
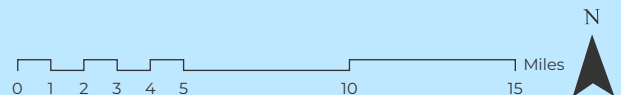
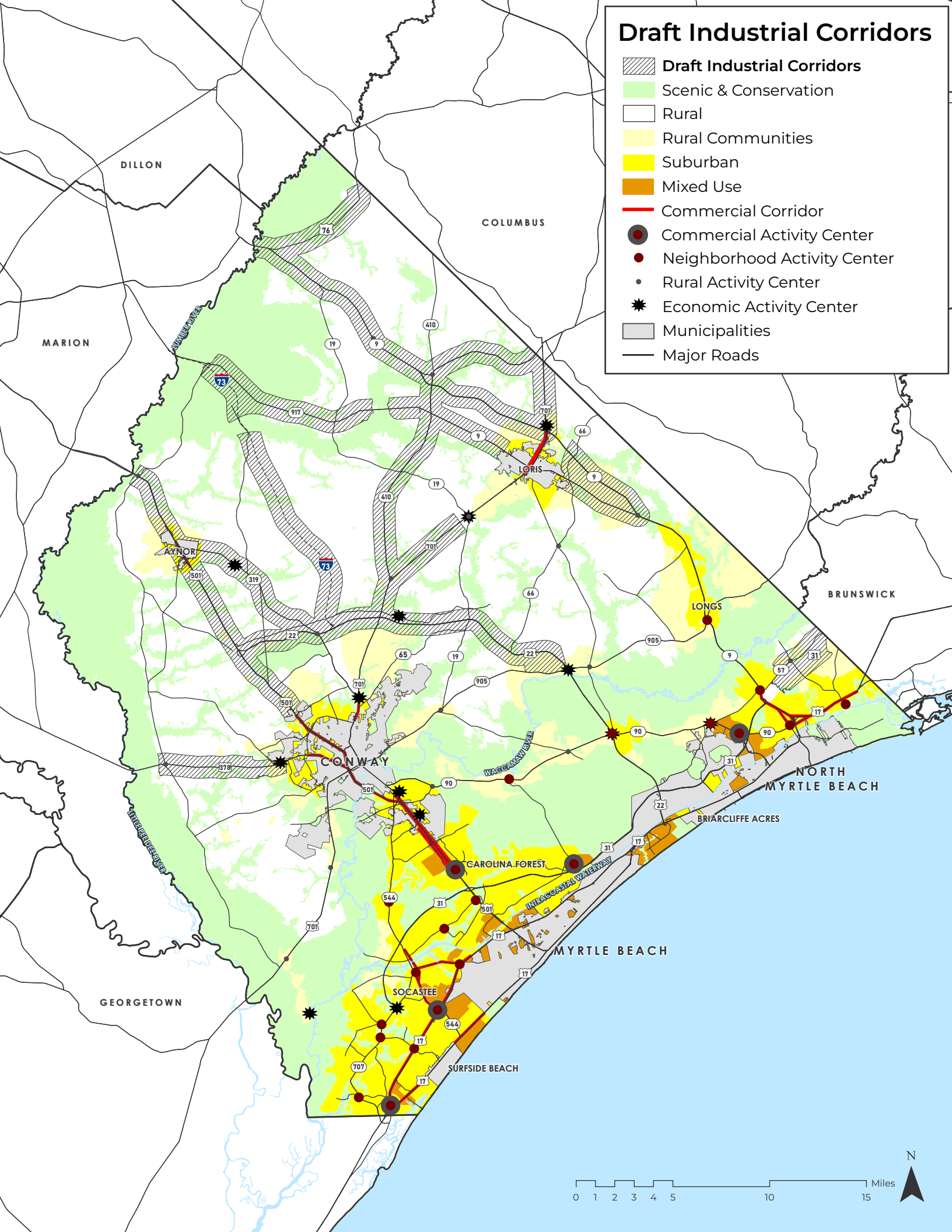


# Draft Industrial Corridors

-  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