridors as an overlay on the existing future land use map. Industrial development in the corridors should conform with standards and goals contained in the underlying future land use policy. Staff determined adding the corridors as overlays would allow the county to more stringently evaluate potential conflicts with environmental resources and existing land uses. When evaluating development proposals in the corridors, the county will consider land use compatibility and propose design and siting interventions to mitigate impacts. The industrial corridors future land use policy included at the end of the

ADOPTION PROCESS

The draft amendments to the future land use map will be adopted after a thorough review process by Planning Commission and County Council that will include two public comment periods.

Compatible and Incompatible Land Uses

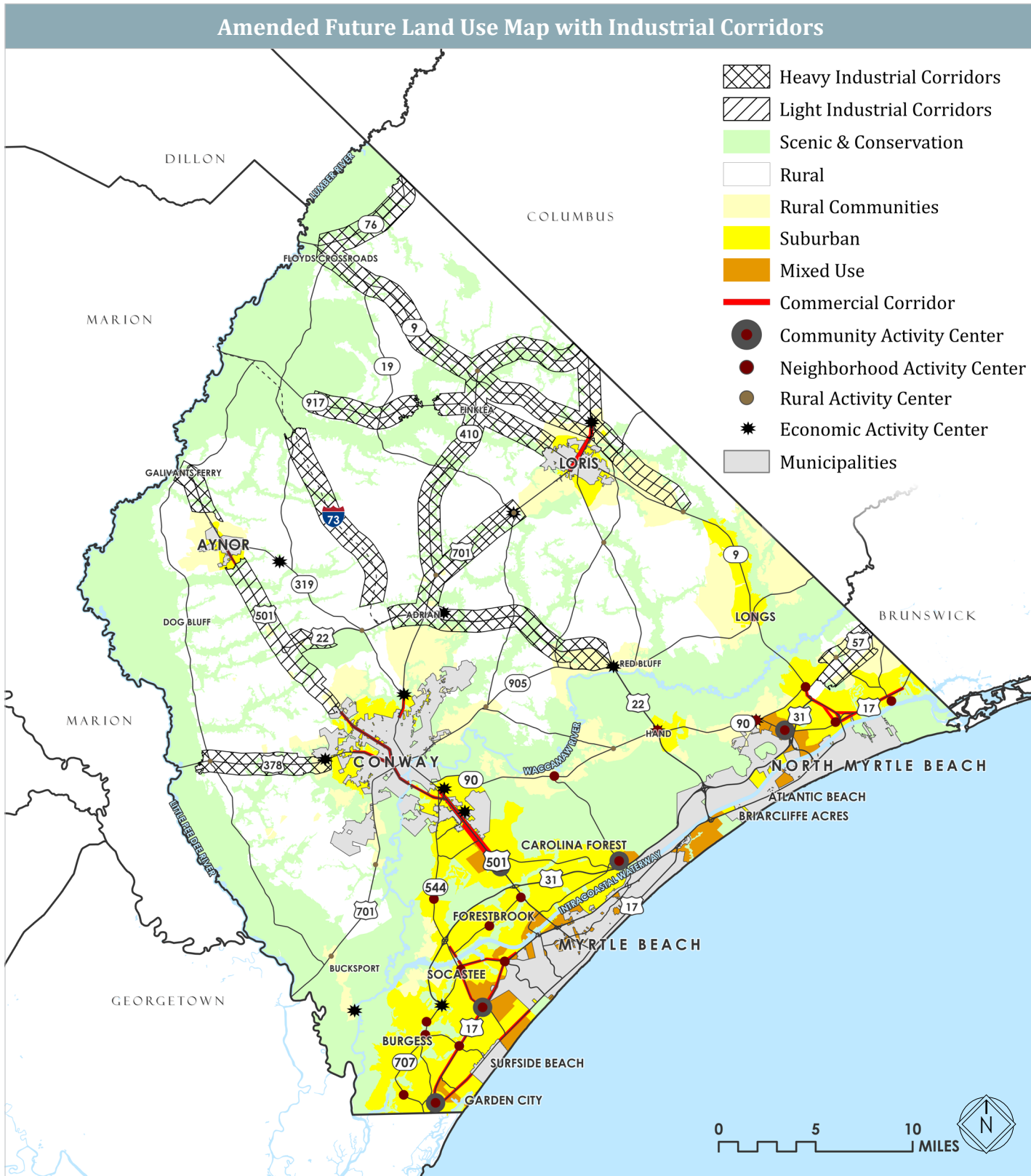


Respondent Concerns about Existing Industrial Areas

- "Residential has grown around them or industrial been allowed to expand next to homes."
- "New industrial areas should not be anywhere near residential areas, and wooded areas are needed as a buffer."
- "Traffic, roads needed to be updated accordingly for current and increased traffic volume."
- "They are not being utilized to their full potential and we are allowing more to pop up in random places across the county."

Respondent Comments about Future Industrial Areas

- "Need more concrete and asphalt plants. Need to consider future build out of SC 22 and I-73."
- "Just bring good jobs to Horry County."
- "Please turn down 'opportunities' for data centers in Horry County. Doesn't create lasting jobs and the long-term effects are not yet known."
- "Areas near 22 or existing railroad corridors make the most logical sense for heavy industries because of their easy access to existing transportation infrastructure."



Source: Horry County Planning and Zoning.



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INDUSTRIAL CORRIDOR

LAND USE AND CHARACTER

Industrial Corridors provide locations for economic development including industrial, manufacturing, and distribution uses along major transportation corridors. This overlay encourages development of industries in concentrated areas to minimize land consumption while mitigating impacts associated with higher-intensity industrial uses.

Development in Industrial Corridors should be coordinated with underlying FLUM classifications and existing land uses to mitigate impacts while maintaining permeability within industries sites. Major industries that provide high-paying jobs and can diversify the county's economic base are the primary intended land use type, supported by complementary commercial uses oriented toward wholesale, trade, or corporate customers rather than the general public.

The Industrial Corridor Overlay supplements the underlying Future Land Use classification by identifying areas appropriate for industrial and economic development patterns while still considering the character and constraints of the underlying future land use designation. Industrial Corridors should preserve large contiguous areas suitable for industrial, manufacturing, freight, and logistics uses and discourage fragmentation by incompatible land use patterns.

DESIRED DEVELOPMENT PATTERN

Industrial Corridors accommodate industries crucial to the county's continued physical and economic development along the county's existing and planned major roads and railroad corridors. Development in Industrial Corridors should allow for a variety of manufacturing, industrial, freight, logistics, and utility uses that support a diverse tax base and long-term economic vitality, includ-

ing rail-served industrial uses associated with construction materials, aggregate distribution, and similar freight activities.

More intensive uses should generally be concentrated within the core of the corridor, with less intensive uses located along the periphery to provide transitions to surrounding development patterns. Business Park developments located along major roads should be designed to appropriately buffer manufacturing and industrial uses from adjacent properties.

Residential and other sensitive land uses are generally discouraged within Industrial Corridors where such uses may create long-term compatibility conflicts with industrial, freight, manufacturing, or utility operations.

Industrial Corridors should be reserved predominantly for the Primary Land Uses identified in the Recommended Land Uses section below. Secondary Land Uses should serve as infill development or be located along the fringe of the corridor as a transition to nearby residential and other sensitive land uses.

Conditional Uses are more appropriately located near interchanges and major road frontages. Secondary and Conditional Uses should not dominate or displace the industrial character of the corridor.

The locations of sensitive land uses allowed in the underlying Future Land Use area should be coordinated with industrial and manufacturing uses. Impacts on residential, institutional, and other sensitive land uses and environmental areas should be mitigated through location, design, and landscaping.

RECOMMENDED LAND USES

Primary Land Uses: Light and heavy manufacturing, warehousing and logistics centers, light and heavy industrial, batch and asphalt plants, salvage yards, research and development facilities, technology centers, utilities and transportation facilities, and other major employers.

Secondary Land Uses: Uses that support industrial and employment activities, including fleet and heavy-duty truck repair, welding, construction equipment rental and servicing, commercial contractors, tow yards, tradeshops, high bulk retail, business parks, and bulk fuel distribution.

Conditional Uses: Highway-oriented commercial uses more appropriately located near interchanges and along major road frontages, including large sports tourism or amusement facilities, and other commercial uses, such as hotel/motels, convenience stores and gasoline stations.

TRANSPORTATION

Maintaining vehicular access and capacity is the primary goal within these areas to ensure heavy vehicles have adequate road capacity to and from employment centers.

Where adjacent to more sensitive land use types, sidewalks, pathways, and other alternate transportation infrastructure should be separated from heavy vehicle movements. Transportation infrastructure should accommodate mobility for all users. Best practices for access management should be utilized.

Development patterns reliant upon direct access to the future I-73 corridor and other major road projects should generally not be encouraged until the corridor and supporting transportation infrastructure are constructed and operational to ensure adequate infrastructure exists to support industrial and employment operations.

POLICY GUIDANCE

1. Heavy and light industrial, manufacturing, distribution, transportation and utility uses are the preferred land use for these areas. Supporting commercial developments should be adequately buffered from industrial uses to mitigate incompatibility.
2. Employment centers should be designed to function as campuses with integrated pedestrian facilities and transitions to adjacent, less intensive uses.
3. Areas along active railroads currently zoned for industrial uses should be preserved for industrial activities. Residential uses should be discouraged from locating along transportation corridors.
4. Residential and other sensitive land uses should generally be discouraged within and directly adjacent to Industrial Corridors to reduce land use conflicts and constraints on industrial and manufacturing activities. Where unavoidable, buffers, berms, landscaping, and careful placement should be used to mitigate impacts.
5. Industrial and manufacturing uses should be located and designed to minimize impacts on adjoining lower-intensity uses, surrounding land uses, and the streetscape. Mitigation tools including buffers, berms, landscaping, and access management should be employed based on the intensity of the use and the sensitivity of surrounding properties, and placement should reflect compatibility with the underlying Future Land Use designation and existing land uses.
6. Transportation improvements should preserve routes for heavy vehicle traffic directly to industrial and manufacturing sites. Access management and transportation investments should separate heavy vehicle traffic from routes for

vulnerable road users. Streetscapes should be preserved through the use of landscaping and thoughtful building placement within campuses.

7. Heavy Industrial and freight-oriented uses should generally be concentrated in rural upland areas west of the Waccamaw River, particularly near major highway corridors.

8. Within the more urbanized areas east of the Waccamaw River, industrial development should generally consist of light industrial uses, research and development, business parks and other lower-intensity uses compatible with surrounding development patterns. Freight-oriented and logistics-supporting uses that serve existing industries may also be appropriate.

9. Within areas designated Scenic & Conservation on the Future Land Use Map, industrial development should be carefully evaluated to avoid impacts on environmentally sensitive areas and natural systems. Where site-specific environmental data demonstrates that portions of a property are suitable for development, limited employment-oriented uses may be considered provided the development remains compatible with the surrounding landscape and incorporates mitigation measures and best management practices addressing stormwater, water quality, natural hazards, access management, wildlife, and public safety.

10. Along the US-501 corridor south of Aynor and the SC-9 Bypass corridor east of Loris, only light industrial and other lower-intensity uses should be supported.

EXAMPLE ZONING DISTRICTS

MI, MA1, MA2, MA3, PA1, PR1, PR2, RE4



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Endnotes

1. Bureau of Labor Statistics. Quarterly Census of Employment and Wages Data Viewer, Horry County 2025 Fourth Quarter. https://data.bls.gov/cew/apps/table_maker/v4/table_maker.htm#type=6&year=2025&qtr=4&own=5&area=45051&supp=0
2. Bureau of Labor Statistics. Quarterly Census of Employment and Wages Data Files, County-High Level 2010 File. <https://www.bls.gov/cew/downloadable-data-files.htm>