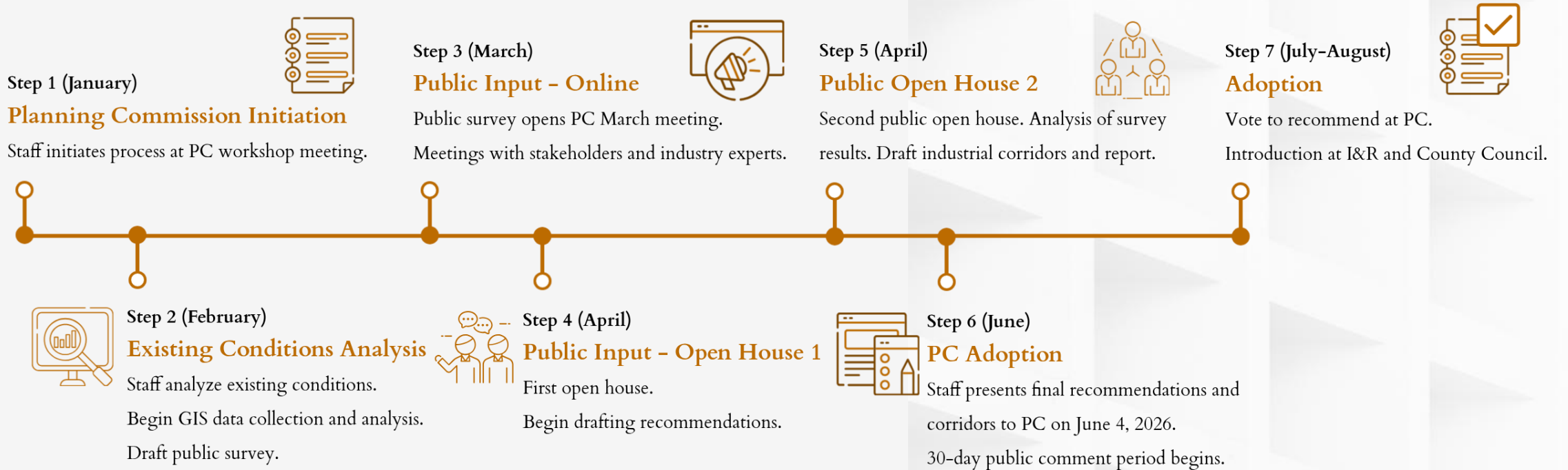


Industrial Corridor Public Input Results

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 and will close in June

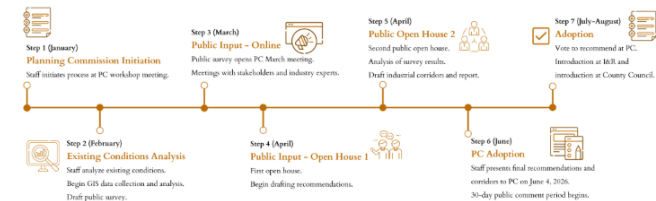
97 total responses



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)

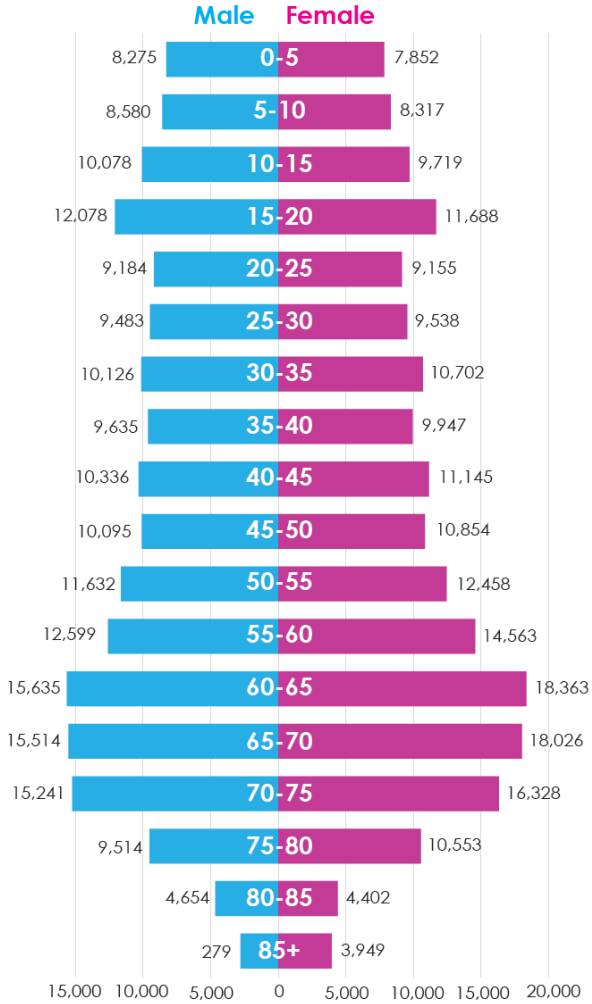
Public Open House

- 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



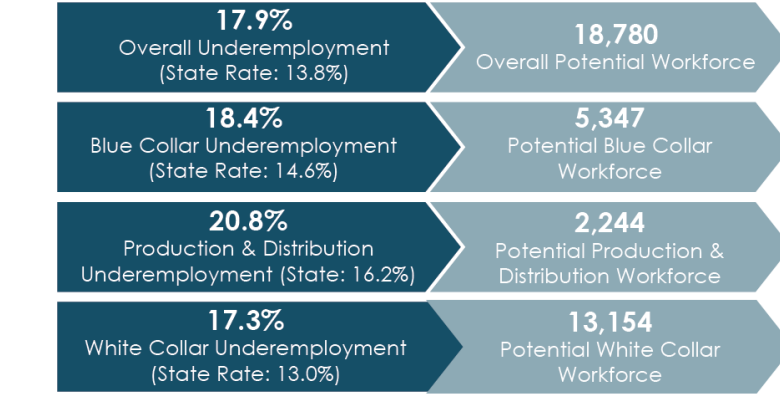
Industries & Employment

Population by Age



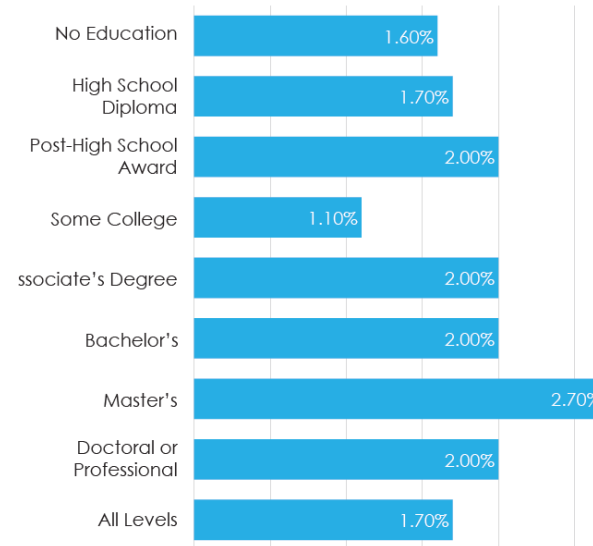
Census Bureau, ACS 2024 Five-Year Estimates

Underemployment in Horry County



JobsEQ, 2024.

Annual Average Projected Job Growth



JobsEQ, 2024.

Employment by Industry

Industry	July 2025 (Q3)			Change Since 2020 (Q3)	
	Employment	Avg. Annual Wage	Location Quotient	Employment Change	Avg. Annual Change
Accommodation and Food Services	34,161	\$31,980	2.33	4,154	2.77%
Retail Trade	27,295	\$37,284	1.86	3,708	3.14%
Health Care and Social Assistance	15,988	\$66,560	0.75	3,425	5.45%
Construction	9,385	\$66,352	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	5,925	\$29,224	2.09	1,584	7.30%
Real Estate and Rental and Leasing	4,730	\$50,440	1.89	421	1.95%
Professional, Scientific, and Technical Services	4,685	\$78,104	0.46	819	4.24%
Other Services (except Public Administration)	3,882	\$40,248	0.86	815	5.31%
Manufacturing	3,422	\$57,876	0.29	390	2.57%
Finance and Insurance	3,355	\$85,540	0.56	391	2.64%
Wholesale Trade	3,133	\$65,156	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%
Public Administration	1,257	\$69,480	0.36	133	2.65%
Educational Services	729	\$36,192	0.26	338	17.29%
Utilities	507	\$80,964	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%

Bureau of Labor Statistics Quarterly Census of Employment and Wages, 2025 Q3 Counts and Estimates.

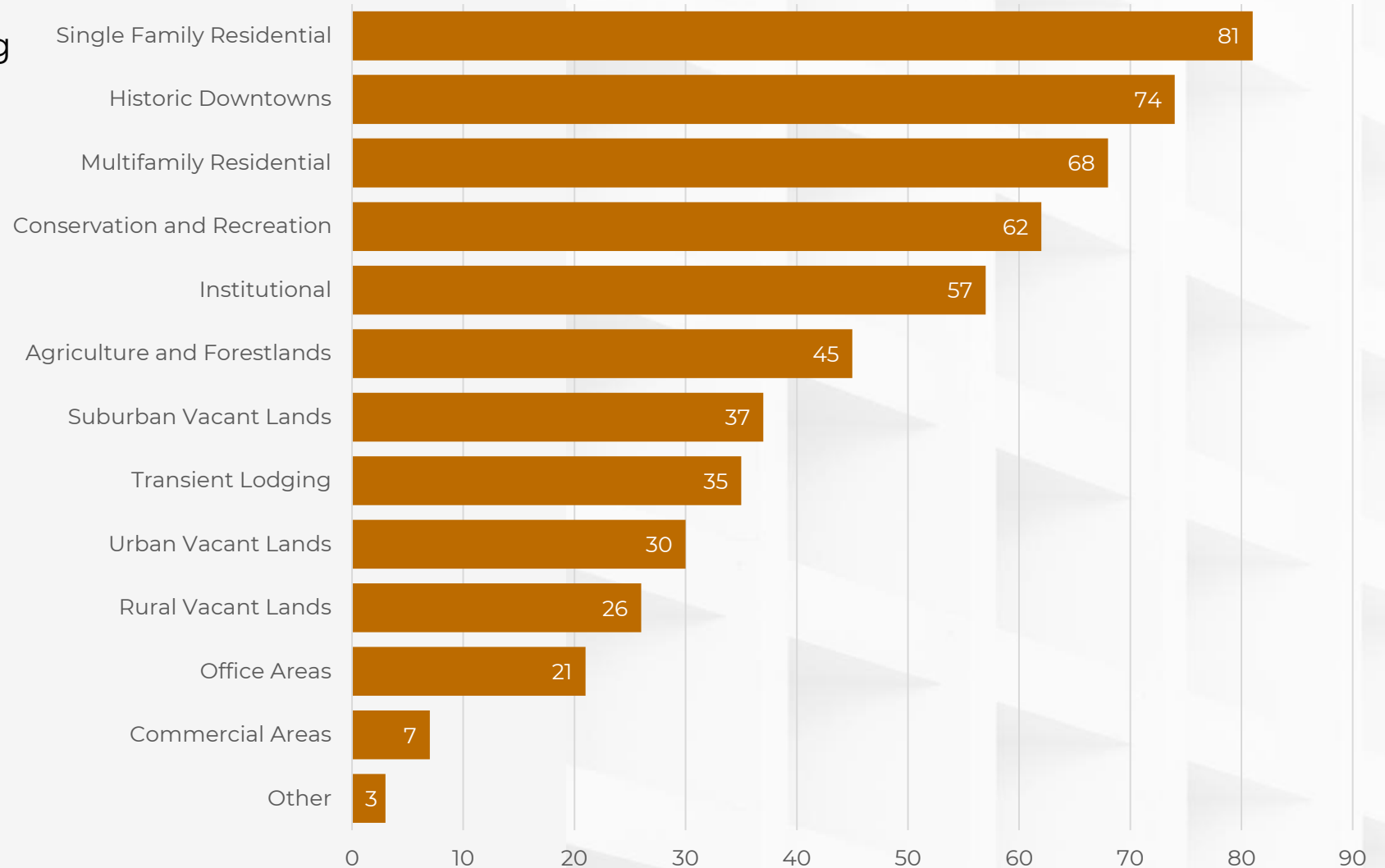


Survey Responses



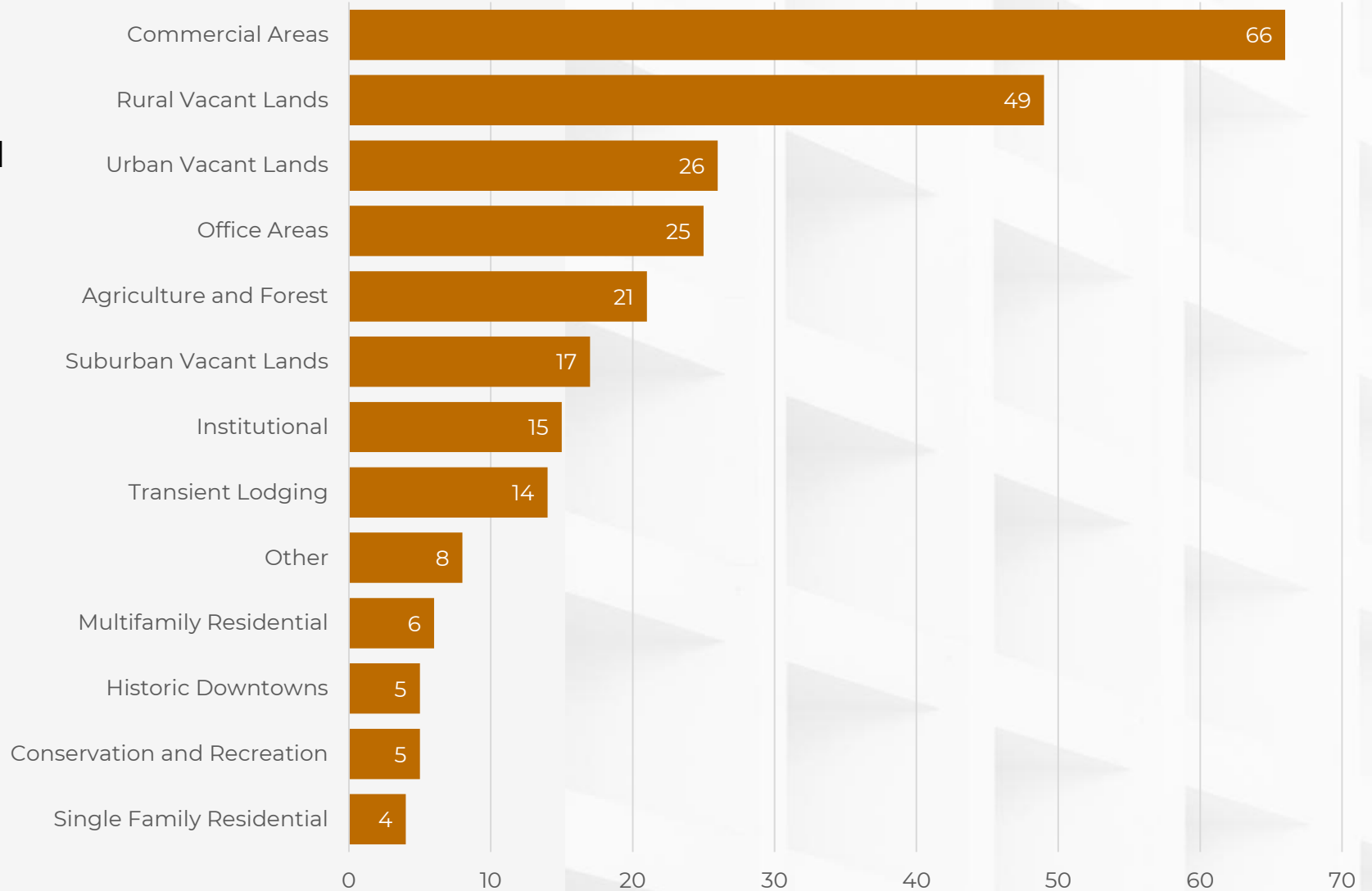
What land uses are industrial uses least compatible with?

- Strong opposition to locating industrial uses near residential, historic downtowns, conservation and recreation lands, and institutions
- Mixed opinions on co-locating industrial uses with agriculture, forestlands, transient lodging, and office areas



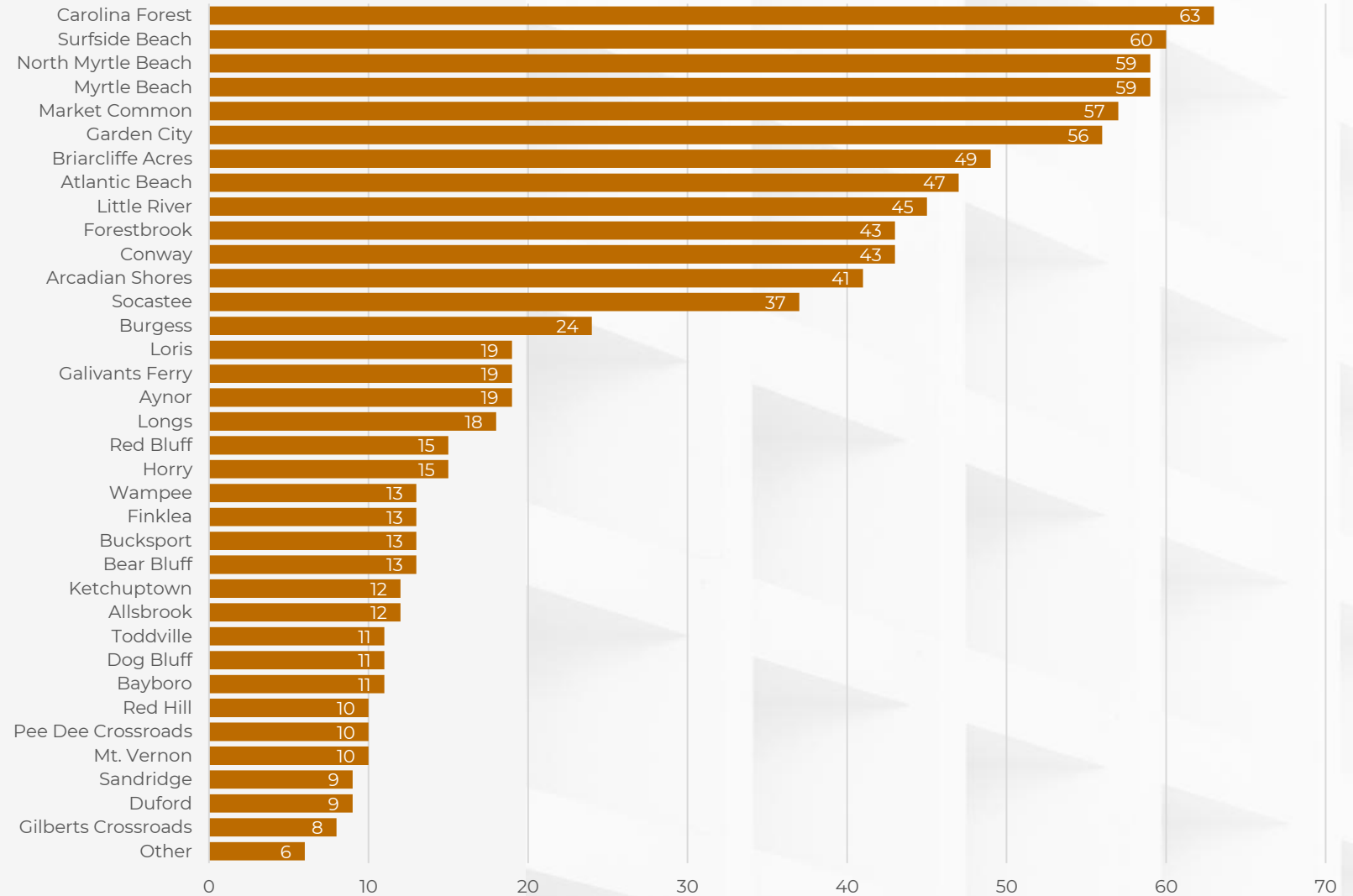
What land uses are industrial uses most compatible with?

- Respondents believe industrial uses are compatible with commercial areas and rural, suburban, and urban vacant lands
- Mixed opinions on co-locating industrial uses with agriculture, forestlands, transient lodging, and office areas



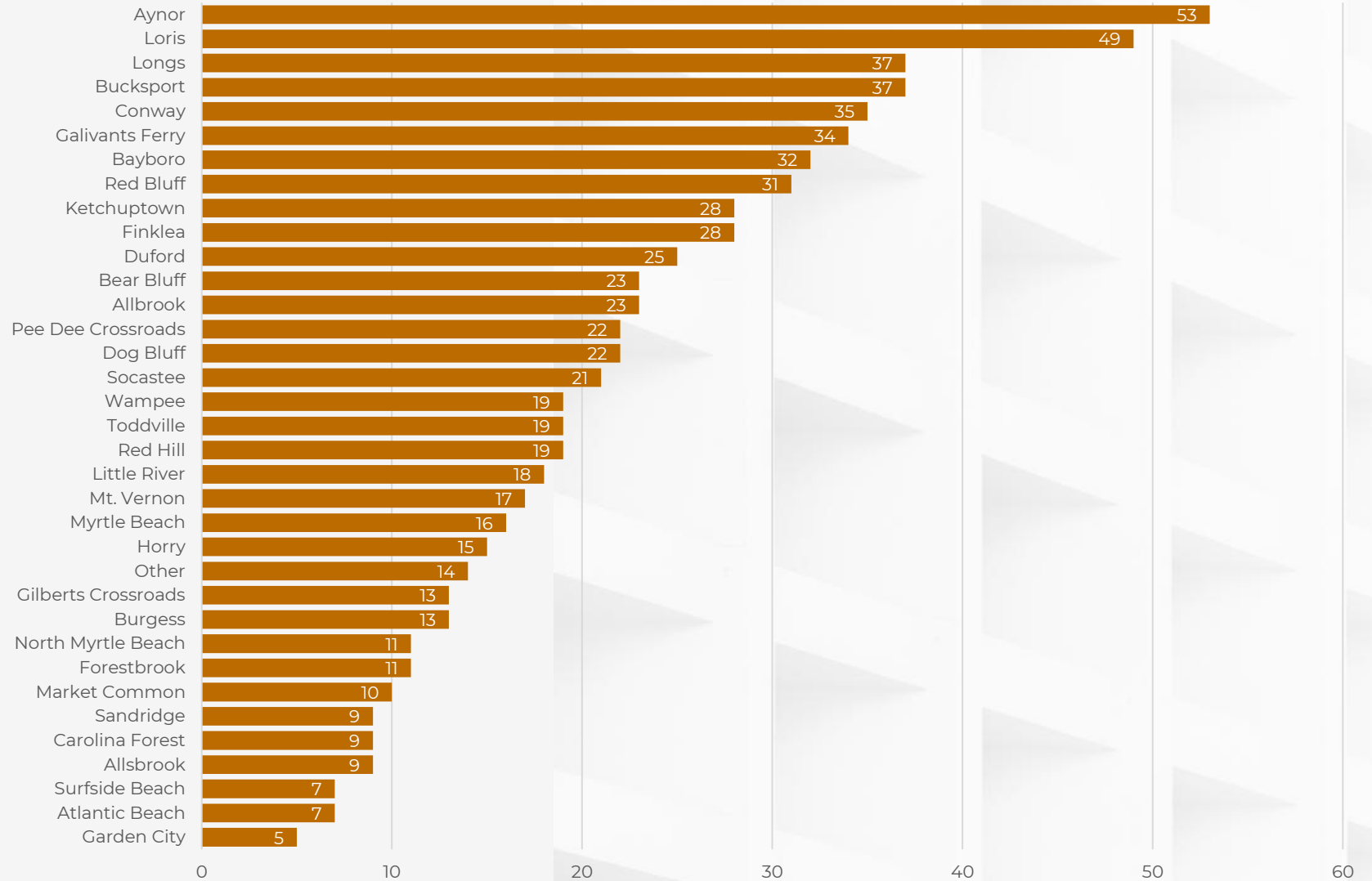
Which locations in Horry County are not suitable for industrial uses?

- Respondents opposed industrial uses in urban communities east of the Waccamaw including Carolina Forest, Surfside Beach, Myrtle Beach, and Conway
- Respondents tend to list their own communities as not suitable
- Mixed opinions on industry in inland communities including Aynor, Galivants Ferry, Loris, and Longs



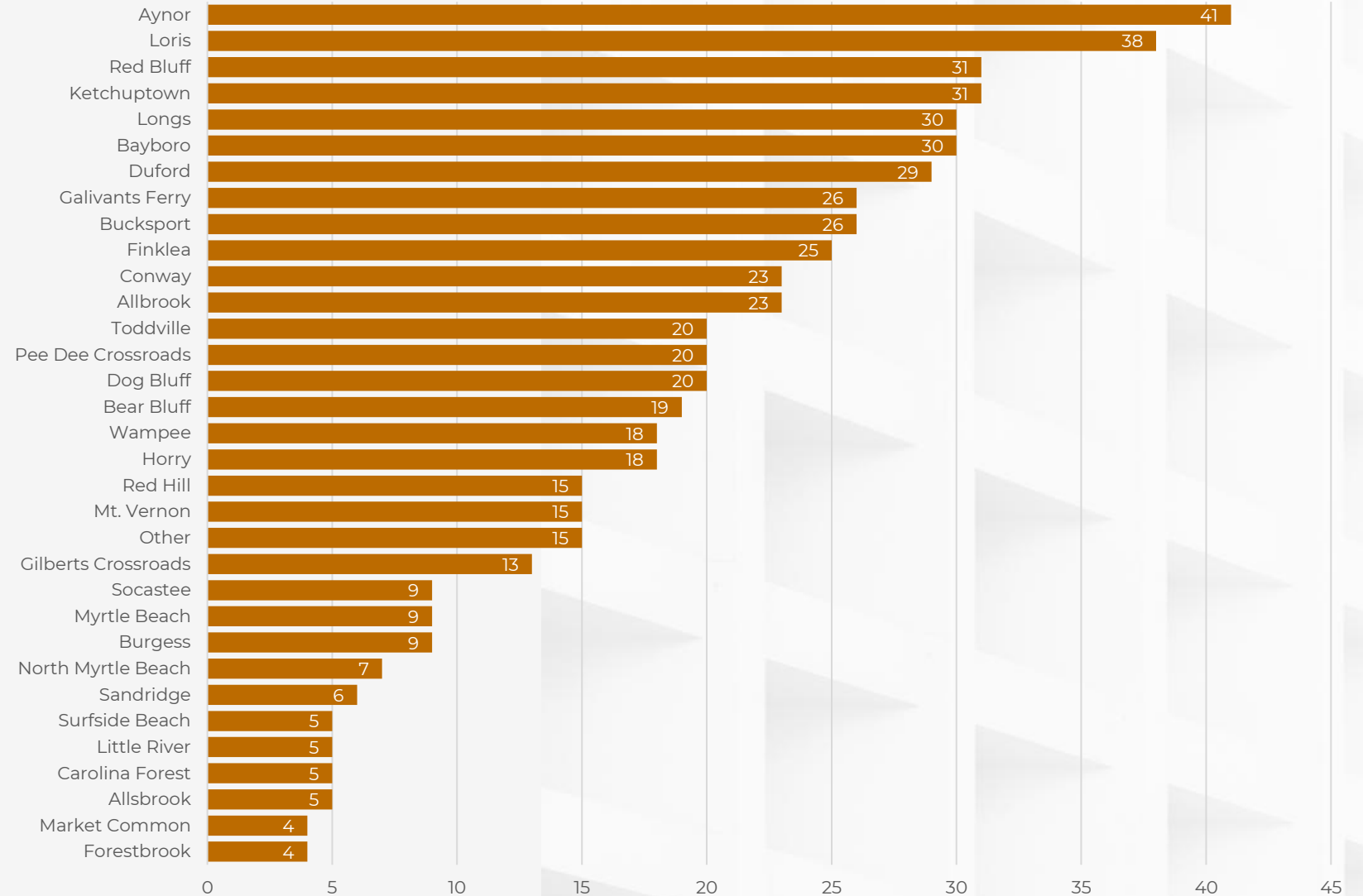
Which locations in Horry County are suitable for light industrial uses?

- Support for light industrial in inland communities including Aynor, Loris, and Bucksport
- Respondents' preferred areas for light industrial uses typically mirror preferred areas for heavy industrial uses



Which locations in Horry County are suitable for heavy industrial uses?

- Support for heavy industrial predominantly in inland communities including Aynor, Loris, and Red Bluff
- Respondents typically preferred locating industrial uses in communities further from their home ZIP codes



Do you have 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 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.”



Do you have any other comments?

“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.”



Takeaways

- Respondents typically supported locating industrial uses in rural inland areas
- Respondents prioritized mitigating impacts of industrial uses on residential uses, conservation lands, and historic downtowns. Mixed opinions on locations near office, commercial, and agriculture lands
- Respondents are concerned about:
 - impacts on wetlands
 - providing buffers to sensitive environmental and residential land uses
 - air and water quality impacts
 - providing adequate road and utility infrastructure
- Respondents want the county to:
 - concentrate industrial uses
 - buffer sensitive uses
 - provide infrastructure upgrades where necessary



Source: Google Earth





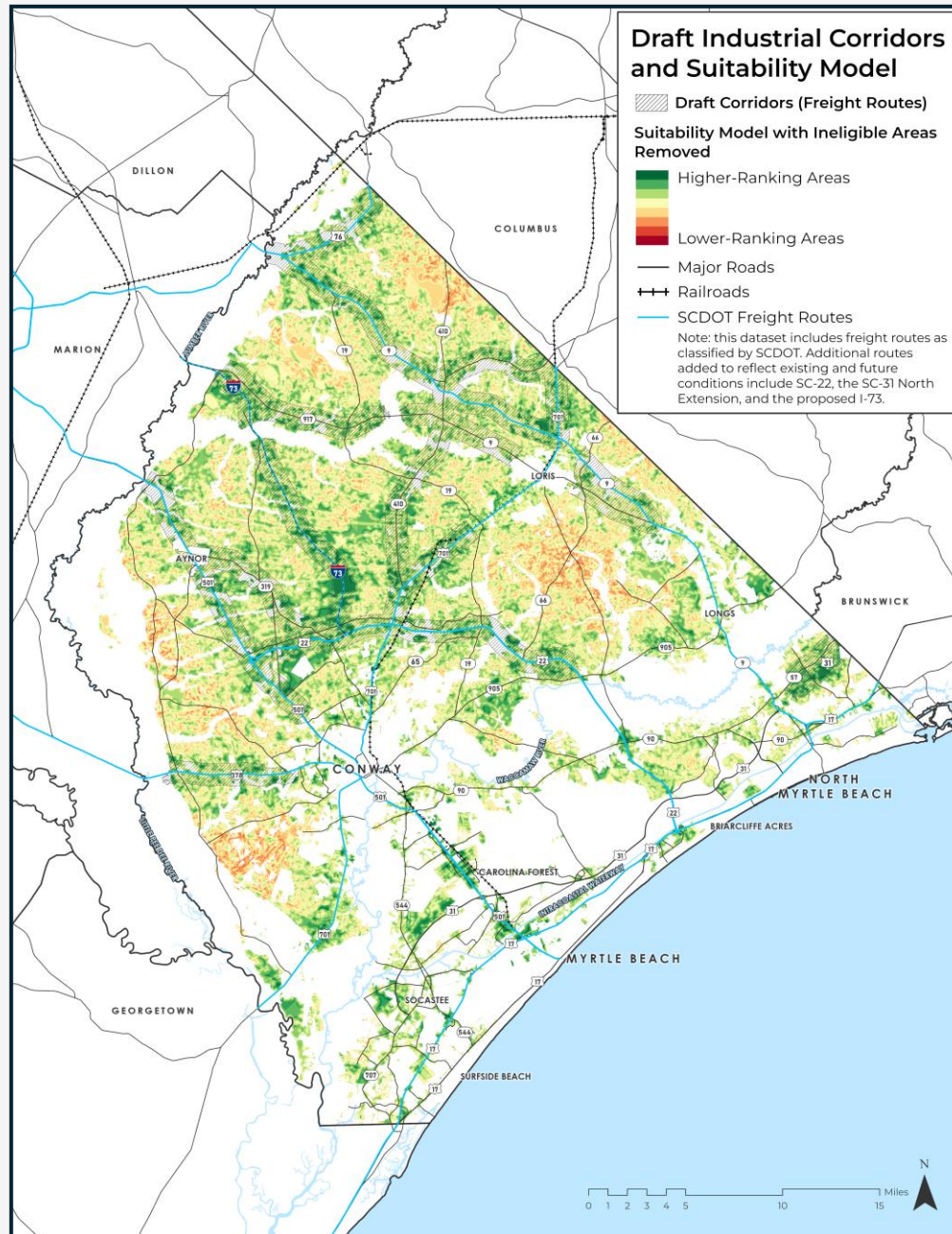
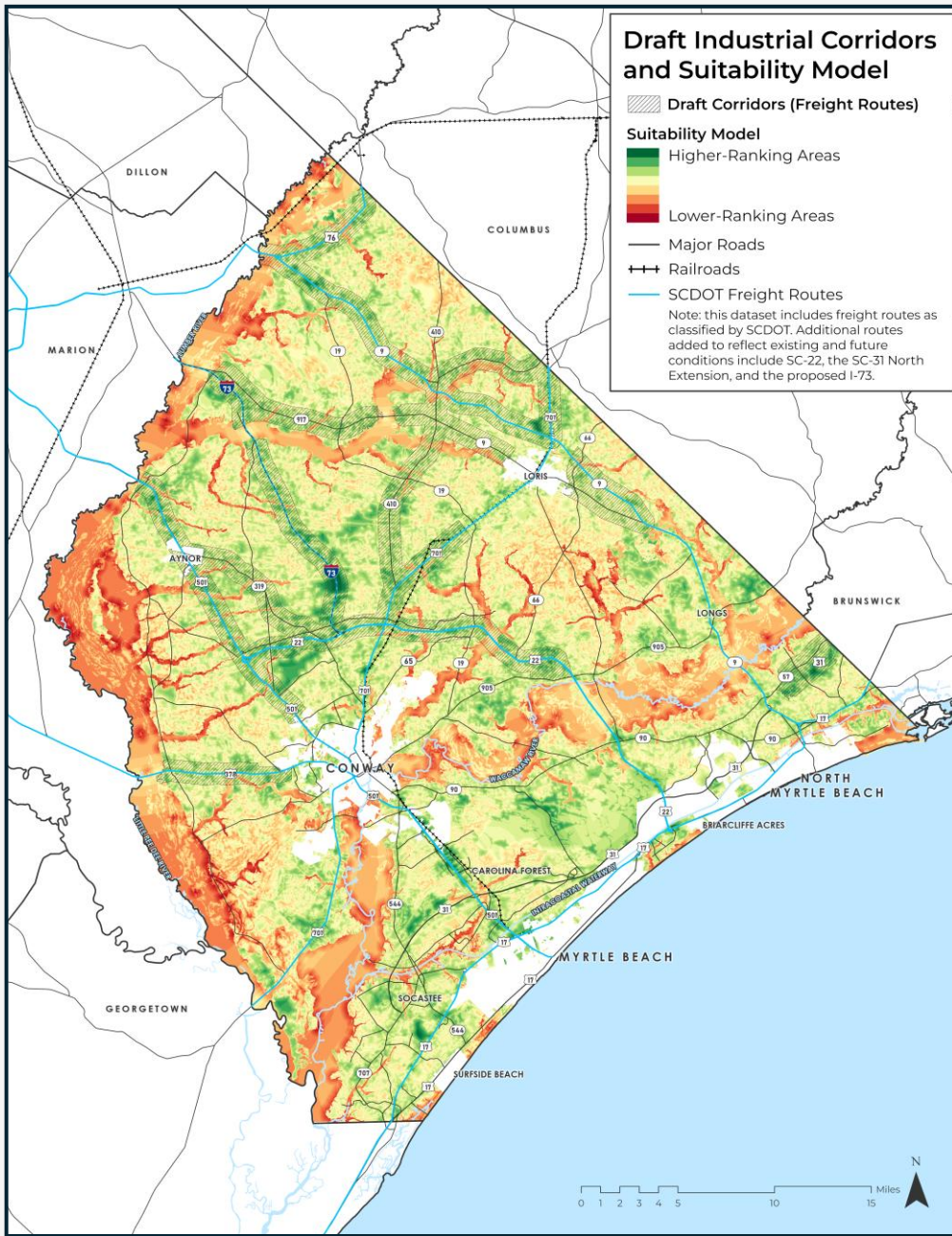
Industrial Suitability Model

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

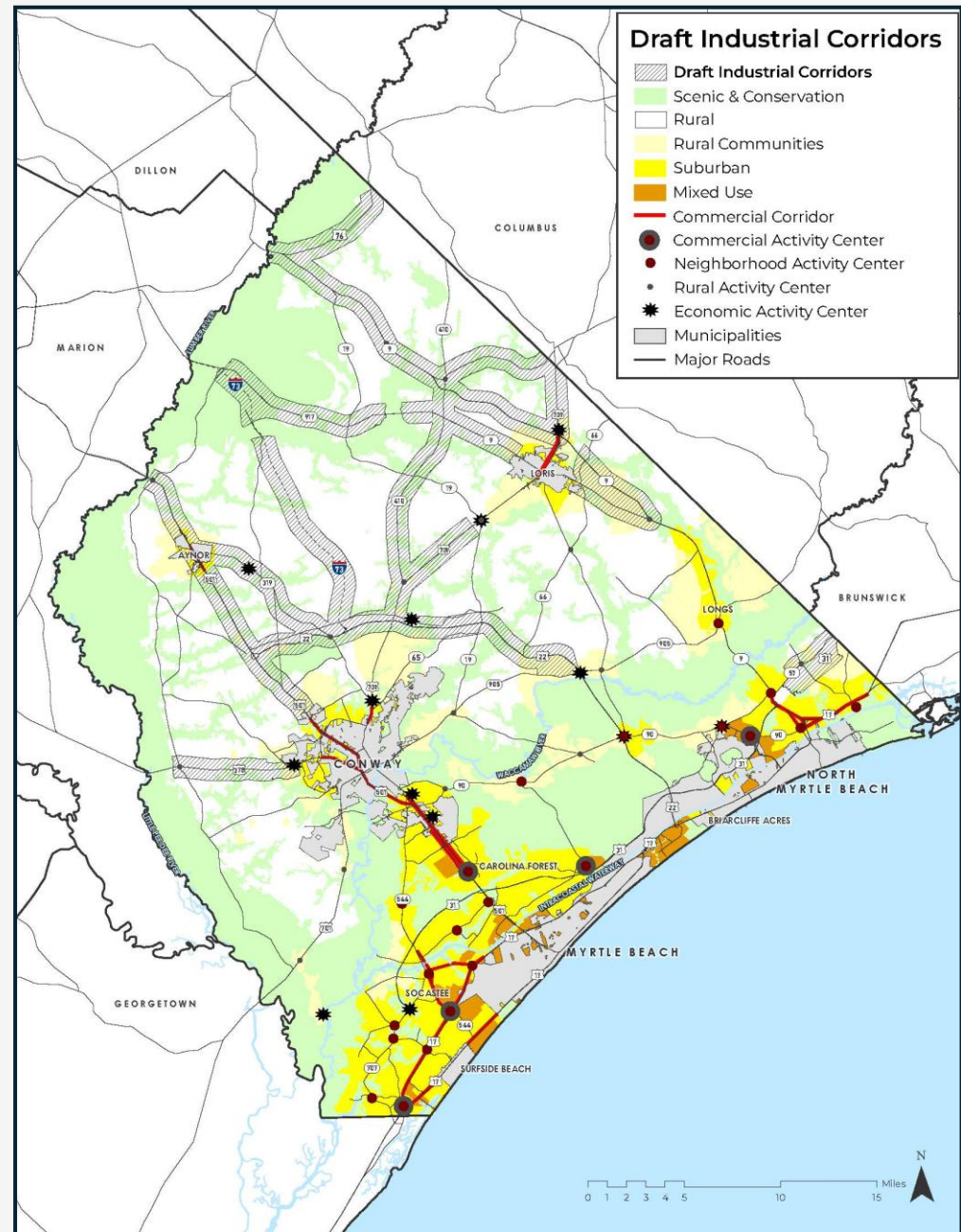
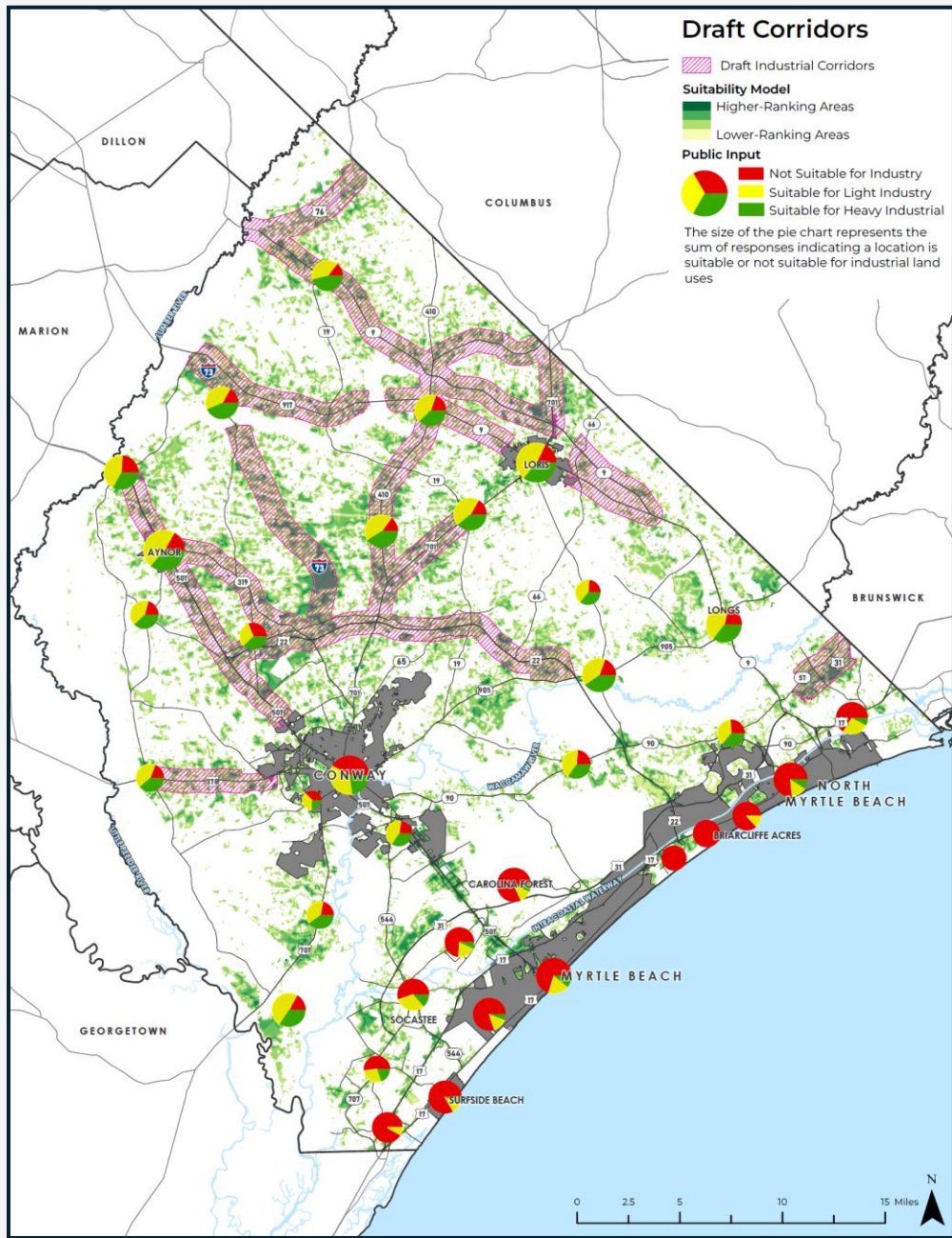




The map on the right removes ineligible parcels and areas from the model, including:

- 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.



Next Steps

1 July 2nd Public Comment Period Ends & Planning Commission Recommendation

2 August 11th I&R Committee Recommendation


**3 August 18th
September 1st
September 15th** Three Readings at County Council

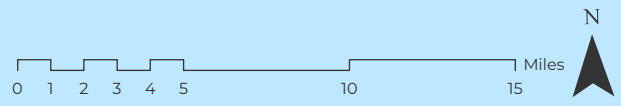
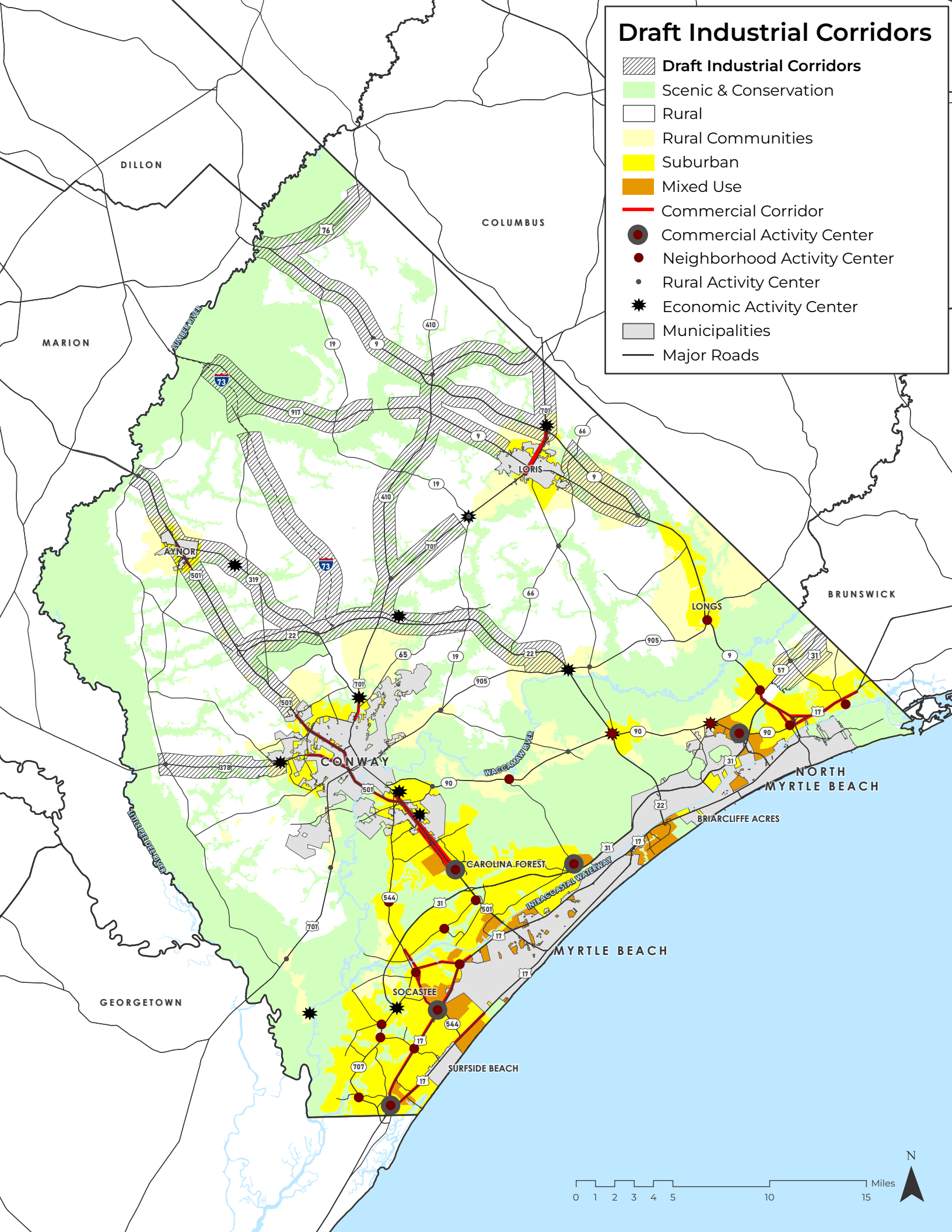
All dates subject to change, sign up for updates at horrycountysc.gov!



Source: Google Earth

Draft Industrial Corridors

-  Draft Industrial Corridors
-  Scenic & Conservation
-  Rural
-  Rural Communities
-  Suburban
-  Mixed Use
-  Commercial Corridor
-  Commercial Activity Center
-  Neighborhood Activity Center
-  Rural Activity Center
-  Economic Activity Center
-  Municipalities
-  Major Roads



INDUSTRIAL CORRIDOR OVERLAY

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, including 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.

EXAMPLE ZONING DISTRICTS

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