

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY)
CITY OF LORIS)

RESOLUTION: PC-2024-01

**A RESOLUTION OF THE CITY OF LORIS PLANNING COMMISSION
RECOMMENDING THE ADOPTION OF THE CITY OF LORIS
COMPREHENSIVE PLAN 2040**

WHEREAS, the Planning Commission is responsible for developing and maintaining a citywide comprehensive plan to guide development and redevelopment in accordance with Title 6, Chapter 29 of the South Carolina Code of Laws; and

WHEREAS, the City must evaluate and update the Comprehensive Plan at least every five years, and must prepare and recommend a new plan, including all of its elements every ten years in accordance with SC Code § 6-29-510(E); and

WHEREAS, the Planning Commission has prepared the *Comprehensive Plan 2040* and incorporated the existing conditions and trends in population, housing, cultural resources, natural resources, resilience, economic development, community facilities, transportation, priority investment, and land use as required by SC Code § 6-29-510(D); and

WHEREAS, the *Comprehensive Plan 2040* identifies the needs of the community and provides strategies and a future land use map to support the implementation of the City’s long-range vision for the future; and

WHEREAS, the *Comprehensive Plan 2040* supports the wise and efficient use of land for future growth and redevelopment; and

WHEREAS, the *Comprehensive Plan 2040* supports the implementation of the *Downtown Economic & Development Master Plan*; and

WHEREAS, the *Comprehensive Plan 2040* identifies infrastructure and transportation needs to inform the City’s future capital planning efforts; and

WHEREAS, the City has obtained input on the plan through a public survey, public meetings, an advertised thirty (30) day public comment period, and a public hearing on April 11, 2024 that was advertised thirty (30) days in advance in accordance with SC Code § 6-29-530; and

WHEREAS, the Planning Commission supports the adoption of the *Comprehensive Plan 2040*.

BE IT THEREFORE RESOLVED THAT: The City of Loris Planning Commission recommends the Loris City Council adopt the *Comprehensive Plan 2040* by ordinance, in accordance with SC Code § 6-29-530.

AND IT IS SO RESOLVED.

Dated this 25th day of April 2024.

CITY OF LORIS PLANNING COMMISSION



LINDA MORRISON,
Chairperson



ERIC MILAM

CHRISTOPHER SPIVEY,
Vice-Chairperson




CHAD BENNETT



RUTH ANN JONES

JOSEPH FLESCH



JOHN ADKINS



Attest: **MEREDITH K. HOLMES,**
Planning & Zoning Director

City of
Loris
South Carolina

Comprehensive
Plan 2040

NAME NAME NAME

ORD# _____

DATE



DRAFT
04/25/2024

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This document was prepared by:
Waccamaw Regional Council of Governments
for the City of Loris

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Introduction

Located in the northern portion of Horry County, the City of Loris is a small town of quiet neighborhoods, hospitable and welcoming residents, and a vibrant, but traditional, downtown. Many of the attributes of this community are reminiscent of former times, when life seemed simpler, and the world moved at a slower pace.

Inescapably, the City of Loris is changing. These changes are being prompted by several factors. The city is located in close proximity to the Grand Strand, which is one of the fastest growing regions in the state. Population, commerce, and the demand for services will continue to increase because of area growth. Internally, the expansion of Loris' commerce and the transitioning from an agricultural-dominant economy have fostered changes in the City's housing, land use, transportation and economic conditions. In addition, changes have and will continue as a result of annexation and the expansion of municipal services.

“It is the function and duty of the local planning commission... to undertake a continuing planning program for the physical, social, and economic growth, development, and redevelopment of the area within its jurisdiction. The plans and programs must be designed to promote public health, safety, morals, convenience, prosperity, or the general welfare as well as the efficiency and economy of its area of jurisdiction. Specific planning elements must be based upon careful and comprehensive surveys and studies of existing conditions and probable future development and include recommended means of implementation.”

-South Carolina Local Government Planning Enabling Act of 1994

As often said, change, in and of itself, is neither good nor bad. The goal should be to preserve the best of the present while directing change in ways that improve the natural and man-made environment for the benefit of future generations. This goal's realization requires forethought and careful planning. The purpose of this comprehensive plan is to enable government officials and citizens to effectively manage natural, cultural, and economic resources while considering future growth and change.

The comprehensive plan is divided into 12 sections, with the following required elements:



The last two sections consist of the Goals, Objectives, & Strategies and the Implementation Timeline for said strategies. Each element provides an analysis of existing conditions. Where the data is available, the elements review historic data. A list of plan recommendations are provided to inform the

To collect information from the public, a survey was developed. Most of the participants completed a digital version of the survey. Paper versions were also available at multiple locations throughout the City (City Hall, the Loris Library, and the Public Safety building). The survey asked participants sixteen (16) questions, which were centered around the 10 elements listed in the image above. In total, 223 participants completed the survey. Results from the survey were incorporated into various goals and objectives. The top three choices / responses from the survey are shown in descending order for each question on the next page.

Figure 0.1: “Thoughts of Loris”



2040 COMPREHENSIVE PLAN SURVEY RESULTS



THREE THINGS YOU LOVE ABOUT LORIS

1. SMALL TOWN CHARM
2. FRIENDLY PEOPLE
3. DOWNTOWN ATMOSPHERE



ATTENTION TO LAND USE ISSUES

1. PUBLIC SAFETY
2. STORMWATER DRAINAGE
3. WATER AND SANITARY SEWER IMPROVEMENTS



WHAT COULD CHANGE FOR THE BETTER?

1. MORE RESTAURANTS
2. MORE COMMUNITY EVENTS AND INVOLVEMENT
3. BETTER PARKING DOWNTOWN



ATTENTION TO TRANSPORTATION

1. ROADWAY CONDITION
2. SIDEWALK CONDITION
3. AVAILABILITY OF PUBLIC TRANSIT



TOP CONCERNS OF RESIDENTS

1. SAFETY AND SECURITY
2. PRESERVING CITY CHARACTER
3. CONDITION OF DOWNTOWN



ATTENTION TO NATURAL RESOURCES

1. FLOODPLAINS
2. WETLANDS
3. LARGE FORESTED AREAS



GROWTH & REDEVELOPMENT FOCUSES

1. SMALL BUSINESSES & SHOPS
2. RESTAURANTS
3. RECREATION / OPEN SPACE



TOP REASONS FOR SPENDING TIME DOWNTOWN

1. SHOP
2. DINE
3. EVENTS



OPEN SPACE & PARKS

1. WALKING PATHS AND TRAILS
2. DOWNTOWN PLAZA / SQUARE
3. COMMUNITY CENTER
4. PRESERVED NATURAL ENVIRONMENT



IMPROVEMENTS FOR DOWNTOWN

1. HISTORIC PRESERVATION
2. BUSINESSES WITH BETTER/LONGER HOURS
3. IMPROVEMENTS TO EXISTING STREETS/SIDEWALKS



RESIDENTIAL DEVELOPMENT LOCATION

1. REHABILITATION OF VACANT HOMES
2. OUTSIDE OF THE CITY
3. DOWNTOWN (SECOND FLOOR ABOVE COMMERCIAL, APTS, TOWNHOMES)



DOWNTOWN LORIS NEEDS MORE..

1. DINING, FOOD SERVICES
2. SPECIALTY SHOPS, BOUTIQUES
3. CULTURAL AND ENTERTAINMENT VENUES



RESIDENTIAL DEVELOPMENT APPEARANCE

1. COMMERCIAL WITH RESIDENTIAL
2. SINGLE FAMILY LARGE LOTS
3. SINGLE FAMILY ON FARMLAND



AGE OF RESPONDENTS WHO TOOK THE SURVEY

- | | |
|------------------------|------------------------|
| 1. UNDER 18: 0% | 4. 40-59: 39.3% |
| 2. 18-25: 0.5% | 5. 60+: 44.7% |
| 3. 26-39: 15.5% | |



COMMERCIAL DEVELOPMENT

1. REUSE OF VACANT BUILDINGS/HOUSES
2. COMMERCIAL WITH RESIDENTIAL



RESPONDENT RESIDENCY

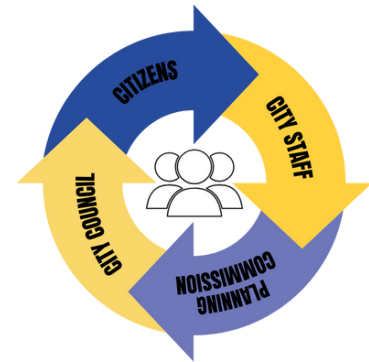
- | | |
|-----------------------------|---------------------------------|
| 1. 0-5 YRS: 29.6% | 5. 20+ YRS: 31.6% |
| 2. 6-10 YRS: 13.6% | 6. NOT A RESIDENT: 10.2% |
| 3. 11-15 YEARS: 9.7% | |
| 4. 16-20 YRS: 5.3% | |



Additional input was gathered through the City of Loris' Planning Commission and City staff. On November 30, 2023, a public land use workshop was held from 4:30-6 pm at City Hall. The public meeting was advertised through a press release, social media, and flyers in prime locations throughout the City. The public participated in the land use and visioning process during this meeting.

Planning Commission reviewed and made a formal recommendation to City Council on _____, 2024. A 30-day public comment period was held for the plan from March 1st 2024 to March 30th 2024. It was advertised through a press release, formal public notice, and through social media. The City Council held the first reading on _____, 2024. The second reading and public hearing were held on _____, 2024, and City Council approved the plan at this meeting.

The Plan will serve as the guiding document for growth, revitalization, capital improvements, and policy change for the next 10 years. The Planning Commission should utilize this plan to inform zoning ordinance revisions and zoning map amendments. The Commission should track the implementation of this plan and evaluate the need to revise the Plan within 5 years. Significant changes in the community, such as major new employers or a large-scale development may trigger the need to update the plan sooner. In addition, neighborhood or other specialty plans may be developed and adopted as extensions of this plan. Even with potential amendments and revisions to the Plan, it should be updated entirely by 2034 to meet South Carolina Planning Enabling requirements and to ensure that growth, development, revitalization, and public investment remains relevant and reflective of community desires and needs.



“ A friendly, small town that has a thriving downtown, embraces revitalization and quality growth, and provides a healthy, safe, and attractive place for the enjoyment of all people. ”

VISION STATEMENT



Element 1

Population



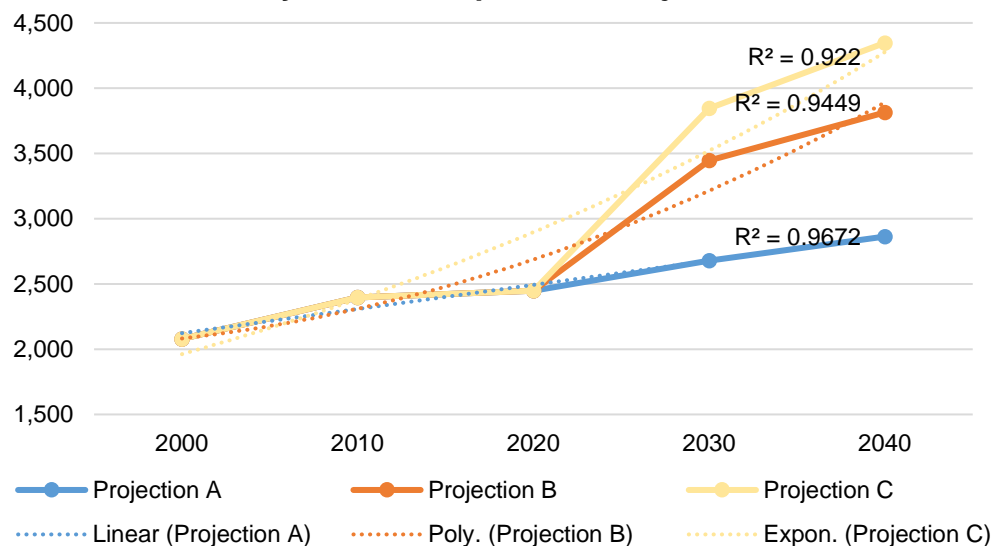
Population Characteristics and Growth

In 2020, the City's population was 2,449, and the County's was 351,029, representing a ten-year increase of 2.2% and 30.4% respectively. In 2020, the Loris Census County Division had a population of 16,770 persons, an increase of 5.6% since 2010. A Census County Division (CCD) is a statistical area delineated by the Census Bureau. Horry County has experienced tremendous population growth over the past 50 years, growing at a rate of 78.5% over the last 20-years. Areas adjacent to Loris grew at a rate of 21.6% during the same period. By contrast, the City of Loris has lagged behind. **Table 1.1** provides the historical populations for Loris, the Loris CCD, and Horry County:

	1970	1980	1990	2000	2010	2020	20 Year Change
Loris	1,741	2,193 ▲	2,067 ▼	2,079 ▲	2,396 ▲	2,449 ▲	17.9%
Loris CCD	9,895	11,137 ▲	11,189 ▲	13,785 ▲	15,878 ▲	16,770 ▲	21.6%
Horry County	69,992	101,419 ▲	144,153 ▲	196,629 ▲	269,291 ▲	351,029 ▲	78.5%

Source: US Census Bureau 1970 through 2020, Decennial Census Data, SF-1.

**FIGURE 1.1
City of Loris Population Projections**



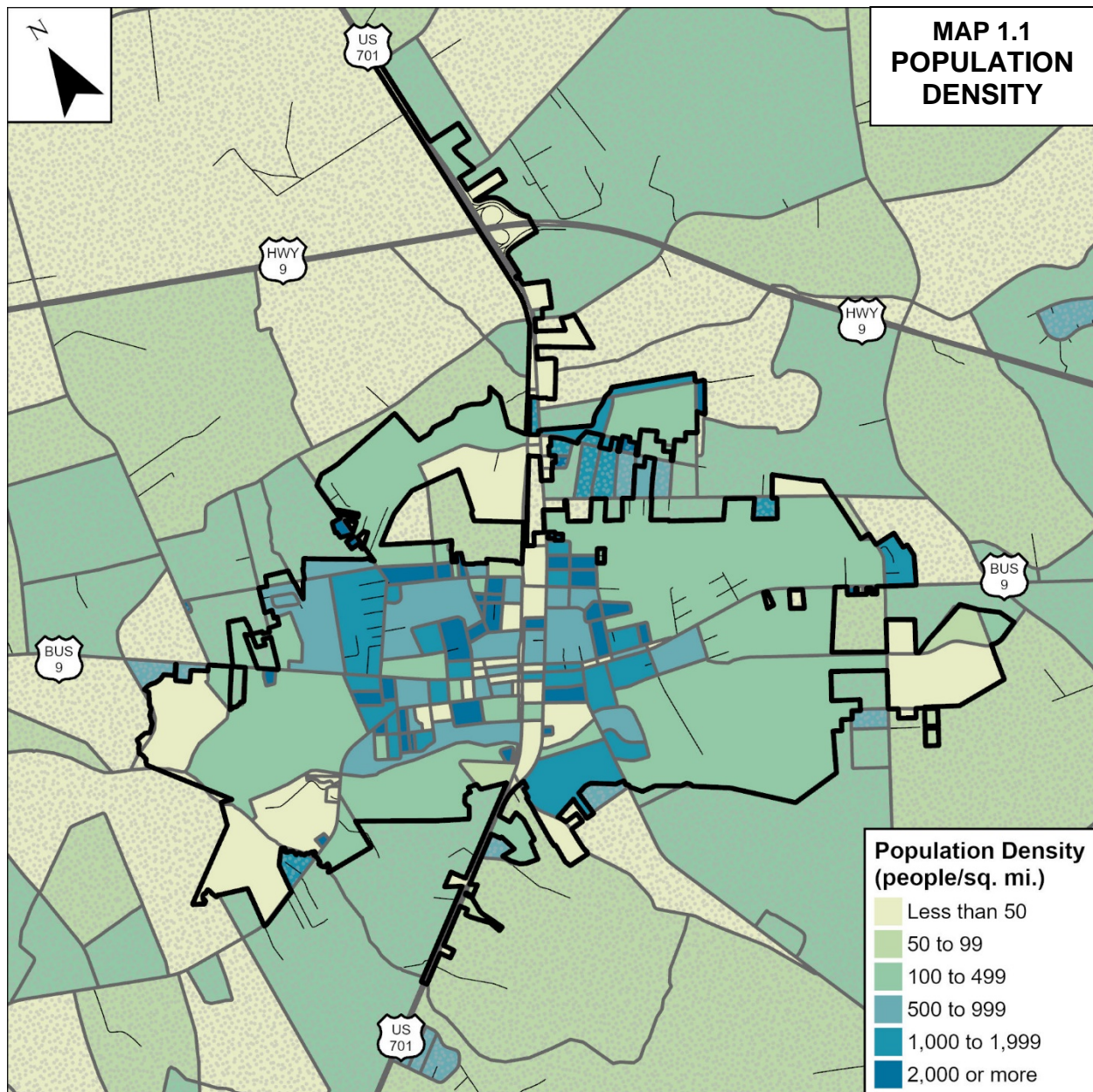
	2020	2030	2040
City of Loris – Projection A (Historic Trends)	2,449	2,678	2,863
City of Loris – Projection B (Moderate Annexation and Infill)	2,449	3,446	3,814
City of Loris – Projection C (Annexation, Infill and Redevelopment)	2,449	3,846	4,347
Loris CCD	16,770	20,913	25,238
Horry County *	351,029	454,626	560,837

Source: * 2030 and 2040 County population projections from the SC Office of Revenue and Fiscal Affairs Office. All other projections provided by the Waccamaw Regional Council of Governments.

Unlike the County's population, the City's totals have been supplemented through annexation. Until the 1990 Census, the geographic boundaries of the City were relatively stagnant. Post 1990, the geographic area of the City more than doubled, growing from 1,331 acres in 1990 to ~2,815 acres in 2023. Due to ongoing annexations, the City's boundary continues to change. The significance of future annexation is discussed in detail in the Land Use Element of this plan.

Density

Population density measures the total population per square mile. The population density of Loris is 1,079 persons per square mile. A map of Loris' population density is displayed in **Map 1.1**.



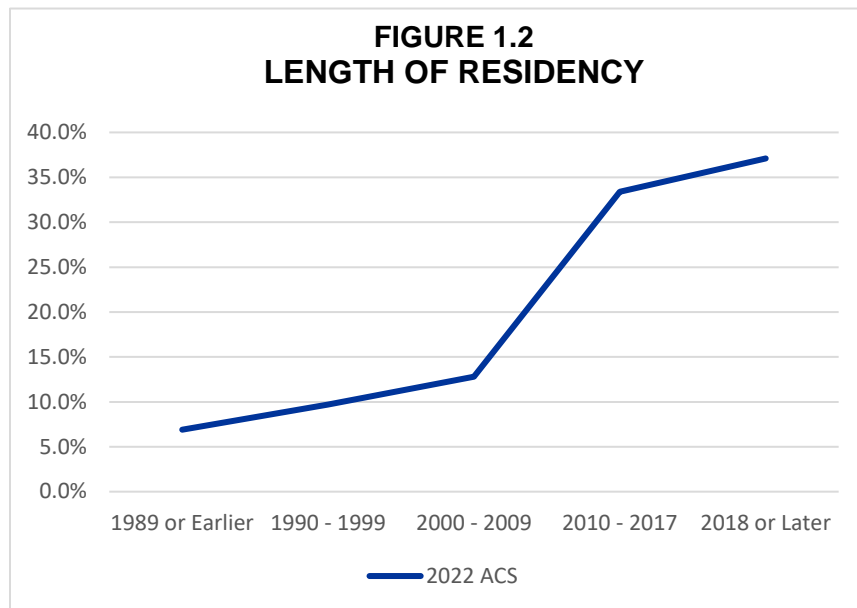
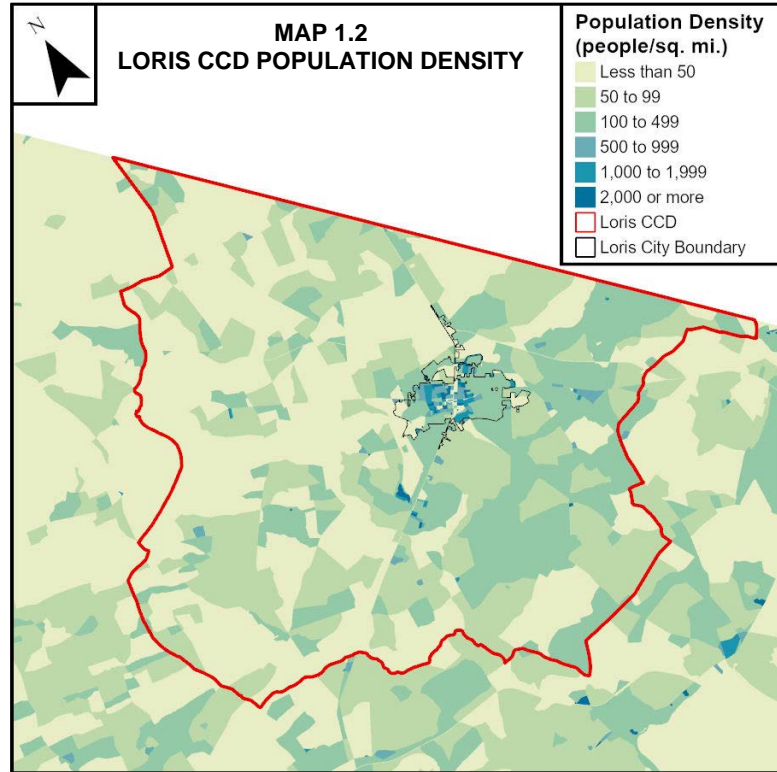
A Census County Division (CCD) is a subdivision of a county by the US Census Bureau for statistical purposes. A map of the population density for the Loris CCD is displayed in **Map 1.2**.

The Loris CCD's average population density is 463 people per square mile.

Household Characteristics

Household and family size continue to decrease. In 1970, the average Loris household contained 3.15 persons with each subsequent decennial census registering a decline. In 2020, household size had decreased to 2.35 persons. Loris' household size follows trends observed at the state and national level. Household and family size declines are attributable to several interrelated factors including an aging population, more single person households, and a lower birth rate. **Figure 1.2** displays the trends in the length of residency within Loris.

Per the 2022 ACS, over 70% of residents moved into their current housing units no earlier than 2010.



Poverty and Income

Poverty rates in the City are higher than the County and State rates. The federal government defines poverty based on pre-tax household income and family size. **Table 1.3** displays these guidelines and **Figure 1.1** compares Loris' poverty rates with the County, State, and Nation. The City's poverty rate is approximately 26.9%. Median household income, as shown in **Table 1.4**, in the City remains below County and State averages; however, there was a 15.6% increase since 2010. Furthermore, 20.6% of households receive food stamps, or SNAP benefits. Additionally, approximately 28.4% of the population has a disability, with 21.1% with walking difficulty and 17.3% with independent living difficulty (ACS 2020).

**TABLE 1.3
2020 FEDERAL POVERTY GUIDELINES**

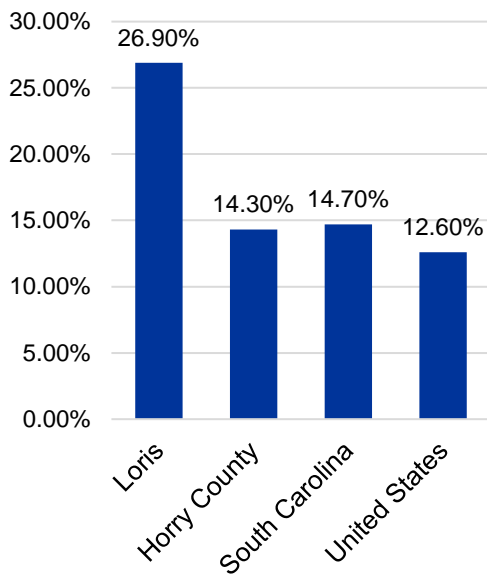
Persons in family/household	Poverty guideline
1	\$12,760
2	\$17,240
3	\$21,720
4	\$26,200
5	\$30,680

**TABLE 1.4
MEDIAN HOUSEHOLD INCOME 2022 ESTIMATES**

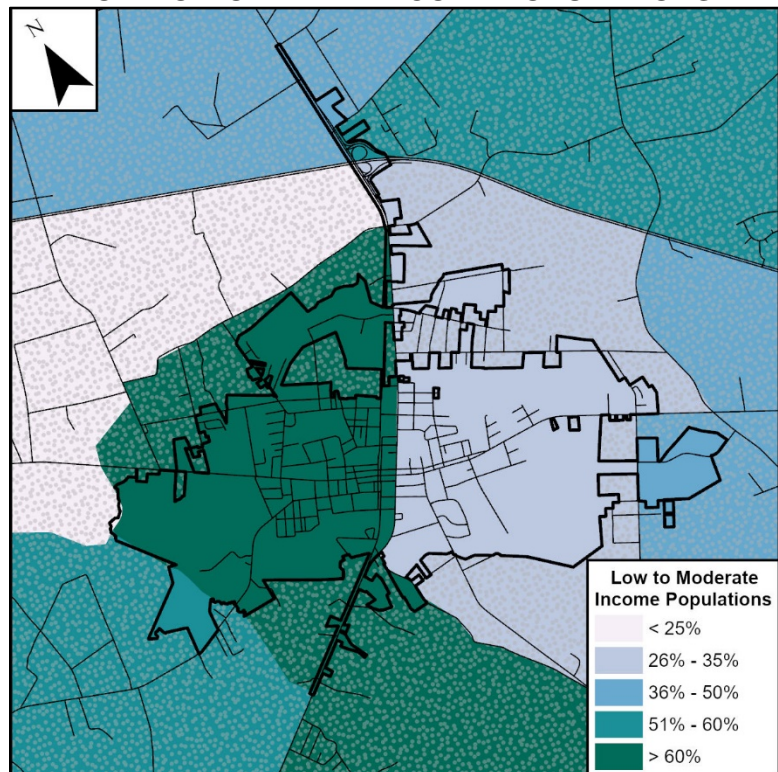
	Median Income	% Change Since 2010
City of Loris	\$34,564	-1.68%
Horry County	\$61,063	+11.5%
South Carolina	\$64,115	+14.8%
United States	\$74,755	+13.0%

Source: US Census Bureau ACS 2010 and 2022 estimates (in 2022 inflation adjusted dollars)

**FIGURE 1.3
POVERTY RATES**



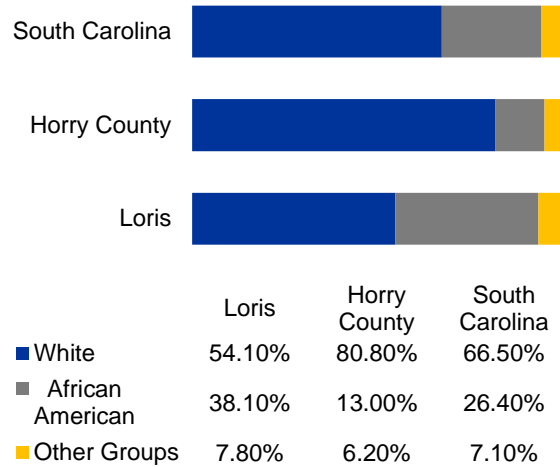
**MAP 1.3
LOW TO MODERATE INCOME POPULATIONS**



Age

The median age of the City's population is increasing. According to the 2020 Decennial Census, the median age of a Loris resident was 47.4 years compared to 49.0 in the County. This compares to a median of 40 years in 2000. An aging population is a state and national trend; however, the median age of the City's residents exceeds the the state (40.5) and the nation (38.2). An aging population can be an indicator for a lack of jobs and services desired by young people and families, with an aging population pursuing different goods and services as compared to a younger population. The desires of an aging population may place a greater emphasis on medical care and passive recreation as compared to daycare, youth recreation, and the local educational system from a younger population; however, if such resources and services are not available, it will detract families with children.

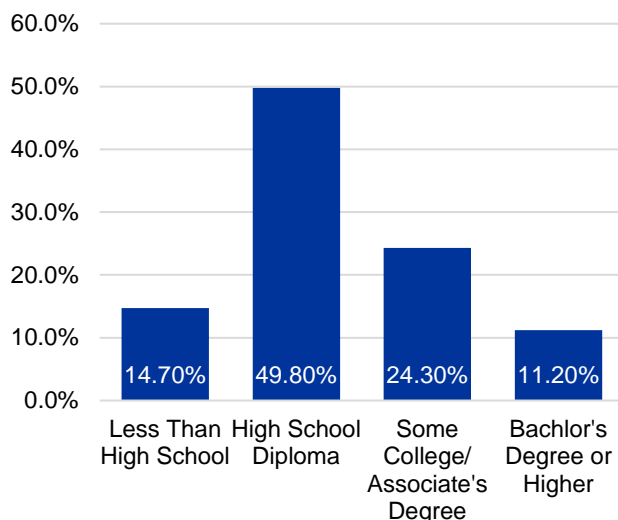
**FIGURE 1.4
RACE BY PERCENTAGE**



Race

In 2020, slightly less than 40% of the City's population was African American. The racial diversity of the community increased during the 1970's. Between 1970 and 1980, persons identifying themselves as African American increased from 27% to 43% of the total population. From 1980 to 2020, percentage changes in racial identification were minor. **Map 1.3** displays the percent of minority populations throughout the City and surrounding areas (by census block).

**FIGURE 1.5
EDUCATIONAL ATTAINMENT**



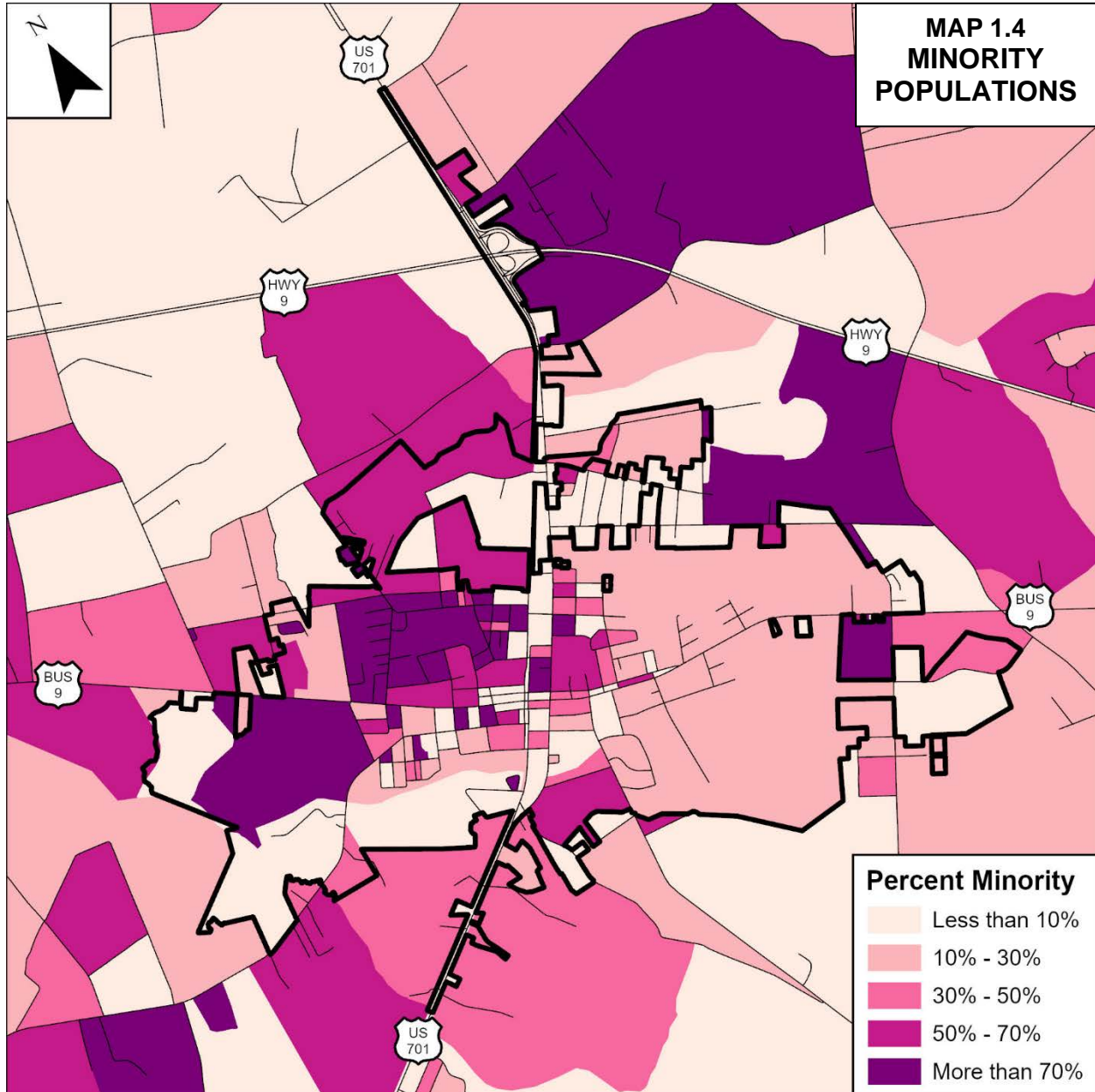
Gender

Females constituted approximately 55.4% of the City's population. Gender percentages in Loris were stable through the years 1980 to 2020. As reported in the last two decennial censuses, the percentage of females in Loris exceeded the County (48.3%), state (48.5%), and national (50.9%) averages. This pattern is attributable to the aging population and the greater longevity of females. In 2020, females accounted for 62.6% of the population aged sixty-five and older.

Education

Educational attainment has steadily increased. The percentage of Loris residents over the age of 25, who had a high school diploma increased

to approximately 85.3% in 2020. This compares to 64.4% in 2000. The percentage of residents having a bachelor's degree or higher decreased, from 14.5% in 2000 to 11.2% in 2020. Despite overall increases, the City's educational levels remain below state and national averages.



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Element 2

Housing



Total Housing Stock, Type, and Occupancy

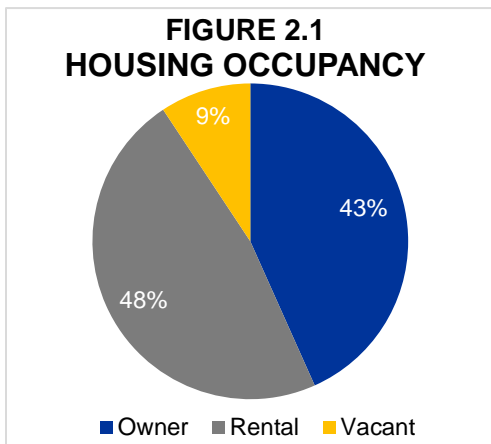
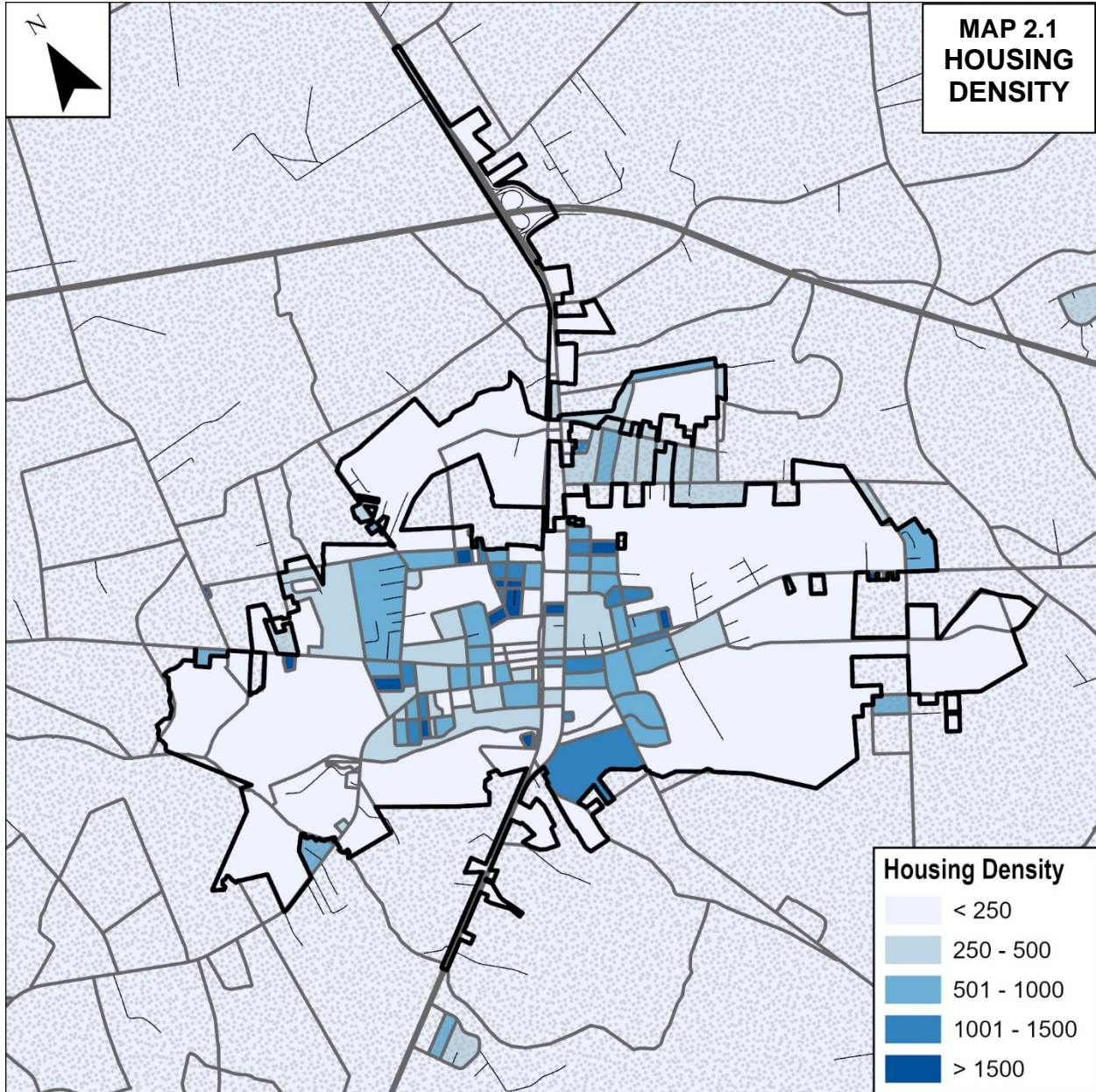
Based on housing unit counts from the Decennial Census, Loris’s housing stock has grown from 2000 to 2020 but not at the same rate as the Loris CCD, Horry County, or the state. **Table 2.1** below illustrates the number of housing units over the last three decennial censuses and the percent change in housing units between those data sets.

TABLE 2.1 HOUSING UNITS				
	Loris	Loris CCD	Horry County	South Carolina
2020	1,176	7,430	203,702	2,344,963
2010	1,119	6,931	185,992	2,137,683
2000	922	5,873	122,085	1,753,670
PERCENT CHANGE:				
2010 to 2020	5.09%	7.20%	9.52%	9.70%
2000 to 2010	21.37%	18.01%	52.35%	21.90%
Source: Decennial Census (2020 H1, 2010 H1, & 2000 H001)				

The 2022 American Community Survey 5-year estimates (B25001) shows a continued increase in housing units with Loris (1-1.5%) and the surrounding area. Within Loris, the housing units are shown to be predominately single-family detached units. **Table 2.2** below illustrates this breakdown.

TABLE 2.2 HOUSING TYPE (UNITS & PERCENTAGE)				
Housing Unit Type	Loris (Units)	Loris (%)	Horry County	South Carolina
Single-Family Detached	757	63.6%	54.3%	64.4%
Single-Family Attached	36	3%	4.5%	4.0%
Two-Family	21	1.8%	1.2%	1.7%
Multi-Family (3 or more units)	337	28.3%	28.2%	15.5%
Mobile Home	39	3.3%	11.8%	14.2%
Boat, RV, Van, Etc.	0	0.0%	0.0%	0.2%
Source: ACS 1-Yr 2022 (DP04)				

Map 2.1 below displays the housing density (units per square mile) within the City and the surrounding area. The density is shown by census block. This map illustrates how housing has been dispersed throughout the City but the map is also limited based on the geometry and mapping requirements of census blocks (must have a boundary that can be easily delineated in the field). Refer to **Map 10.1** through **Map 10.3** from the Land Use section to see additional mapping specific to residential uses within the City and the Land Use Study Area.

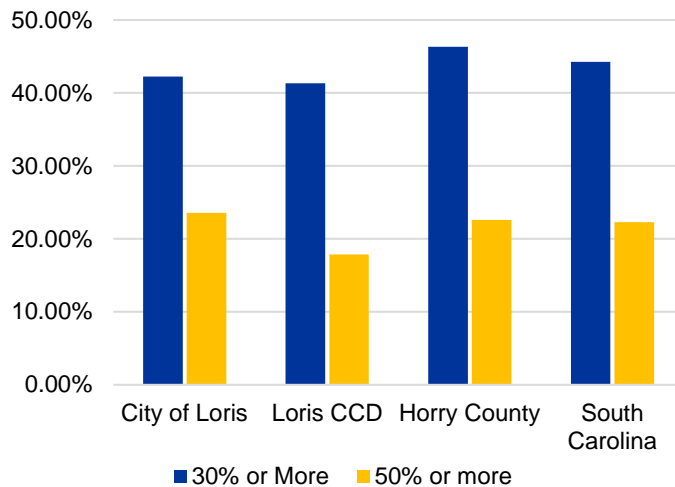


In 2020, 90.7% of the City's housing units were occupied. Of these, approximately 47.8% were owner occupied units. **Figure 2.1** displays the percentages of total housing units that are owner-occupied, renter-occupied, or vacant. The percentage of rental units in the City exceeds County, state, and national averages.

Home Value and Housing Costs

The median value of single-family owner-occupied homes was an estimated \$195,200 in 2022 (DP04). This represents a value appreciation of 29% from 2010. Countywide, home values increased by 16.4% over the same period.

**FIGURE 2.2
HOUSEHOLD INCOME
ALLOCATED TO HOUSING COSTS**

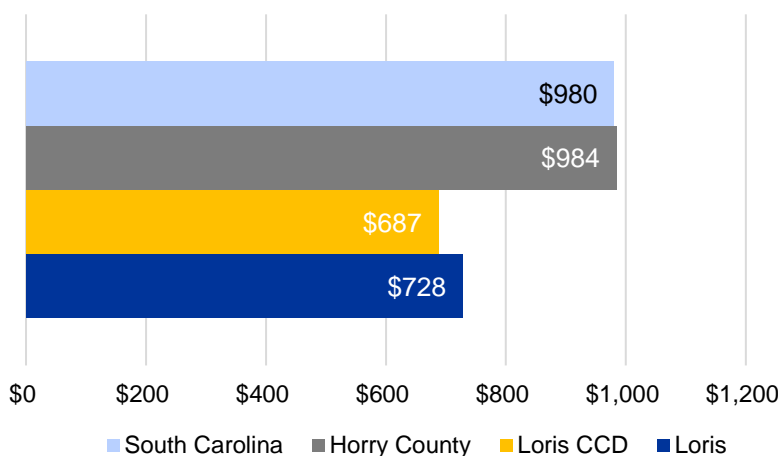


The 2022 ACS 5-year dataset includes how housing costs are associated with household income. In Loris, housing costs exceed 30% of the household income within 42% of households and exceed 50% of the household income within 23.5% of households. **Figure 2.2** illustrates how Loris compares to the region and State regarding the percentage of household income allocated to housing costs (B25070). As a percentage of household income, homeowner and renter costs exceeded state and national averages. Homeowner costs, as a percentage of income, were more than fifteen percent higher than the county average. Renter

costs, as a percentage of income, were slightly higher than the county average. Monthly housing costs for owner-occupied housing units with a mortgage averaged \$1,328, and \$435 for those without mortgages. The median gross rent was \$644.

Figure 2.3 illustrates how Loris compares to the region and state in relation to housing costs. Housing costs within the City of Loris are lower than the county and state averages. In the City,

**FIGURE 2.3
AVERAGE MONTHLY HOUSING COSTS**



27.59% of housing costs range from \$500 to \$599. The average housing cost is \$723. The average housing cost in the Loris CCD is \$662, with housing costs ranging between \$300 to \$399 and \$1,000 to \$1,499. At the State and County level, most housing costs range from \$1,000 to \$1,499. The average housing costs are \$1,010 and \$1,038 respectively.

Affordable Housing

According to HUD's Resource Locator, there are 4 facilities within the City that offer reduced rents to low-income tenants. Those facilities provide 140 "affordable units". The bulk of the units (74 / 52%) are two-bedroom units. Of the remaining units, 44 (31%) are one-bedroom units and 24 (17%) are three-bedroom units.

The facilities are identified and located as follows:

- Loris Gardens (36 units) at 4265 Suggs St.
- Palmettos Way Apts. (40 units) at 4399 Suggs St.
- Creekwood Apts. (40 units) at 2340 Main St.
- Tall Pines I (24 units) at 4300 Harrelson Ave.

These 140 housing units represent ~12% of Loris's overall housing units and 41.5% of the multi-family units.

Condition of Housing

In utilizing data provided by the 2022 ACS 5-yr survey, this plan can identify core characteristics that may define the condition of the housing stock with Loris. The median-year in which a home was built is 1979 (+/- 4 years) (B25035). This median-year has been fairly consistent over prior ACS 5-year surveys; further indicating a small increase in housing units over the last 10 years.

All occupied housing units reported having sufficient plumbing (B25049) and sufficient kitchen facilities (B25052). Approximately 2% of occupied housing units are indicated as not having telephone service available (DP04). All occupied housing units reported a source of heating fuel, with 3% of those units indicating their main source of heat was from wood (B25117). The increase in units utilizing wood as their source of heat and an increase in units without telephone service available are the only change from the 2012 ACS 5-yr survey. The increase of units without telephone service falls within the margin of error though.

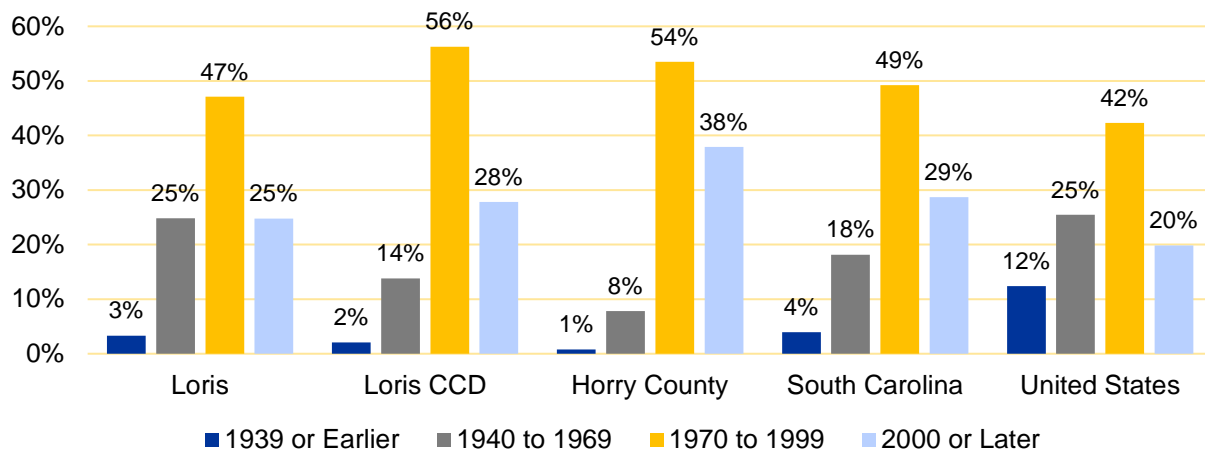
The U.S. Census defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens). Units with more than 1.5 persons per room are considered severely overcrowded. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Within Loris, ~6% of the occupied housing units were deemed to be Overcrowded (B25014). All of those units were from renter-occupied units and were further deemed to be Severely Overcrowded (more than 1.51 persons per room). The 2012 ACS 5-yr survey indicated 0% of the occupied units were overcrowded.

Data derived from Census surveys and estimates do not assess building code violations, fire and flood damage, or the condition of unoccupied units. A City-wide housing study specific to the condition of local housing has not been developed for this Plan.

Historic Housing Growth

The housing stock in Loris is older compared to many of the surrounding communities. Per the 2022 American Community Survey, the median year of home construction was 1979 with an estimated 52.8% of the City’s housing units constructed between 1940 and 1980. Post-2000 construction accounted for 24.8% of the City’s total housing stock. By comparison, 81.1% of the County’s housing stock was constructed after 1980. **Figure 2.4** compares the period of housing

**FIGURE 2.4
HOUSING PERCENTAGE BY PERIOD OF CONSTRUCTION**



construction for Loris with the census county division (CCD), county, state, and nation.

Recent Construction and Recent Housing Projects

From January 2020 through December 2023, the City issued permits for the construction of 126 single-family units. There were not a significant number of permits issued for duplex units, multi-family units, or manufactured homes. When including these recently constructed homes, the City’s housing unit would increase to 1302 units.

During 2023, the Loris Planning Commission approved three (3) major subdivisions. All of which were limited to single-family detached housing units. The construction plans included a total of 246 single-family lots. These three projects would increase Loris’s housing stock by ~20%, to 1548 units. Such an increase will further single-family detached units as the primary housing type within the City and result in significant population change in the coming years if developed in the near future.

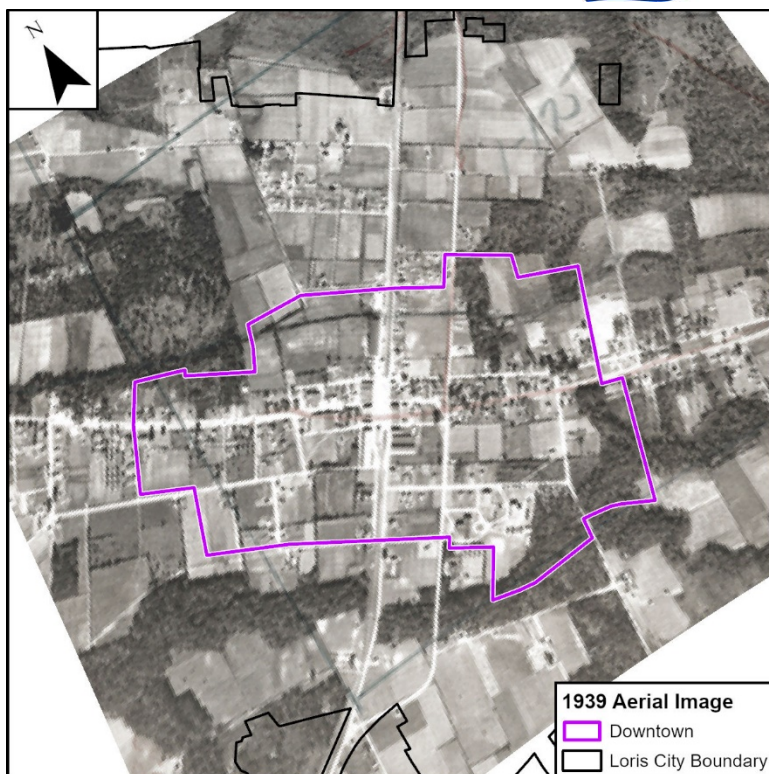
Element 3

Cultural Resources



History of Loris

When English colonists first arrived in America, the present State of South Carolina was part of lands granted to eight Lords Proprietors by King Charles II in 1663. Following the establishment of Charles Towne, later Charleston, in 1670, the colonists settled along the immediate coast of South Carolina in the area known as the Low Country. In 1729, King George II bought the rights of the Lord Proprietors and divided the Carolina colony into North and South Carolina. A year later, King George II ordered the establishment of 11 townships as a means of settling the interior.



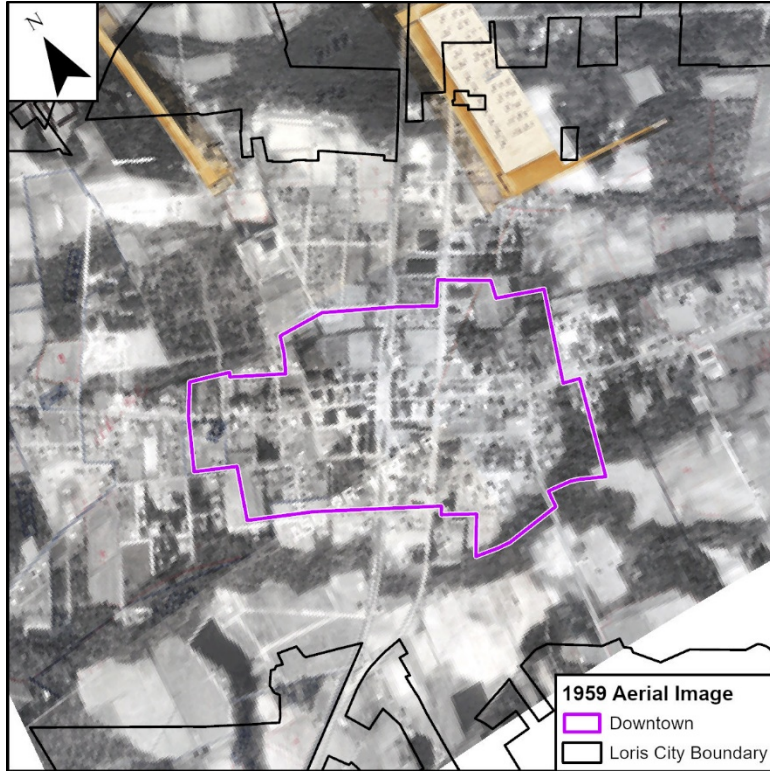
The Kingston Township, present day Conway, was one of the 11 early townships. Founded in 1737, the township experienced only marginal success and was later named Conwayborough (1801) and finally Conway (1883).



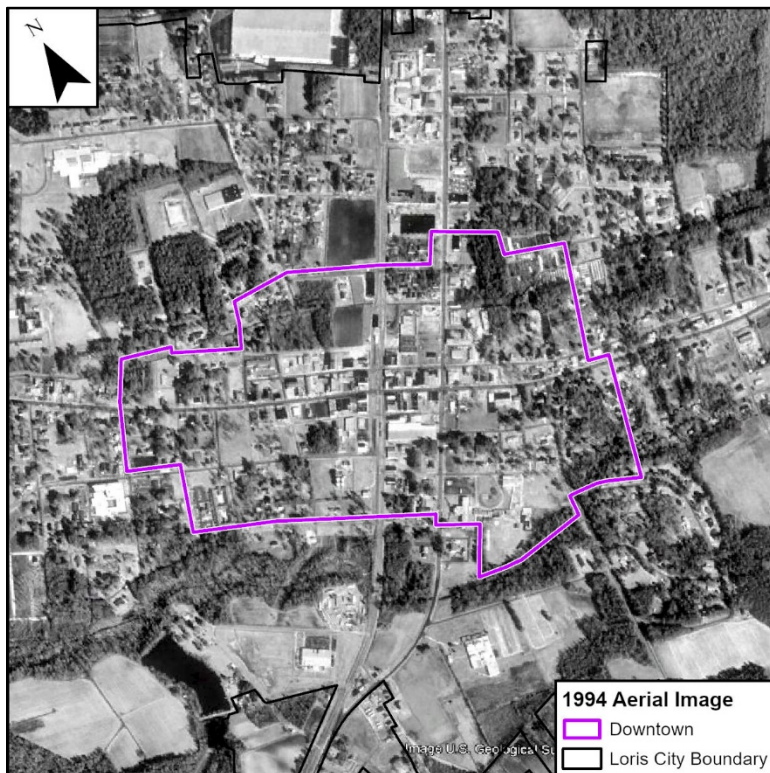
Despite the marginal success of the early settlement, the township was important in introducing new settlers to Horry County and played a role in fostering the agricultural economy that later flourished.

The area known as Loris remained farmland until the late 1880's. In 1887, the Chadbourn Lumber Company constructed a rail-line from North Carolina to Conway. James Gould Patterson gave property to the company to construct a depot near the rail line's intersection with the Todd's Ferry Road (now Main Street). From this depot site, the settlement of Loris formed. The name Loris is attributed to the Chadbourn family; however, its exact reference is unknown. It may have been named after a novel or a favorite dog of the Chadbourn children. By 1892, the settlement had four stores and a post office. Ten years later, the town's first school opened.

On July 26, 1902, the City of Loris was incorporated with a one-mile radius and Daniel J. Butler became the first mayor. James G. Patterson, who served as Loris' first postmaster and was instrumental in early property transfers, is considered the City's founder.



The early City became a center for agricultural production, transport, and warehousing. Numerous mills, gins, and turpentine stills were located in or near the City. This production and warehousing growth allowed for the construction of a new freight railroad depot in 1911. Loris' warehouses, the first to open in 1903, supported the growth of the tobacco economy and, by the 1930's, the City's four warehouses sold six million pounds per year. Revenues generated from agriculture led to the creation of the Bank of Loris (1909), Farmers Banks (1919), and numerous general merchandise stores. By 1940, the population of Loris had surpassed 1,000 residents.



A Great Depression era project, the paving of SC 9 (Main St.), was significant for the City in that it provided a link to the coast. Other milestones for the City included the development of the Loris Community Hospital (1950) and the growth of downtown development (early 1960's). (Sources: *The City of Loris Comprehensive Plan, 1998*, and *Loris Centennial, 1887 – 1987*, and Loris Chamber of Commerce).

The three historic aerial images (1939, 1959, and 1994) show the City's growth over time. Downtown (as mapped within the Land Use Element) has been added to the maps as a point-of-reference.

Historic Buildings and Structures

Most of Loris' early structures are no longer standing. Nineteenth century construction consisted primarily of wood and was highly susceptible to fire. Numerous warehouse fires and major fires in 1911, 1914, and 1915 destroyed many of the City's early structures. Replacement buildings were typically made of brick including two brick warehouses. Presently, no City properties/structures are listed on the National Historic Register; however, several of the "replacement" structures may meet the minimum age threshold for consideration.

In 2009, Horry County conducted a historic resource survey throughout the County. This survey identified properties that may be eligible for the National Register of Historic Places. This listing included the Allsbrook-Rankin-Mishoe House (1903) located just outside the City limits. Unfortunately, the house was destroyed by a fire in 2013. The survey proposed a historic district along Railroad Avenue and Main Street, where most of the identified historic structures are located.

Map 3.1 displays the proposed historic district along with properties that may be eligible for registration as a historic property. Many of these properties would qualify for historic tax abatement through the Bailey Bill if they were renovated and designated as historic by the City or the National Register of Historic Places (**Table 3.1**).



The Allsbrook-Rankin-Mishoe House



Festivals and Cultural Events

Several local events are sponsored or promoted by the Loris Chamber of Commerce. The Loris Chamber hosts Downtown Tuesday with entertainment every Tuesday night on Main Street. Other events include the Loris Christmas Parade, a Community Easter Egg Hunt, an Annual Awards Banquet, and many more. The most prominent local event, sponsored by the City and Chamber of Commerce, is the Great Loris Bog-Off Festival. This festival, held

downtown on the third Saturday of October, attracts over 30,000 people to the City. Festival highlights include the Chicken Bog Cooking Contest, live entertainment, and over one hundred craft vendors. The festival began in 1980 as a chicken bog cooking contest and has grown into a huge event in the City. Chicken bog generally consists of chicken, rice, sausage, and spices of your choice.

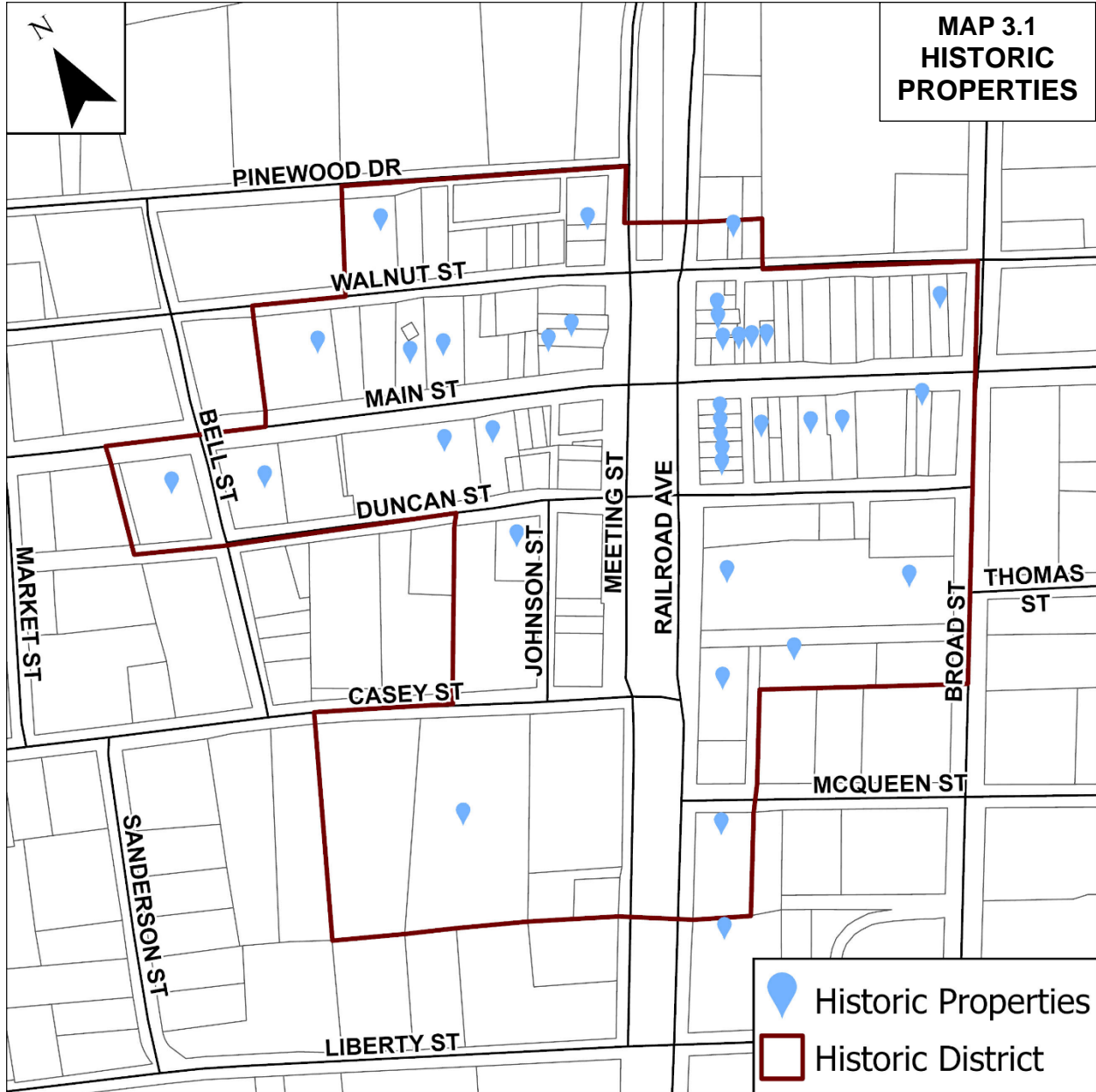
Libraries and Museums

The City of Loris has a branch of the Horry County Memorial Library system. The Loris Branch Library was constructed in 1976 with expansions occurring in 1994 and 2007. Over 12,900 bound volume titles are available at the library, the majority of which have multiple copies available for check out. Subscriptions to 92 periodicals and 11 newspapers are also maintained. Other physical materials within the library's collection include audio books, DVDs, and CDs tailored to all ages and areas of interest. Digital materials available for check out include over 31,000 book titles, 14,000 movie titles, 25,000 television show titles, and 240,000 songs. These materials are shared across all libraries in Horry County's system. Internet access is provided via the library's ten access stations and wireless internet is available on the library's grounds. Loris Branch Library participates in an inter-library loan system. The City of Loris does not presently have a museum. There is a lack of space or program that is able to accept and store items of historical value to Loris. The Loris Historical Society recently obtained the historic State Theater (4149 Main St.). Constructed in 1937, the facility has potential as a community hall and or local museum but will require improvements before its full potential can be utilized.

**TABLE 3.1
STATE ELIGIBLE HISTORIC PROPERTIES**

Name/Address	Tax Map # 048-10-	Construction Date
4118 Railroad Ave.	02-011	ca. 1920
4101,4102 Railroad Ave.	02-029	ca. 1940
4020 Railroad Ave.	02-038	ca. 1935
One building south of 4020 Railroad Ave., two lots south	02-039	ca. 1930s
4004 Railroad Ave.	02-042	ca. 1930
3818 Railroad Ave.	05-005	ca. 1940
Graham Bros. Feed Mill (Behind 3818 Railroad Ave.)	05-005	1949
3818 Railroad Ave	05-005	Early 1950s
Bullseye Trading Co. (4111 Railroad Ave.)	01-031	ca. 1920-30
4114 Main St.	02-036	ca. 1930
Green Sea Lodge No. 205 A.F.M. (4120 Main St.)	02-032	1939
4128 Main St.	02-031	ca. 1930s
One lot west of 4162 Main St.	02-028	ca. 1950s
Graham Bros. Farm (West side of Broad St., at intersection with Thomas St.)	05-004	ca. 1940s
3968 Duncan St.	06-032	ca. 1930
Harry's Wrecker Service (East of 3987 Main St.)	01-018	ca. 1958
3974 Main St.	06-007	ca. 1940s
Loris Scene (One lot west of 4109 Main St.)	02-013	ca. 1945
W.F. Cox Co. Inc. (Two buildings west of 3975 Main St.)	01-022	ca. 1950-51
Horry Auto Sales (3925 Main St.)	01-025	1939
NW corner of Broad and Main Streets	02-026	ca. 1930s, 1960s
4115 Main St.	02-016	ca. 1935
411 Main St.	02-015	ca. 1930s
4109 Main St.	02-014	ca.1940
4107 Walnut St.	02-007	ca.1930
One lot east of 3951 Walnut St.	01-004	ca.1920
3840 Main St.	06-003	ca. 1945
Water Tower (0.1 m east of Bell St. on Walnut St.)	01-004	ca. 1940s
3957 Main Street	01-023	ca. 1940s

Source: Horry County Resource Survey (2009)



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Element 4

Natural Resources



Consideration of natural resources is critical in the planning process and knowledge of natural resources is important to their protection and conservation. Awareness of the resources allows future development to coexist with critical natural systems in a way that ensures their viability.

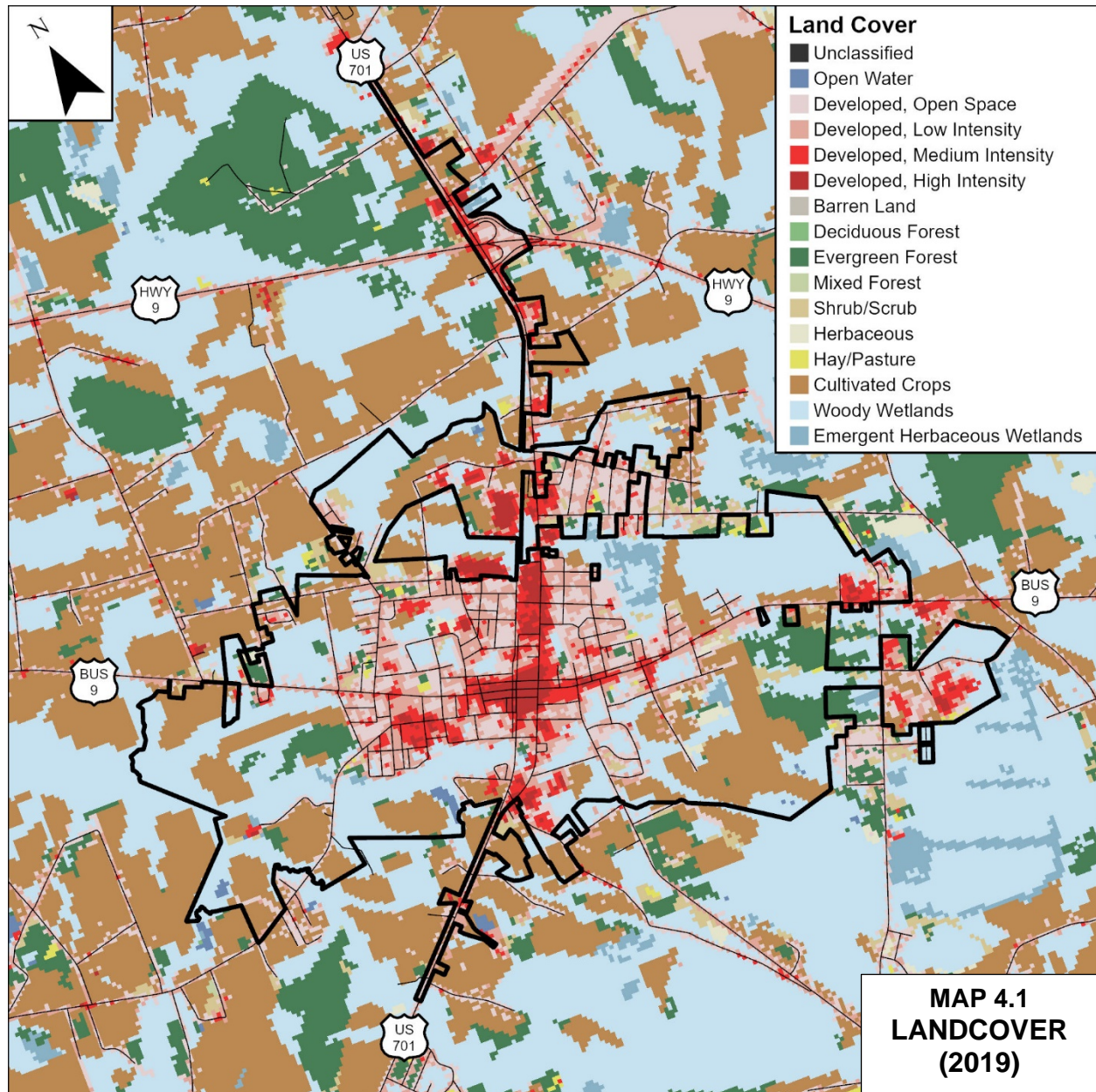
Landcover

The City of Loris is rich in botanical resources. One of the most plentiful and valuable natural resources in the City are trees. In an urban environment, trees protect and enhance property values, control erosion and runoff, moderate climate extremes, provide buffers, promote traffic safety, and greatly contribute to community ambience and beautification. By regulating and monitoring the role of trees in neighborhoods and around the City, Loris is better suited to provide a stable and controlled natural environment.



The City of Loris has adopted Tree Protection Regulations as part of its Zoning Ordinance. The purpose of the regulations is to prevent the clear cutting of building sites, which destroys the balance of nature, leads to sedimentation and erosion, contributes to air and water pollution, and unnecessarily robs the community of natural resources. This ordinance prevents the removal of significant trees that are valuable natural resources that contribute to the environment. The removal of more than 25% of Significant Trees (as defined by the Zoning Ordinance) from a site can only be approved by the Board of Zoning Appeals, owing to unique circumstances surrounding the development of the property.

The local vegetation and wildlife are not only important to the health of the environment, but they become an important economic resource as well. Many surrounding areas in the region are farmed and forested while others are leased for hunting and fishing. Wildlife habitats can be created or improved by planting appropriate vegetation and nourishing existing vegetation. Open and green spaces are valuable assets to communities for their parks' programs, while open space can also serve as green networks if connected by natural corridors. These corridors can be of benefit to the safe mobility and healthy habitats of wildlife. **Map 4.1** displays the landcover of Loris and its surrounding areas. The categories are defined by the National Land Cover Database (NLCD, a program of the U.S. Geological Survey). Most of the land within the City is "Developed" (24.5%), followed by 33.9% of the land being wetlands (Woody Wetlands or Emergent Herbaceous Wetlands), and the remaining land cover consists of various vegetations.



**TABLE 4.1
LORIS LANDCOVER BREAKDOWN**

Land Cover	Loris	Loris CCD	Land Cover	Loris	Loris CCD
Open Water	0.33%	0.4%	Shrub/Scrub	1.7%	2.3%
Open Space	12.9%	5.5%	Herbaceous	0.69%	1.4%
Developed	24.5%	3.7%	Hay/Pasture	0.34%	0.2%
Barren Land	0.04%	0.004%	Cultivated Crops	21%	32.6%
Forest	4.6%	10.9%	Wetlands	33.9%	43.1%

Source: NLCD (2019)

When looking at the surrounding area, the predominate landcover is wetlands or cultivated crops. The NLCD is based on a 30-meter spatial resolution. With such a large percentage of Loris' landcover deemed "wetlands", it is important to note that landcover mapping cannot replace site-specific field work. The classification description for "Woody Wetland" is an area where forest or shrubland vegetation accounts for greater than 20% of vegetative cover and the soil or substrate is periodically saturated with or covered with water. The classification description for "Emergent Herbaceous Wetlands" is an area where perennial herbaceous vegetation accounts for greater than 80% of vegetative cover and the soil or substrate is periodically saturated with or covered with water.

Threatened and Endangered Species

Through the Natural Heritage Program, the South Carolina Department of Natural Resources has identified protected, candidate, or partial status plants and animals in Horry County. While these species may be found in the County, special provisions for protected plants and animals may not be required or necessary for the City of Loris. **Table 4.2** contains an inventory of South Carolina's Rare, Threatened, and Endangered Species found in Horry County, excluding marine species that cannot be found in the City.

Scientific Name	Common Name	Federal Status	State Status
Alligator mississippiensis	American Alligator	Threatened	Threatened
Ambystoma cingulatum	Frosted Flatwoods Salamander	Threatened	Endangered
Amphianthus pusillus	Pool Sprite	Threatened	Not Considered
Columbina passerine	Common Ground-dove	Not Considered	Threatened
Corynorhinus rafinesquii	Rafinesque's Big-eared Bat	Not Considered	Endangered
Dendroica kirtlandii	Kirtland's Warbler	Endangered	Endangered
Echinacea laevigata	Smooth Coneflower	Endangered	Not Considered
Elanoides forficatus	American Swallow-tailed Kite	Not Considered	Endangered
Elliptio fraternal	Brother Spike	Not Considered	Endangered
Eumeces anthracinus pluvialis	Southern Coal Skink	Not Considered	Threatened
Falco peregrinus anatum	American Peregrine Falcon	Not Considered	Threatened
Fusconaia masoni	Atlantic Pigtoe	Not Considered	Endangered
Glyptemys muhlenbergii	Bog Turtle	Threatened	Threatened
Gopherus polyphemus	Gopher Tortoise	Not Considered	Endangered
Gymnoderma lineare	Rocky Gnome Lichen	Endangered	Not Considered
Haliaeetus leucocephalus	Bald Eagle	Not Considered	Threatened
Helianthus schweinitzii	Schweinitz's Sunflower	Endangered	Not Considered
Helonias bullata	Swamp-pink	Threatened	Not Considered
Heterodon simus	Southern Hognose Snake	Not Considered	Threatened
Hexastylis naniflora	Dwarf-flowered Heartleaf	Threatened	Not Considered
Hyla andersonii	Pine Barrens Treefrog	Not Considered	Threatened
Isoetes melanospora	Black-spored Quillwort	Endangered	Not Considered
Isotria medeoloides	Small Whorled Pogonia	Threatened	Not Considered
Lasmigona decorate	Carolina Heelsplitter	Endangered	Not Considered
Laterallus jamaicensis	Black Rail	Threatened	Not Considered
Lindera melissifolia	Pondberry	Endangered	Not Considered
Lithobates capito	Gopher Frog	Not Considered	Endangered
Lysimachia asperulifolia	Rough-leaved Loosestrife	Endangered	Not Considered
Mycteria Americana	Wood Stork	Threatened	Endangered

Myotis leibii	Eastern Small-footed Myotis	Not Considered	Threatened
Myotis septentrionalis	Northern Long-eared Bat	Threatened	Not Considered
Myotis sodalist	Indiana Myotis	Endangered	Endangered
Oxypolis canbyi	Canby's Dropwort	Endangered	Not Considered
Picoides borealis	Red-cockaded Woodpecker	Endangered	Endangered
Platanthera integrilabia	White Fringeless Orchid	Threatened	Not Considered
Plethodon websteri	Webster's Salamander	Not Considered	Endangered
Pseudobranchius striatus	Broad-striped Dwarf Siren	Not Considered	Threatened
Pterodroma hasitata	Black-capped Petrel	Threatened	Not Considered
Ptilimnium nodosum	Harperella	Endangered	Not Considered
Rhus michauxii	Michaux's Sumac	Endangered	Not Considered
Ribes echinellum	Miccosukee Gooseberry	Threatened	Not Considered
Sagittaria fasciculata	Bunched Arrowhead	Endangered	Not Considered
Sarracenia rubra ssp. jonesii	Mountain Sweet Pitcher-plant	Endangered	Not Considered
Schwalbea Americana	Chaffseed	Endangered	Not Considered
Sisyrinchium dichotomum	Reflexed Blue-eyed Grass	Endangered	Not Considered
Sterna antillarum	Least Tern	Not Considered	Threatened
Thryomanes bewickii	Bewick's Wren	Not Considered	Threatened
Trillium persistens	Persistent Trillium	Endangered	Not Considered
Trillium reliquum	Relict Trillium	Endangered	Not Considered
Vermivora bachmanii	Bachman's Warbler	Endangered	Endangered

Source: SCDNR

Invasive Species

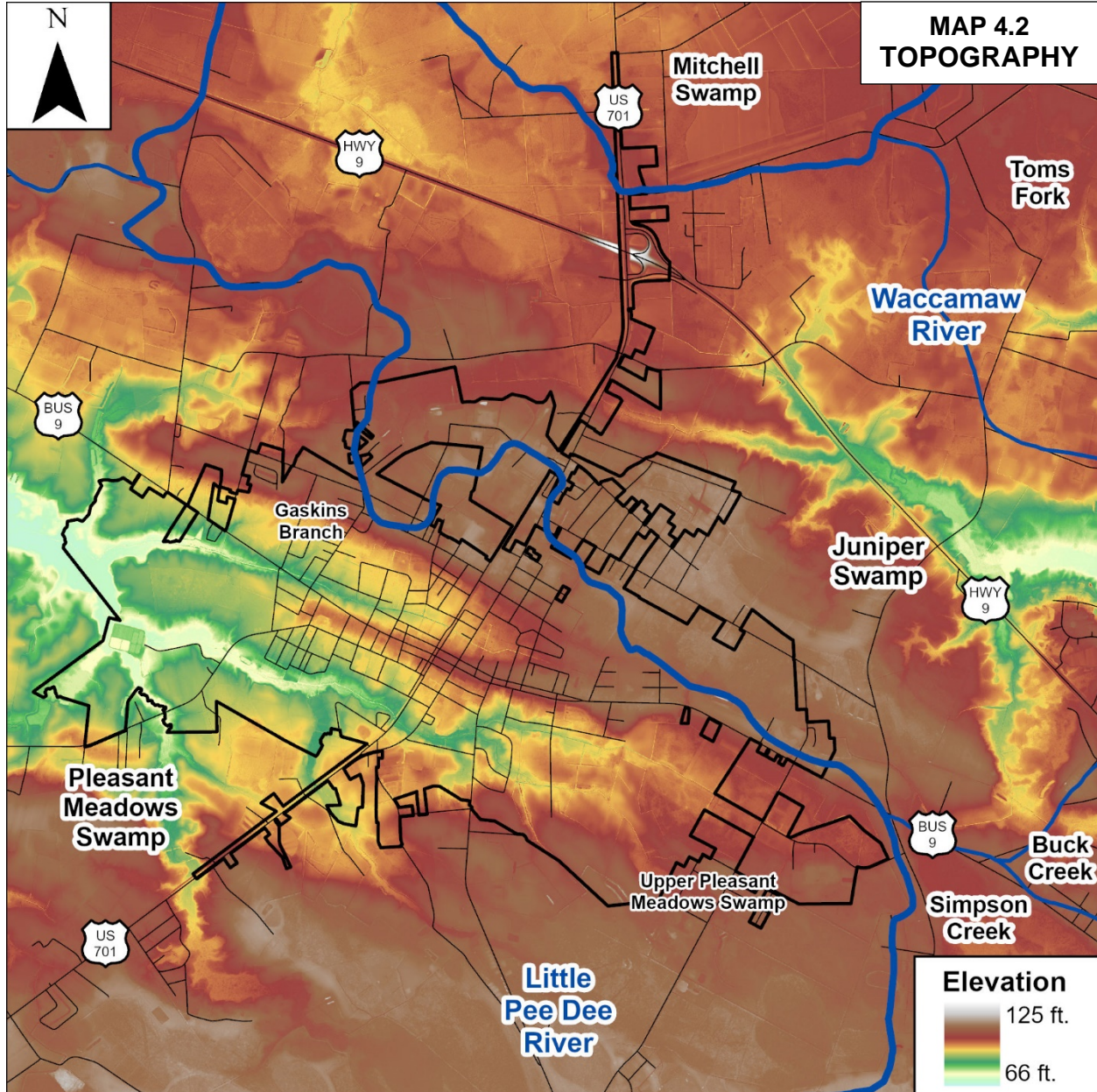
The South Carolina Forestry Commission published *Invasive Species of South Carolina Forests* in 2019 which identifies invasive species found in the state. Invasive species are any non-native organism whose introduction causes or is likely to cause economic or environmental harm or harm to human health. **Table 4.3** lists the invasive species found in South Carolina.

Common Name	Scientific Name	Common Name	Scientific Name
Bradford Pear	Pyrus Calleryana	Multiflora Rose	Rosa Mutliflora
Chinaberry	Melia Azedarach	Nandina	Nandina Domestica
Cogongrass	Imperata Cylindrica	Nepalese Browntop	Microstegium Vimineum
Emerald Ash Borer	Agrilus Planipennis	Privet (Chinese, European, & Japanese)	Ligustrum
Empress Tree	Paulownia Tomentosa	Spotted Lanternfly	Lycorma Delicatula
Giant Hogweed	Hercleum Mantegazzianum	Tallow Tree	Triadica Sebifera
Golden Bamboo	Phyllostachys Aurea	Tree of Heaven	Ailanthus Altissima
Gypsy Moth	Lymantria Dispar	Vinca Vine	Periwinkle
Japanese Climbing Fern	Lygodium Japonicum	Wild Olive (Autumn, Russian & Thorny)	Eleagnus
Japanese Honeysuckle	Lonicera Japonica	Chinese Wisteria	Wisteria Sinesis
Mimosa Tree	Albizia Julibrissin	Source: SC Forestry Commission	

Topography and Watersheds

Due to its proximity to the ocean, Loris has relatively flat topography with an average elevation of 96' above sea level. Within the city boundary, the elevation ranges from 67' to 125'. The lowest elevation is part of the Pleasant Meadow stream system (on the west side of the city). The highest elevation is part of the Hwy 9 on / off ramps with Hwy 701. Downtown (the intersection of Main St. and Railroad Ave.) sits at an elevation of 99'. **Map 4.2** illustrates the topography in and around Loris. The data for this map was obtained from Horry County and represents existing conditions as of January 2023.

The City of Loris is located at the divide of two major river basins, the Waccamaw River Basin and the Little Pee Dee River Basin, creating a drainage divide. The northern and eastern portions of Loris fall into the Waccamaw River Basin, specifically the Juniper Swamp tributary. The southern and western portions of Loris fall into the Little Pee Dee River Basin, specifically the Holmes Branch / Pleasant Meadows Swamp tributary. There is a moderate potential for growth in both of these watersheds. Except for areas in the immediate vicinity of Loris, the watersheds are very rural with mostly agricultural, timber, and some residential uses. **Map 4.2** also includes the above referenced watersheds (as defined by HUC-8 and HUC-12 classifications). Developed by the USGS, the Watershed Boundary Dataset (WBD) maps the full areal extent of surface water drainage for the U.S. using a hierarchical system of nesting hydrologic units at various scales, each with an assigned hydrologic unit code (HUC). The intent of the WBS is to establish a baseline drainage boundary framework and to account for all land and surface areas. As the drainage boundaries are defined via remote data (such as digital elevation models), they only provide a general idea on the drainage divide. Site-specific field data (including but not limited to the mapping of ditches and canals) may be necessary to determine the exact drainage divides across such flat terrain. Potential discrepancies (such as the Juniper Swamp / Waccamaw River watershed shown extending across Hwy 701 along Hwy 9 in conflict with the elevation data) and the fine-tuning of the drainage divides can be verified through further analysis of detailed elevation data and field verification of such data.



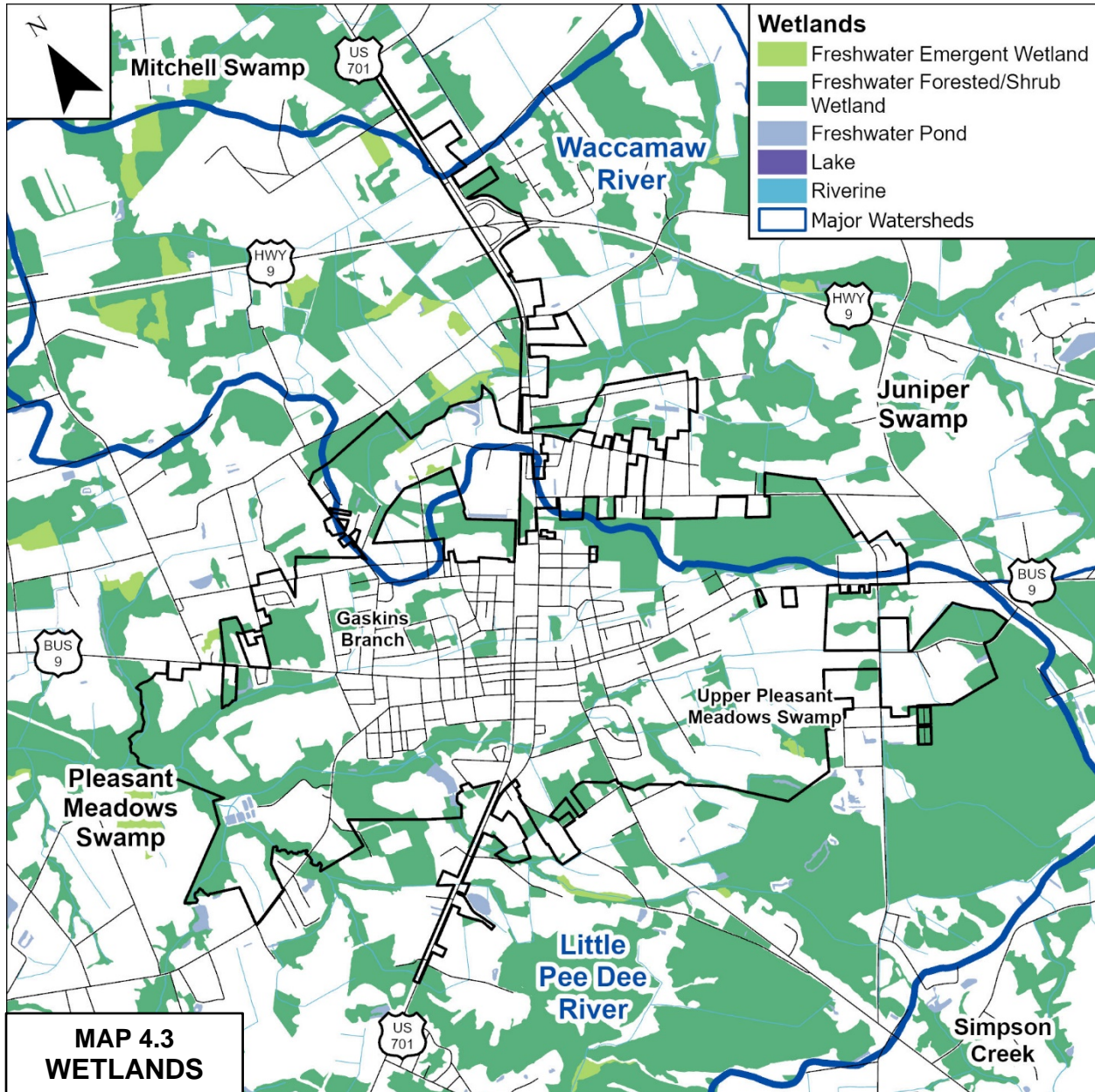
Wetlands

Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetland areas are important for flood controls, groundwater and surface water quality improvements, and wildlife habitats. The principal criteria for determining wetlands are hydrology, hydric-soils, and wetland vegetation. Wetlands are considered by the state and federal governments to be important to the public interest, and as such, they are protected by state and federal laws.

A federal permitting process controls activities in wetlands. Land disturbing activities (primarily those that involve fill) located in wetlands requires a Section 404 (of the Clean Water Act) permit,

which is obtained from the U.S. Army Corps of Engineers. In addition, the SC Dept. of Natural Resources (DNR) and SC Dept. of Health and Envi. Control (DHEC) have established minimum planning criteria for the protection of wetlands as well.

The US Army Corps of Engineers evaluates each request for development based on projected benefits of the proposed development in relation to the potential damage caused to the wetland areas in question. Not all proposed developments will require a permit from the U.S. Army Corp of Engineers. However, a local jurisdiction may want to limit the issuance of building permits where wetlands are present and may be negatively impacted.



Wetland restrictions, issued by the federal government, make the development of wetlands strenuous at best. Where, in the past, development was constrained by the mere presence of wetlands. Now it is further constrained by the need to plan around or mitigate the use and circumstances of proposed developments in such areas. The presence of wetlands should alert the City and the developer to the need for a wetlands evaluation before proceeding. Failure to secure a wetlands evaluation and permit, if required, could result in work stoppage, restoration of the project site to its original state, fines, or other compensatory action.

The extent to which wetlands are found in the City of Loris is relatively small, as shown by the wetlands mapped in **Map 4.3** (per National Wetlands Inventory data). However, wetlands about the City, particularly to the south and east. Future annexations will likely increase the percentage of wetlands included in the City limits and regulations should be considered on how these ecosystems will be impacted by potential development. City leaders should encourage interaction between the Corps of Engineers and potential developers who are considering building in these areas, the consequences of which should be fully analyzed.

Flood Plains

Approximately 7% of the City is located within FEMA's mapped Areas of Special Flood Hazard (last updated 2021). There are three main tributaries that make up the Special Flood Hazard within the City: Upper Pleasant Meadow Swamp, Gaskins Branch, and Juniper Swamp. The Upper Pleasant Meadow Swamp flood plain consists of 75% of the flood zone within the city and is located on the southern side of City, crossing Hwy 701 near Meadow St., and to the south of Liberty St. & South Bend St.). The Gaskins Branch flood plain consists of ~25% of the flood zone and is located on the west side of railroad (south of the intersection of Maple St. and Meeting St.) and crosses Main St. at Harrelson Ave.. The Juniper Swamp flood plain consists of less than 1% of the flood zone and is located on the east side of Hwy 701 (between Russ Rd. and Hwy 747). These flood plains are associated with both the Waccamaw River and the Little Pee Dee River basins. **Map 5.2** (within the Resilience Element) illustrates the above referenced flood plains.

When FEMA defines their Special Flood Hazard, the flood boundary does not extend all the way to the headwaters of that stream system. This can create areas with localized flooding outside of FEMA's defined flood plain. Such flooding occurs within Loris, on both the Gaskins Branch and the Juniper Swamp reaches.

Drainage studies and flood studies on the upper reaches of these streams would provide the City with information in greater detail than what FEMA has developed. In 2019, the City had a study done on the Upper Pleasant Meadow Swamp drainage basin to identify potential infrastructure improvements that could be done to reduce potential downstream flooding. The Resilience Element has a detailed breakdown of these improvements.

The City only holds permanent drainage easements on a very small portions of the drainage and stream conveyance network through their jurisdiction. Historically, drainage canals and ditches have been created throughout the City but without applicable easements proper maintenance and upkeep is limited.

More details relating to the flood hazard can be found in the Resilience Element.

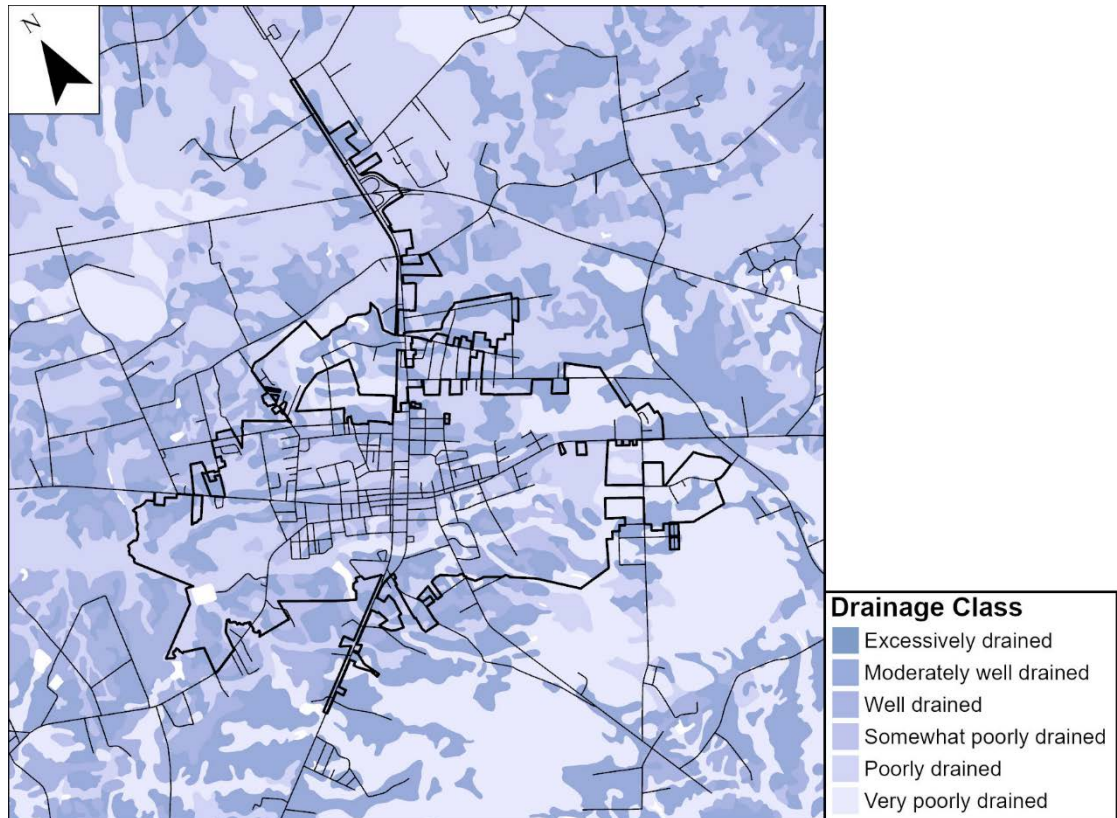
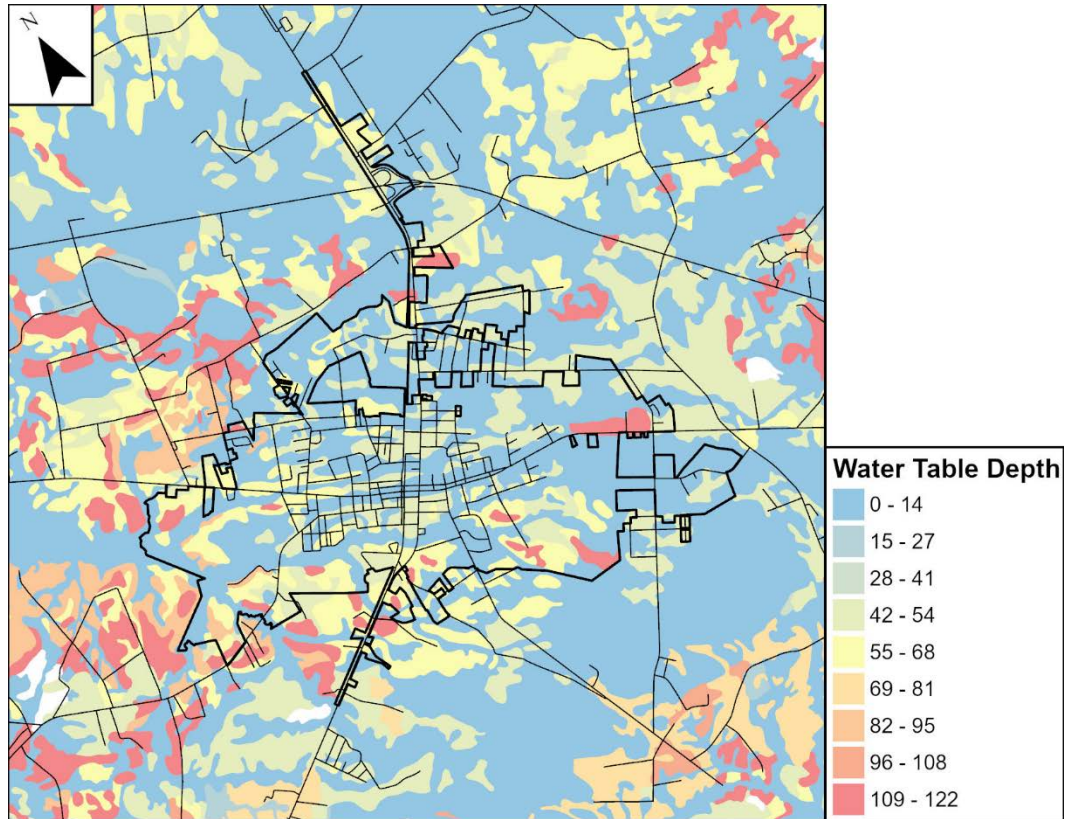
Soils

Soils data is compiled, updated, and analyzed by the Natural Resources Conservation Service (NRCS), a division of the U.S. Dept. of Agriculture (USDA). There are many basic soil associations within the City of Loris. The most predominate soils in the city are Goldsboro, Lynchburg, Nansemond, Pocomoke, Suffolk and Woodington soils. All of these soils, excluding Suffolk, are characteristically wet and therefore pose construction restraints and concerns with septic tank placements. The Suffolk soils found in the City are principally located paralleling S.C. 9 on each side for a couple of blocks through town, mainly in the area around Dogwood Street. Elsewhere soil conditions pose development constraints due to unstable soil conditions. Soils that retain high amounts of moisture can be overcome by avoiding the use of septic tanks in vulnerable soil conditions. Basements in residential dwellings should also be avoided in hazardous soil locations.

NRCS has defined various different characteristics for the soil types throughout the Country. Some of those characteristics include the water table depth (measured in cm), general frequency of flooding, drainage classification (ranging from excessively well drained to very poorly drained), and hydrologic group of the soils (-).

The following two maps (**Map 4.4**) illustrate the some of the above referenced soil characteristics in and around Loris:

Map 4.4 Soil Characteristics



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Element 5

Resilience



The South Carolina Strategic Statewide Resilience and Risk Reduction Plan (adopted 2023) defines resilience as “the ability of communities, economies, and ecosystems within South Carolina to anticipate, absorb, recover, and thrive when presented with environmental change and natural hazards.” The best way to be resilient is to be prepared for a shock and have a plan in place for both mitigating the worst effects of the shock as it’s happening and for the recovery period. Since disasters know no boundaries, it is imperative that neighboring jurisdictions work together before, during, and after such an event to ensure a smooth return to normality. In 2020, the state’s planning enabling law was amended to require a Resilience Element as part of all local comprehensive plans. This element is designed to meet the requirements of the 2020 Resilience Element Act by providing an overview of each type of natural disaster that the City is prone to experience as well as the City’s efforts to mitigate their destructive effects.

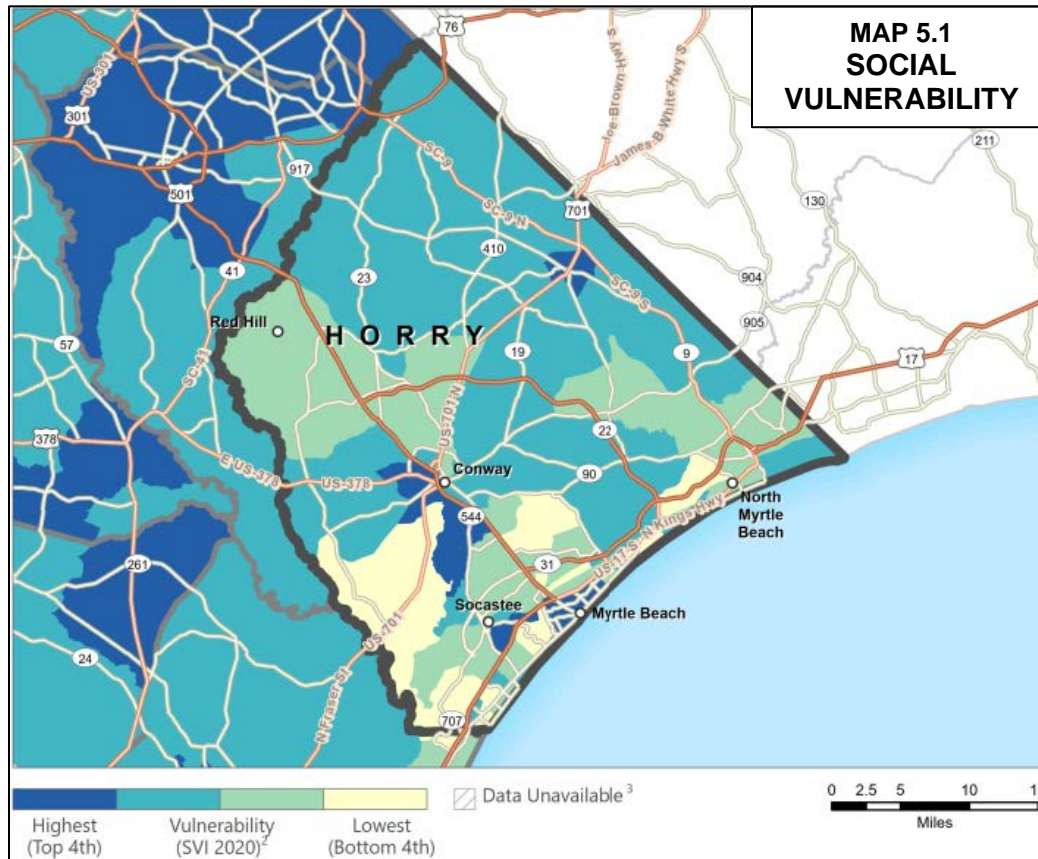
Existing Conditions

To build resiliency in a community, it is first important to know what capabilities are already in place within the City that help to anticipate, absorb, recover, and thrive when the environment changes or natural disasters occur. In addition to these, the South Carolina Office of Resilience released its Statewide Resilience and Risk Reduction plan in the beginning of 2023.

Inventory of Existing Conditions

The Federal Emergency Management Agency (FEMA) under the Disaster Mitigation Act of 2000 requires state and local governments to adopt a hazard mitigation plan. In 2021, the City of Loris adopted the Horry County Multijurisdictional All-Hazards Mitigation Plan which provides more detail on the County’s hazard exposure and mitigation planning strategies. The Earthworks Group conducted the Upper Pleasant Meadow Flooding Assessment and Drainage Improvements study in 2019 for the City of Loris and Horry County. The details of this study will be discussed in the subsequent section. The City’s Unified Zoning and Land Development Regulations were originally adopted in 1997 to provide the City with guidance in its future development. The City has also adopted a Flood Damage Prevention Ordinance (including the adoption of the 2021 FEMA flood boundaries) and a Drought Management Plan and Response Ordinance to mitigate and plan for the effects of these hazards. These plans help aid planners and emergency management in building a community that is capable of absorbing and recovering from the effects of natural disasters.

The Baseline Resilience Indicators for Communities index, developed by the Hazards Vulnerability and Resilience Institute at the University of South Carolina, considers six broad categories of community disaster resilience: social, economic, community capital, institutional, infrastructural, and environmental at the county level. The Center for Disease Control Agency for Toxic Substances and Disease Registry (CDC/ATSDR) further developed their own social vulnerability index to include 16 social factors that can be separated into four themes. The overall vulnerability index for Horry County is displayed below in **Map 5.1**. Loris, positioned at the intersection of Hwy 701 and Hwy 9 Business, is shown to possess a predominately high social-vulnerability rating.



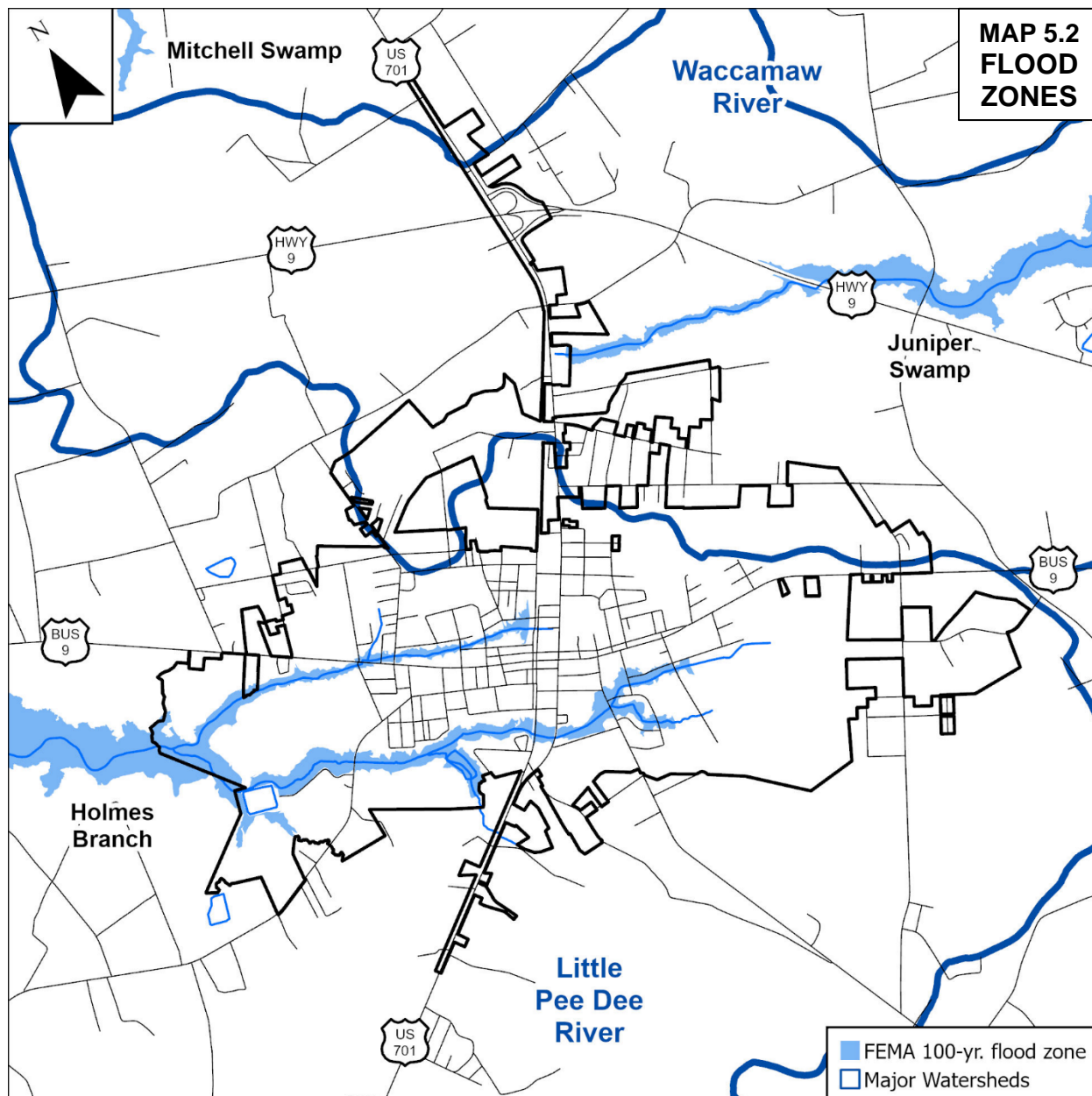
Present Natural Hazards

Flood

The City of Loris is bisected by the Little Pee Dee River and the Waccamaw River watersheds (as described in the Natural Resource element). There are several tributaries to these rivers that extend into the City. The Little Pee Dee extends into the Holmes Branch which extends into the Pleasant Meadow Swamp. Gaskins Branch, which is a tributary to the Pleasant Meadow Swamp, runs through part of the City. The Waccamaw River extends into Juniper Swamp in the northern part of the City. Small portions of the City are located in special flood hazard areas.

Map 5.2 depicts FEMA’s flood hazard areas. It should be noted that FEMA has not designated a 500-year flood zone in Loris, and portions of the zones do not fully extend to areas within the City, like Fox Bay, that experience flooding issues. Other areas prone to flash flooding include the Azalea Drive neighborhood and Maple Street (between Meeting St. and US 701). The implementation of these maps helps build resiliency by being aware of when the surrounding environment changes and adapting to such changes in future development. It should also be noted that most of the existing drainage conveyance within the City is not within public or private drainage easements. By establishing a drainage easement, the City will be better informed as to where its drainage system currently exists and can implement a maintenance schedule to ease drainage problems.

According to Risk Factor, 220 properties in Loris would be affected by a 100-year flood event. An additional five (5) properties would be affected in 30 years due to environmental changes.



The most frequent flooding events within the City are from flash floods. A flash flood is a rapid and extreme flow of high water into a normally dry area, or a rapid water level rise in a stream or creek above predetermined flood level, beginning within 6-hours of the causative event (i.e. intense rainfall, dam failure). However, the actual time threshold may vary in different parts of the country. Ongoing flooding can intensify to flash flooding in cases where intense rainfall results in a rapid surge of rising flood waters (NWS Glossary, 2023).

Additional discussion regarding the watersheds, drainage areas, and flood prone areas are discussed in the Natural Resource and Land Use Elements. It is important to note that these areas should be considered in future development because of the potential risk of localized flooding.

In September of 2018, Hurricane Florence’s 10-15 inches of rain caused flooding conditions along the Upper Pleasant Meadow Swamp which resulted in roads flooding, including Highway 9 and Highway 22, and 144 properties being impacted (Risk Factor).

The City has commissioned a flood assessment and drainage improvements study of this area following Hurricane Florence to find solutions to reduce flood damage to the City. *The Upper Pleasant Meadow Flooding Assessment and Drainage Improvements* study (from Earthworks Planning and Design Consultants) was completed in 2019. The results from this study indicated that improvements need to be made at specific road and bridge crossings and retention ponds created to accommodate for high flow rates during a 100-year flood event. The City should consider the findings of this study in future planning as the results and recommendations will make the City more resilient and prepared for future flooding conditions. The four recommended options for improvements include:

- Option #1 – Road crossing improvements to pipes and channel sections
- Option #2 – Option #1 plus a 10-acre retention pond in Branch B between N7 and N17 to buffer flows from east of Heritage Road
- Option #3 – Option #1 plus a 20-acre retention pond in Branch B between N7 and N17 to buffer flows from east of Heritage Road
- Option #4 – Option #2 plus a 10-acre retention pond in Branch C upstream of Rogers Road to buffer flows from upstream watershed.

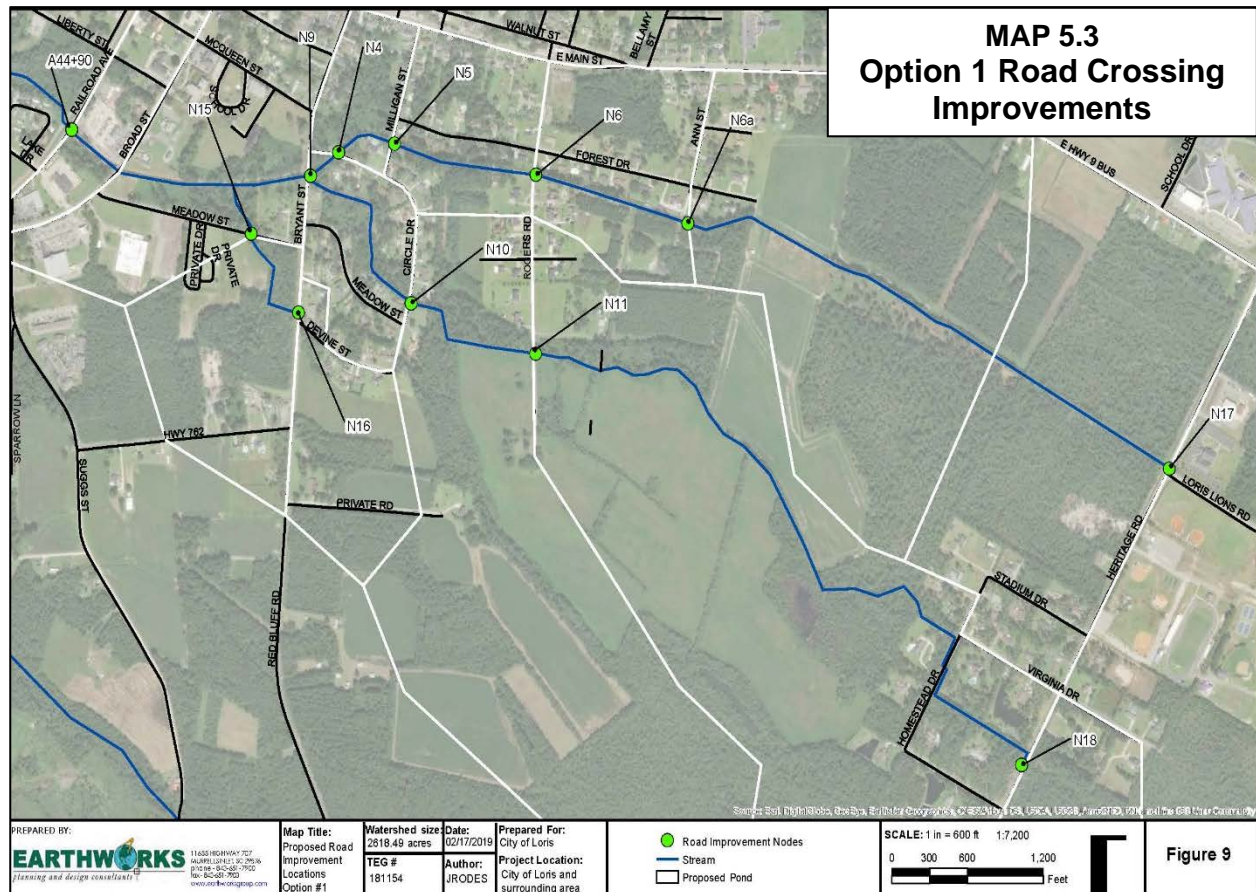
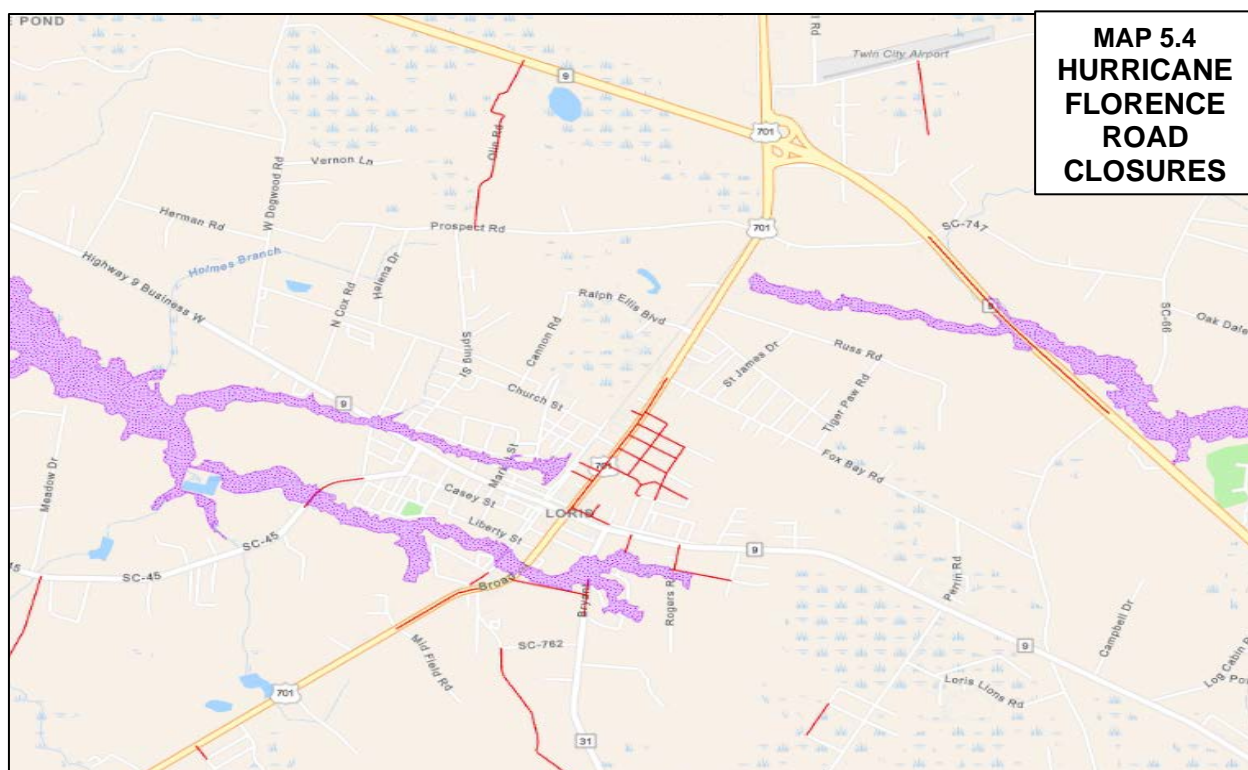


Table 5.1 (Table 2 of the drainage study) displays the proposed road improvements and their locations.

TABLE 5.1 PROPOSED DRAINAGE IMPROVEMENTS			
Road Name	Node	Existing Pipes or Opening Area	Proposed Pipes / Opening Area
Bayboro St	A 0 +75	Bridge	No Change
Railroad Br	A44 + 90	Bridge	20 FT Channel
Railroad Rd	N2	(1) Box Culvert	No Change
HWY 701 "A"	N3	(2) 96" Box Culvert	No Change
Bryant Rd	N9	Bridge	19.5 FT X 5.4 FT
Circle Dr "B"	N4	(2) 36" (1) 24"	(3) 48"
Milligan St	N5	(1) 36" (1) 24"	(3) 48"
Rogers Rd "B"	N6	(3) 36"	(3) 48"
Ann St	N6A	(1) 54"	(3) 48"
Heritage Rd "B"	N17	(1) 36" (1) 24"	(1) 36" (1) 24" (1) 48"
Circle Dr "C"	N10	(2) 36"	(2) 48"
Rogers Rd "C"	N11	(1) 36"	(1) 48"
Heritage Rd "C"	N18	(1) 36"	(1) 36" (1) 48"
HWY 701 "D"	N12	(3) 48"	No Change
Meadow St	N15	(1) 24"	(1) 48"
Bryant St "E"	N16	(1) 30"	(1) 36"

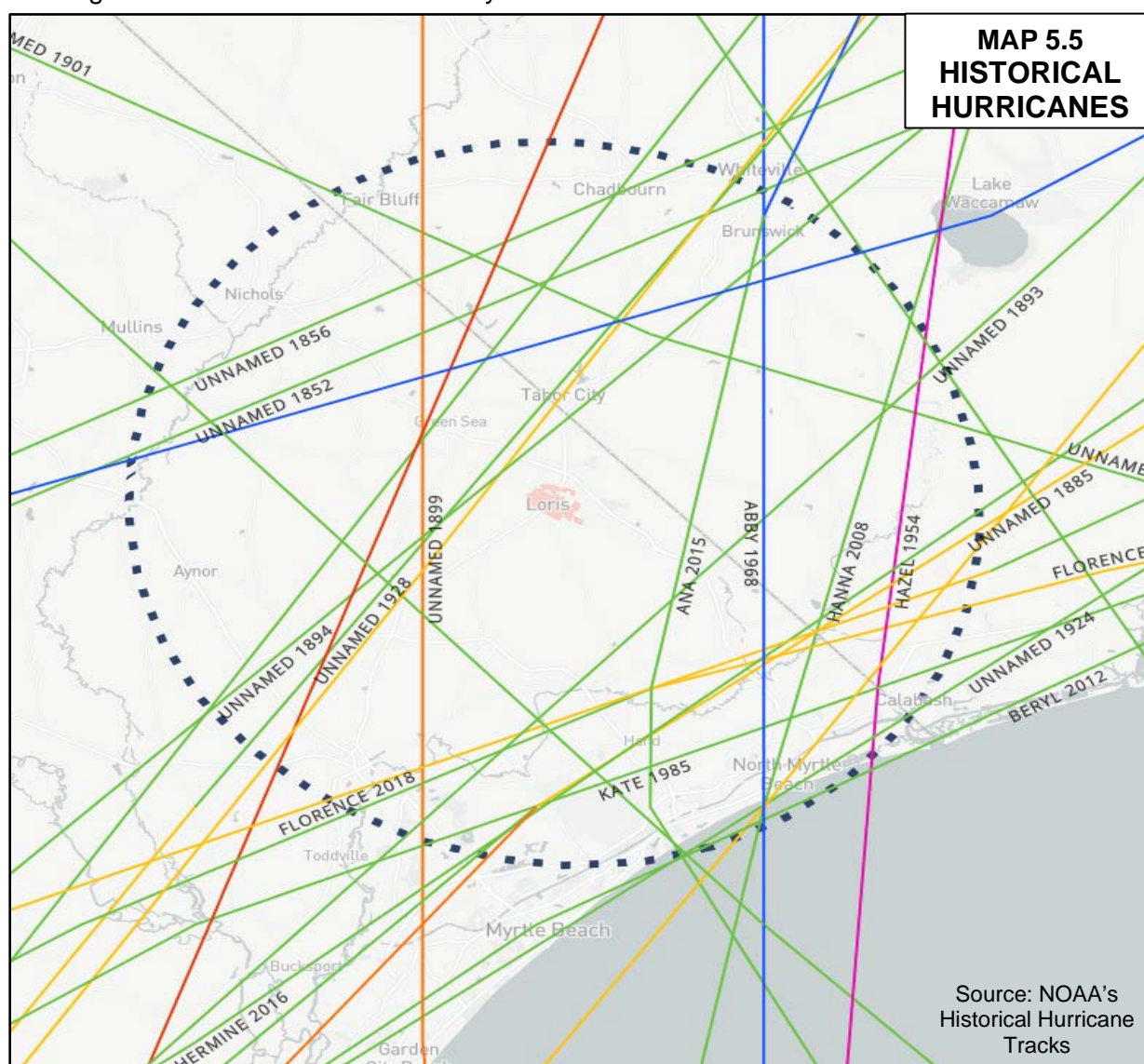
Map 5.4 below depicts in red which roads close during Hurricanes Florence and Matthew and the purple represents FEMA flood zones. Since the flood and drainage study was completed, FEMA has updated its FIRMs for Loris; however, there remains areas in the City, like Fox Bay, Maple



Street and the end of Forest Drive, that experience flash flooding despite not being in the regulatory floodplain. This further establishes the need to further drainage studies, improvement maintenance schedule, and/or the need for public drainage easements.

Hurricane/Tropical Storm

Hurricanes and tropical storms can bring severe winds, storm surge flooding along the coastline, high waves, coastal erosion, extreme rainfall, lightning, inland flooding, and can even spin off individual tornadoes. The Saffir-Simpson scale is the definitive scale used to measure and classify hurricane strength, based on wind speeds and storm surge, however it does not consider hurricane related torrential rains that can lead to extensive inland flooding. Given the City's proximity to the coast, hurricanes and tropical storms are frequent occurrences. With climate change, hurricanes and other severe storms are becoming more frequent and more intense. It is important to understand how these storms affect the City to increase its ability to absorb, adapt and recover from hazard events and reduce future losses. **Map 5.5** displays historical hurricanes crossing a 20-mile radius around the City of Loris.



Hurricane Florence passed through Horry County in 2018 with 23.63 inches of rain being observed near Loris. This was the largest rain event ever recorded for the City. The flooding effects from this hurricane were discussed in the prior section. Some other historic hurricanes to have a substantial impact on Horry County and Loris are Hurricanes Hugo, Matthew, Joaquin, Dorian, and Ian. While not many hurricanes have made landfall and directly impacted Loris, the winds and rain associated with hurricanes can still cause substantial damage to the City. Efforts should be made to improve stormwater drainage to manage flash flooding and to increase the capabilities of buildings to withstand strong winds.

In addition to properties, severe wind can knock down trees and scatter debris which may make it more difficult for emergency services, transportation services, and access to utilities. Risk Factor estimates that a 1-in-3000-year windstorm could produce wind gusts up to 101 mph and in 30 years the same event could produce an increase in wind gusts up to 115 mph. As the atmosphere continues to warm, there is more energy in the atmosphere for storms to create high intensity winds.

Severe Weather

Severe weather includes thunderstorms, which can produce tornadoes, high winds, hail, and lightning, and extreme heat or cold. The effects of high winds and increased precipitation have been discussed in the previous two sections. In addition to high winds and precipitation, thunderstorms may also produce tornadoes and lightning. Tornado intensity is measured by the Fujita Tornado Scale which determines likely wind speeds based on the severity of tornado damage and assigns a severity rating from EF0 to EF5. In January of 2020, Loris High School experienced an EF 1 tornado, with 90 mph winds, that ripped through the parking lot, damaging several cars.



Source: MyHorryNews.com

The average daily maximum and minimum temperatures have been warmer in the last decade than any previous years. The number of days where nighttime temperatures stay above 75°F is increasing and projected to intensify (National Climate Assessment). The warming temperatures make the City vulnerable to any future heat related illnesses, such as dehydration, heat exhaustion and heat stroke, and could pose difficulties in the agriculture and timber industries. According to Risk Factor, Loris has a Severe Heat Factor because of the broad effects increasing temperatures have on Loris. A heat wave is when there are three or more consecutive days where the 'feels like' temperature meets

or exceeds the local ‘hot day’ temperature (Risk Factor). The ‘hot day’ temperature for Loris is 107°F, it is estimated that only seven days this year will reach this temperature. There is a 47% likelihood of a heatwave this year and an 81% likelihood in 30 years. Health caution days are when the ‘feels like’ temperature exceeds 90°F, there are 93 days this year expected to reach these temperatures. In the future the number of days is expected to increase to 115. Similarly to how heat is expected to intensify, the severity of cold weather and winter storms are expected to increase as well.

Earthquake

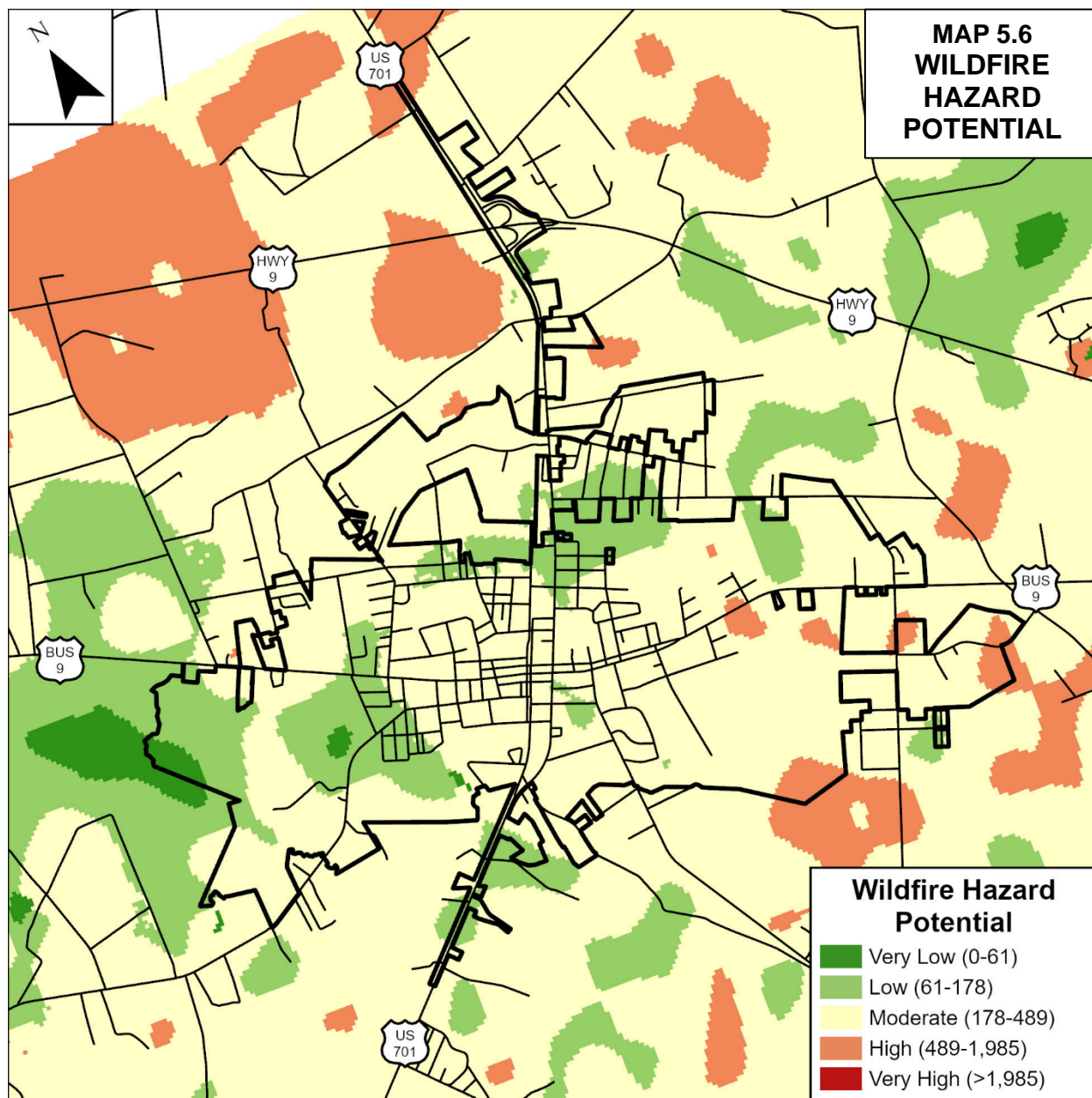
An earthquake is a sudden motion or trembling of the earth caused by an abrupt release of stored energy in the rocks beneath the earth's surface. There has been no significant damage by an earthquake to the City of Loris, or anywhere else in Horry County. The Charleston Earthquake occurred in 1886 and measured between 7.3-7.7 on the Richer Scale. The earthquake’s effect on the County was recorded as a 7 on the Modified Mercalli Intensity Scale, which is described as poorly built buildings suffer severe damage and slight damage everywhere else. Otherwise, there are no recorded earthquakes on file, thus making the likelihood of Loris being impacted by an earthquake very low.

Wildfire

Regarding the behavior of wildfires, there are three principal influencing factors: topography, fuel type, and weather. Fuel types (like dry grasses and soft woods) and dry or windy weather conditions spur the spread of wildfires. The urban-wildland interface is the transitional area where residential development meets undeveloped forestlands. As more people move into these rural, fire-prone areas, wildfires become a more significant threat. According to Risk Factor, Loris has moderate risk of being affected by wildfires. There have been several wildfires in the past that have affected the City of Loris and the nearby areas. Most recently, in March of 2022 there was a wildfire in that grew over 400 acres before being contained. In 2021, there was another fire that damaged two structures and spread over Highway 9. **Map 5.6** displays the Wildfire Hazard Potential for the City (USDA Forest Service, 2020), which is low to moderate.



Source: WPDE:
 04/21/2021
 Highway 9 Fire



Community Lifelines

Lifelines are the most fundamental services that enable all other aspects of society to function (FEMA, 2023). There are seven different lifelines that include safety and security, food, water, shelter, health and medical, energy, communications, transportation, and hazardous materials. City Hall provides the legislative, judicial, and executive/administrative functions to the City. The Loris Police Department and Fire Department share the same building which includes approximately 13 officers and 25 volunteer fire fighters. Horry County Emergency Medical Services has one station in Loris that provides the City with the services of four medics and four EMTs. There is one hospital, the McLeod Health Loris, and several medical clinics located in Loris. Horry County Emergency Management Division has several emergency alert system notification methods including the use of Code Red to notify citizens of emergency situations or

critical community alerts. The City of Loris also provides a text service to its citizens that sends news and alerts, as well as allowing them to report any issues. There are four schools that serve the City, Daisy Elementary School, Loris Elementary School, Loris Middle School, and Loris High School.

There are two major roads in Loris, U.S. 701 and SC 9, as well as three secondary routes, S-31, S-45, and S-66. The Coastal Regional Transportation Authority provides bus and shuttle services to Loris through their Route 2. Twin City Airport is directly outside of the City and an important asset if supplies need to be delivered after a disaster. The RJ Corman Railroad Group provides freight rail service to Loris. There are currently no airports within the City of Loris, however there are 4 airports in the surrounding area. The significance of these transportation services to the city is discussed in more detail in the transportation element. Operation of the services during a natural disaster is important for citizens to be able to continue with their daily lives. Additional community lifelines include the Loris Wastewater Treatment Plant and other utility services.

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Element 6

Economic Development



The Labor Force and Employment

In the past ten years, American Community Survey data has indicated that Loris' labor force increased by an estimated 2%, rising from 1,097 residents in 2010 to 1,165 in 2020. Unlike the City, between 2010 and 2020 the County's labor force expanded by an estimated 24,471 workers, or nearly 18% in 2020. Only 51.6% of the City's adult population is in the labor force, and 28.4% of the population has a disability.

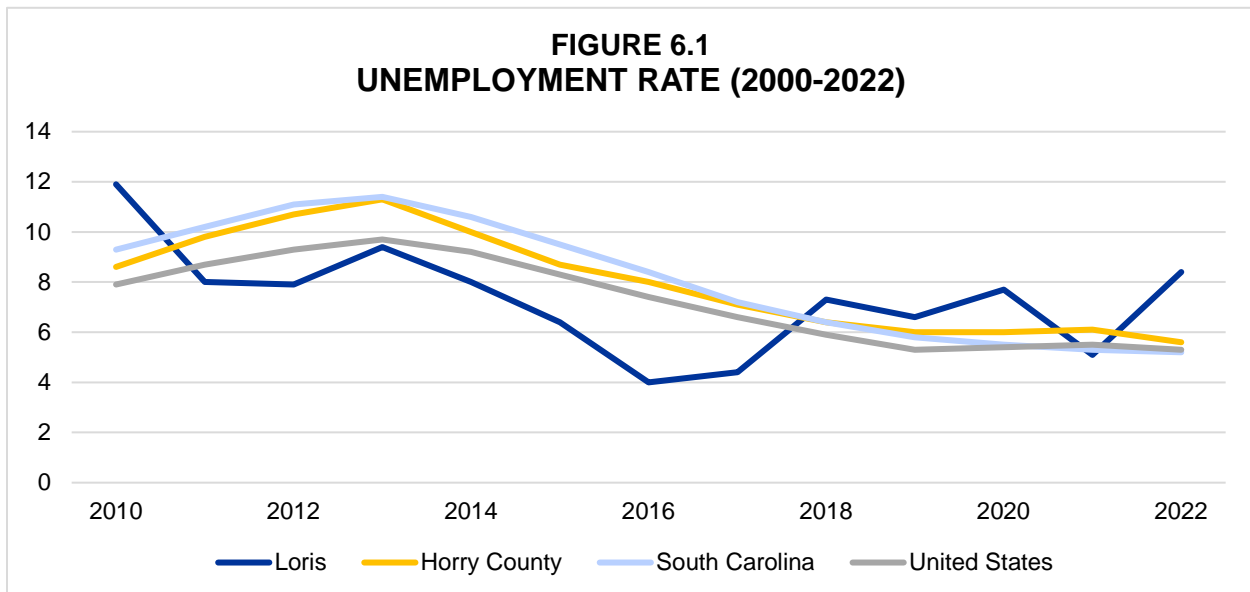


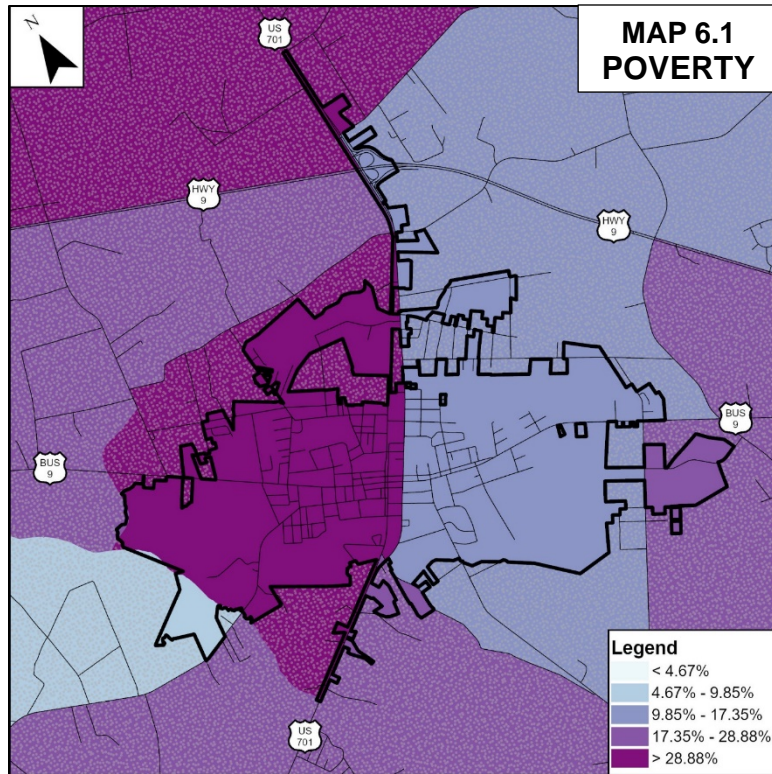
**TABLE 6.1
LABOR FORCE CHARACTERISTICS**

Location	Persons in Labor Force	Percent of Adult Population in Labor Force
City of Loris	1,165	51.6%
Horry County	160,436	55.3%
South Carolina	2,484,102	60.4%

Source: ACS 2020

Historically, Horry County's unemployment rates have paralleled national and state averages. **Figure 6.1** provides a comparison of county, state, and national unemployment data since 1999. For the past 25 years, the unemployment rate for the County has fluctuated greatly due to the Great Recession starting in 2008. In 1999, it had an unemployment rate of 3.7%. After 2010, during which Horry County reached a rate of 12.3%, unemployment rates steadily declined and by 2019 reached a level comparable to that of 1999. However, almost throughout this entire period, Horry County had a higher unemployment rate than South Carolina and the United States as a whole.





The downward trend of unemployment rates reversed in March of 2020 when COVID-19, a highly contagious respiratory illness that emerged from China in late 2019, was declared a pandemic by the World Health Organization. This resulted in efforts by federal, state, county, and local governments to restrict economic activity to slow the disease’s spread. On April 7, 2020, Governor McMaster of South Carolina ordered businesses across the state considered “nonessential” to close. Consequently, the state’s unemployment rate skyrocketed. Less than a month later, the order was lifted, and the unemployment

rate began to rapidly recover. The pandemic discouraged many people from vacationing, as a result, Horry County did not recover as fast as the state. Like in 2019, its rate was very similar to the nation throughout 2020 and 2021. Preliminary data for May 2022 suggest that South Carolina’s unemployment rate reached a slightly higher level than it had in 2019 which is effectively a full recovery.

Loris’s residents had an average commute time of approximately 24.7 minutes or about two minutes longer than the County’s average of 22.2 minutes. In 2020, 69.7% of citizens worked outside of the City. As previously mentioned, median household income for Loris’s residents is approximately \$30,334 compared to the County’s median household income of \$51,570. The poverty rate within the City is 26.9%, **Map 6.1** displays the percentage of residents below the poverty level by block group (ACS 2020).

Loris Area Industry and Place of Employment

Historically, the City’s economic base was directly linked to the area’s agricultural productivity. Tobacco and grains dominated the agriculture industry, although there has been a significant decline in this sector over the past 30 years. From 1982 to 2002, acreage devoted to harvested crops has consistently declined. This decline continued, slipping from 188,311 in 2002 down to 163,622 in 2007, a 24,689-acre loss in only a five-year window. Based on 2011 and 2021 land cover data, the amount of agricultural land within the Loris CCD has remained the same.

In 2020, the leading employment sectors in Loris were educational, health, and social services. These sectors employed an estimated 29.9% of the workforce. The sales and office sector employed 29.0% while the management, business, science, and arts sector employed 23.3%.

Production and transportation provided jobs to 138 people, or 12.8% of the total workforce, while 38 residents were employed in construction, farming, forestry and fishing.

In comparison to the surrounding areas, 28.4% of the Loris CCD population was employed by the sales and office industry, while in the County 29.8% were employed by the management, business and science sector.

According to the South Carolina Industrial Directory, compiled by the South Carolina Department of Commerce, there are seven industries in the Loris area that have 11 to 50 employees. These are:

1. Carolina Food Service, a food processing company;
2. Davco Steel Inc., a metal products manufacturing company;
3. Hardee by EVH Manufacturing Co., a machinery and equipment manufacturing company;
4. Sure Trac Inc., an automotive parts manufacturing company;
5. Moose Logistics and Distribution, a warehouse distribution center;
6. Powell's Tire and Axel Inc., an automotive parts manufacturing company; and
7. Wake Stone Co., a mineral extraction company.

There are three industries in the Loris area listed that have between 51 and 250 employees. These are:

1. CHF Industries Inc., a consumer product distributor;
2. Ebtron Inc., an electronics manufacturing company;
3. Wild West of Myrtle Beach, Inc., a boots and apparel retailer;
4. Regal Cutting Tools Inc., a metal products manufacturing company; and
5. Laudisi Enterprises Inc., a consumer product distributor.

In July of 2021, Wild West announced its expansion, which includes creating 40 new jobs. In June of 2022, Carolina Food Service announced plans to expand their operations. This expansion will provide 71 new jobs, making it one of the largest industries in the area. In December of 2022, Moose Logistics and Distribution announced plans to expand to Horry County, providing around 75 new jobs.

Profile of Local Commercial Properties

Downtown:

Based on a review of the Property Class Code for the tax parcels within ½ mile of the intersection of Main St. and Railroad Ave., there were 185 “Commercial” properties. Of those, approximately two-thirds of those properties fall within four sub-categories:

- Downtown Row Type (24.9%),
- Retail (Single-Occupancy) (22.2%),
- Office Building (9.2%), and
- Medical Office / Hospital (8.6%).

Commercial properties of note include Hills grocery store, CVS, McLeod Health Loris, and multiple restaurants & café's (that are not clearly identified based on their Property Class Code).

Primary Corridors:

Based on a review of the Property Class Code for the tax parcels within 100’ of Hwy 701 / Broad St. and Hwy 9-Bus. / Main St. (excluding commercial properties within the above Downtown area), there were 60 “Commercial” properties. Tax parcels were selected along these corridors extending slightly outside the City limits: north to Morgan Rd., east to Hwy 66, south to Scenic Dr., and west to Cay Rd.. Of those 60 parcels, approximately two-thirds of those properties fall within four sub-categories:

- Retail (Single-Occupancy) (30%),
- Restaurants (including Fast Food) (11.7%),
- Warehouse (including Mini-Warehouse) (11.7%), and
- Office Building (10%).

Commercial properties of note include Loris IGA, Food Lion, the Loris Commerce Center (entrance on Hwy 701), and Tractor Supply. The bulk of the commercial properties along the corridors are along Hwy 701 north of Downtown.

McLeod Health Loris:

Part of the McLeod Health system that provides care from the State’s midlands to the coast, McLeod Health Loris specializes in general surgery, women’s services, emergency care, critical care, urology, and physical / occupational / speech therapies. They are averaging around 600 births per year and growing. The facility has recently added a Dialysis Access Center. The facility includes a 50-bed hospital and includes 120 physicians representing more than 32 specialties.

The hospital and support buildings are located along Case St. on the west side of the City, south of Main Street.

Market-Value:

Based on tax parcel data obtained from Horry County in January 2023, the Market-Value for all properties within Loris is \$305,025,427. The commercial properties account for approximately 1/3 of that value, at \$100,157,696. Residential properties (not including multi-family properties) consist of the largest share of the City’s property value at \$118,305,131.

Economic Development Opportunities

Location, Location, Location:

With the exception of Tabor City (NC) that’s less than 7 miles from Loris, the City is located between 18 and 25 miles from the next closest cities within the region (**Map 6.2**). In order of closest to furthest, those cities are Conway, Aynor, Nichols, North Myrtle Beach, and Mullins. Such location provides Loris with great economic development potential, especially as rural Horry County continues to see an increase in single-family developments.

The City is positioned along a heavily travelled through-road (Hwy 701) and immediately south of a regional arterial highway (Hwy 9). The Transportation Element will provide additional information on traffic counts in and around the City but as a focus on economic development opportunities the traffic counts on those two roadways are as follows:

- Hwy 701 (south of downtown): 7,000 ADT
- Hwy 701 (north of downtown): 11,900 ADT
- Hwy 9 (east of Hwy 701): 8,600 ADT

Brownfields:

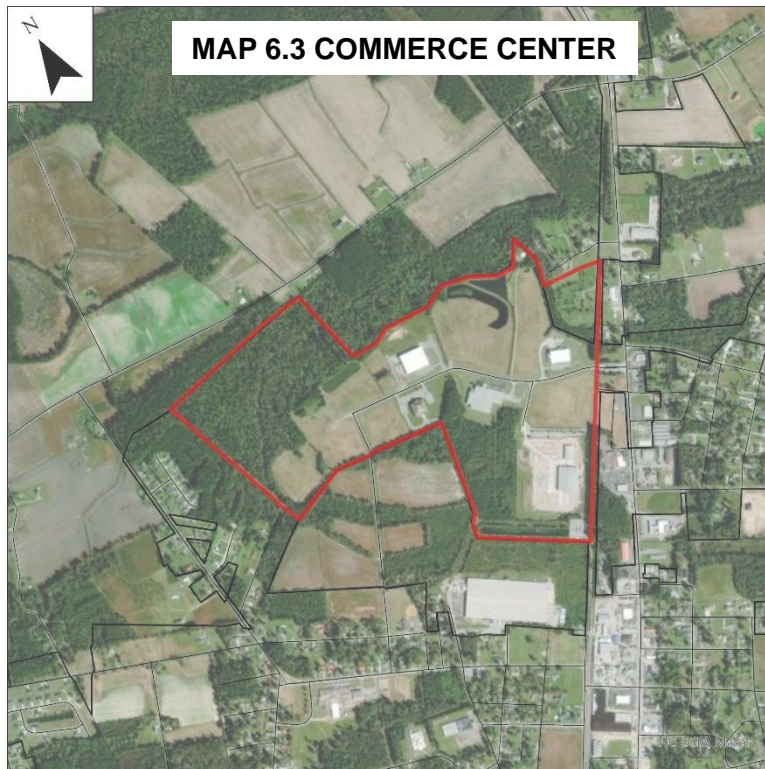
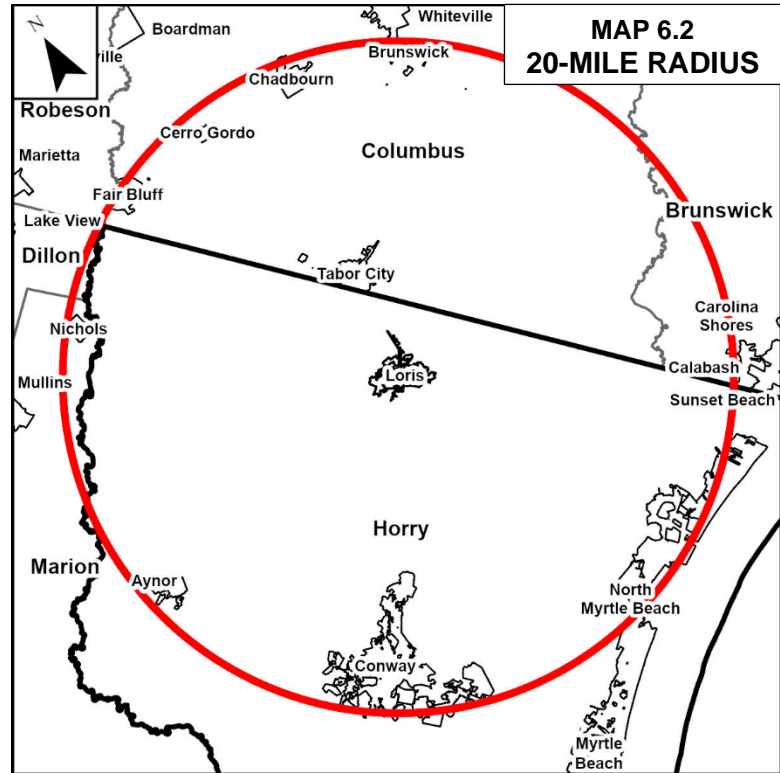
Brownfields are properties where the redevelopment or reuse of them may be complicated by the potential presence of a hazard substance, pollutant, or contaminant. The cost to clean up these sites is high, making it difficult for infill development. Former dry cleaners, vacant shopping centers, and former gas stations are examples of brownfields that could limit redevelopment. Within these sites,

there is a potential for groundwater and soil contamination for leftover chemical waste or underground storage tanks. The Waccamaw Regional Council of Governments (WRCOG) has received a sub grant from the South Carolina Department of Health and Environmental Control

(SCDHEC) for the implementation of the South Carolina Brownfields Environmental Site Testing (SC BEST) program. The old Loris High School is currently an applicant for funding; however, it is still under the review process.

Loris Commerce Center:

The Loris Commerce Center (**Map 6.3**), a mixed-use commercial and industrial park, has been established on a 179-acre tract at the intersection of Ralph Ellis Boulevard and Cannon Road, just off Hwy 701 within the City of Loris. Five structures are currently present on the property, with approximately 100 acres of land remaining for expansion of industrial sites. Targeted industries



include light manufacturing, distribution, and healthcare enterprises. The site features easy access to SC Highway 9, SC Highway 22, and US Highway 501. Additionally, the park is located adjacent to the RJ Corman rail line. Water and sewer infrastructure is provided by the City of Loris and there is ample capacity for all types of development. Electric infrastructure is provided by Santee Cooper and the park is located less than 5 miles to transmission and substation assets. Natural gas is available through Dominion Energy South Carolina.

The majority of acreage within the park remains available for investment and development. All available acreage is owned free and clear by a public entity; therefore, land costs are low, and the property is easily transferable.

Current tenants within and around the park include:

- Laudisi Enterprises – consumer product distributor
- Wild West – retail warehouse / distribution center
- Carolina Food Service - distributor of foods to restaurants and grocery stores
- Builders First Source - supplier of structural building products

Various incentives are available for projects located in the Commerce Center including:

- Property tax abatement
- Fee-in-Lieu of Tax (FILOT) Agreements for up to 30 years
- Build-to-suit and lease-back agreements with qualified private developers
- Workforce development training
- Corporate Income Tax credits
- Grants for infrastructure and property development costs

Ownership of the Loris Commerce Center is shared between Myrtle Beach Regional Economic Development Corporation and Santee Cooper. Plans for future development include building a rail spur and pads for additional tenants. Workforce development opportunities are strong, as more than 325,000 live within a 45-minute drive time of the area.

Downtown Economic & Development Master Plan (2024):

The City is currently in the process of developing a downtown master plan in conjunction with this Comprehensive Plan. The purpose of the *Loris Downtown Economic and Development Master Plan* is to chart a course for sustainable economic growth, cultural vibrancy, and community engagement within the downtown district.

The master plan identifies three geographical areas that have the potential to spur investments into the area. The Iron Cross, which is located at the intersection of Main Street at Railroad Avenue and Meeting Streets, is the center of downtown. Many businesses and community celebrations take place along these streets, as parking is abundant here. Emphasis on improving pedestrian facilities and beautification would improve the function and aesthetics of these crossroads. The old Loris High School is identified as another area that has the potential for redevelopment. As previously mentioned, the property is currently being assessed for environmental cleanup. Lastly, the Hillcrest Center, located on Broad Street, serves as a northern gateway to the downtown area. Redevelopment of the shopping center could result in mixed use development that is more compatible with the character of the historic downtown.

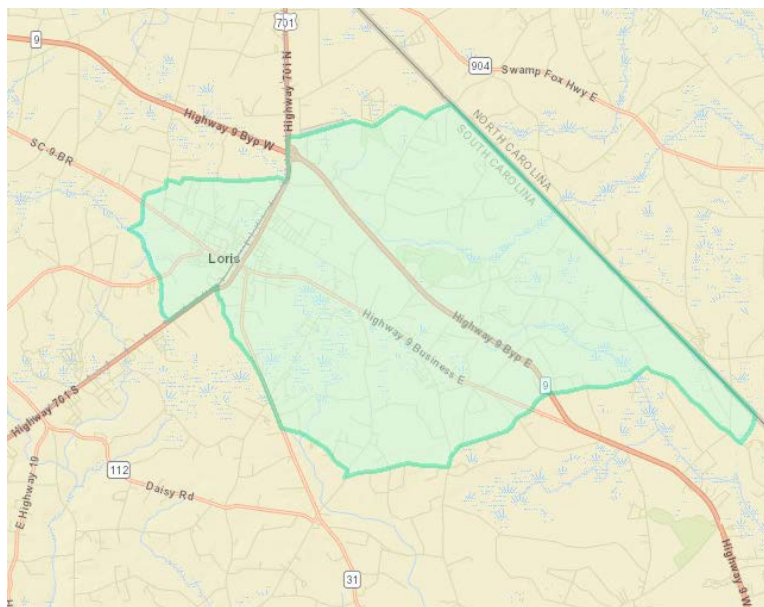
In addition to these three areas, the Master Plan identifies parcels as ripe, firm or opportunity. Ripe represented parcels with the potential for transformation, firm represented parcels whose characteristics are unlikely to change, and opportunity represented parcels that did not fit into either category and need future consideration.

Loris Opportunity Zone:

Opportunity Zones are an economic development tool that allows people to invest in distressed areas through the United States. The purpose of these zones is to spur economic growth and job creation in low-income communities while providing tax benefits to investors. Such zones were created by the Tax Cuts and Jobs Act of 2017. The zones are drawn based on census tract boundaries and are designated by governors in every state. The program offers investors incentives for putting their capital to work in low-income communities and appears to be managed locally by .

There are four zones within Horry County. One zone is located in or near each of the four jurisdictions: Aynor, Conway, Loris, and Myrtle Beach.

The Loris Opportunity Zone consists of census tracts 202.01 & 202.02 (2020). These tracts consist of a portion of the City of Loris and a portion of unincorporated areas of Horry County east of the city. The base economy was historically dependent on tobacco and other agricultural products, but has shifted to tourism, industry, and health care. The population within this zone is 5,869 and the median household income is \$69,345 (202.01) and \$36,112 (202.02). Home ownership rates within the zone are 65.9% (ACS 2022).



Other Factors:

State and federal transportation investment in the region is projected to have a significant direct impact on the connectivity of Loris to larger markets in the region.

The Federal Railroad Administration (\$9,765,620), with additional cost share provided by South Carolina Department of Commerce and R.J. Corman (\$7,800,000) will rehabilitate and operationalize the R.J. Corman rail line. This short line of railroad connects Conway, South Carolina, and Chadbourn, North Carolina. This construction project will also provide greater connectivity to Wilmington, North Carolina. This tract is located within 25 miles of Interstate 74 in North Carolina. The City of Loris is also situated along Highway 701, and in close proximity to Highway 9, providing direct access to the Grand Strand and proximity to the eventual Interstate 73 corridor.

Element 7

Community Facilities



Public services such as fire and police protection, along with water and sewer services, garbage and recycling collection, medical facilities and others, are often taken for granted. These services are vital to the livelihood of communities and are at the forefront when considering the safety and the welfare of local populations. Additionally, these services are an important measure of the quality of life and are invaluable to City residents.

Municipal Services and Facilities

The City of Loris was incorporated in 1902 and operates under a council form of government. The residents of the City elect a mayor and six council members, all of whom serve four-year terms. The City provides a full range of services including police and fire protection, water and sewer, recreation, planning and zoning, and general administrative services. In 2023, the City of Loris operated under a budget of \$3.7 million and employed a staff of 35, three of which are part time. The City's tax millage of 110.8 mills. This is comparable to the County rate of 56.2 mills and the City of Conway's rate of 87.7 mills. A description of City facilities and services is provided below. **Map 7.1** displays the location of these facilities.

Administration

The legislative, judicial, and executive/administrative functions of city government are conducted at City Hall. This facility houses seven full-time employees and includes office space for the mayor, city clerk/treasurer, human resources, finance, planning, and other support offices. Additionally, City Hall provides space for public meetings including the City Council, Planning Commission, and other meetings of the City's various committees and boards. In September of 2018, the Category 1 Hurricane Florence struck Wrightsville Beach, North Carolina and caused widespread damage in that area and in northeast South Carolina. During that storm, the roof of Loris's City Hall collapsed. Since then, the building has been repaired.



Police Protection Services

The Loris Police Department has a force consisting of one chief, three sergeants, two school resource officers, and 13 full-time Class 1 certified police officers. Nine of the officers are radar certified, four are certified firearms instructors, and five are certified as special skills instructors. The department maintains a fleet of 14 patrol vehicles, four of which are unmarked. All vehicles are equipped with 800 MHz radios and in-car cameras. Eight of the vehicles are equipped with speed measuring devices. In 2023, there were 14,6762 calls for service.

The City's Police Department and Fire Department share a building on 3909 Walnut St., which was completed in 2012. The building has a total square footage of 12,700, of which ~30% is occupied by the police department. Contained within the space are administrative offices, a

dispatch and reception area, evidence room, file storage, equipment storage, and an officer work area.

Fire Protection Services

Fire protection services are provided by the City, relying only on twenty (20) volunteer firefighters. Two brush trucks, three pumpers, one 95-foot ladder truck, one tanker, one squad vehicle for medical calls, and one antique fire engine are used by the department. Two of the personnel are certified state fire marshals and two are certified instructors. The Loris Fire Department's service area extends outside the City limits per an agreement with Horry County.

The City's ISO rating is 4. The Insurance Services Office (ISO), established in 1971, evaluates municipal fire-protection efforts in communities through the United States. An ISO rating is based on review criteria from the Fire Suppression Rating Schedule (FSRS) manual. The review criteria focus on three key items: emergency communications, fire department (including operational considerations and proximity to a fire department), and water supply (such as fire hydrant coverage). The rating has a direct effect on the insurance premiums that individuals pay on their homes and/or commercial property. Places with lower ISO ratings generally have better insurance rates. The range of the rating is from 1-10. The lower the number the better the community is ability to tackle a fire.

The Fire Department is housed with the Police Department at 3909 Walnut St.. Of the building, 30% of the building consists of administrative offices, living / sleeping / kitchen / laundry facilities, an exercise room, a locker room, and storage space. 50% of the building consists of four 80-ft long bays for vehicles.

Public Works Department

The City's public works department includes the Water & Sewer Division and the Street & Sanitation Division. The Department does not have an Engineer on staff at this time. Specialized equipment utilized by the public works department includes one backhoe, one dump truck, two pick-up trucks, and one sewer vacuum truck.

The Water & Sewer Division aims to provide quality water and sewer services for residential, commercial, and industrial uses. The Division includes five (5) full-time employees and one (1) part-time staff member; including a water and sewer supervisor, a crew leader, two (2) service workers, and a motor equipment operator. One (1) employee has their Water Distribution Class C state license, three (3) are asbestos certified, and at least two (2) are certified CDL drivers.

The Street Division oversees the beautification and maintenance of the streets and sidewalks within the City limits. The division includes three (3) full-time employees and one (1) part-time, one of which is a certified CDL driver.

The City does not have a lighting ordinance that promotes cohesive lighting throughout the City. The street lights within the City are predominately managed by the electrical provider.

City Water Service

The City's water supply is provided by Grand Strand Water and Sewer Authority, but the City has its own. In FY2023, there were approximately 1,700 water customers. Loris' water use averaged

235,936 gallons per day during FY23 (July 1, 2022-June 30,2023). During FY23, the maximum water usage, ~378,000 gallons per day, was in January 2023. The system can provide a maximum of 600,000 gallons per day. **Map 7.1** denotes the approximate service area for Loris's water system.

Water for the system is provided by Grand Strand Water and Sewer Authority. Some of Loris' potable water is provided through connections with GSWSA's abutting system and some is provided by a local water well. The well, which has been drilled to a depth of 200 ft., is located three miles southeast of Loris off of Highway 9.

The City's water system consists of ~197,000 lf. of water lines and multiple elevated water tanks. The water lines are split out into the following sizes: 10" = 31,900 lf., 8" = 50,000 lf., 6" = 102,500 lf., and <6" = 12,600 lf.. The original system was established in the 1950s and has increased in size incrementally over the years. Recent major upgrades include Highway 701 and Highway 9 water line upgrades due to Right of Way widening.

City Sewer Service

Public sewer services are provided to City residents. This service is provided by the City. In FY2023, there were approximately 1,700 sewer customers. The Loris Wastewater Treatment Plant is located off of Bayboro St., on the west side of the City. Processed wastewater is discharged into Pleasant Meadow Swamp. Grand Strand Water and Sewer Authority manages the wastewater treatment at the plant, where average monthly flow rates for FY23 were ~485,000 gallons per day. The facility has a capacity of 700,000 gallons per day. **Map 7.1** denotes the approximate service area for Loris's water system and treatment plant.

The City's sewer system consists of ~125,500 lf. of gravity sewer lines. The system includes 10 major and 30 or more pump stations / riser stations. The sewer system was established in the 1950s and has, also, increased in size incrementally over the years. Recent major upgrades include upgrades to the Bayboro Pump Station and upgrades to the gravity sewer lines at the Glendale Pump Station.

Parks and Recreation

The City's recreation department is staffed by two full-time employees. The City manages three 200-foot baseball fields, one 180-foot baseball field, one 275-foot softball and baseball field and one 130-foot t-ball and coach-pitch field. The City's recreation department also sponsors youth programs which include, soccer (ages 7 to 12), volleyball (ages 7 to 12), baseball (ages 4 to 14), softball (ages 5 to 15), basketball (ages 7 to 12), cheerleading (ages 6 to 12), and football (ages 7 to 12). Through the public input survey,



citizens made it known that they would like to have more walking paths and trails as well as a downtown plaza.

Collectively, the City and County manage five parks in the Loris area. Heniford Recreation Field, located adjacent to Loris High School, encompasses 10.5 acres. Loris Nature Park, on Loris Lions Road, occupies 21.3 acres. Watson Park, located on Cedar Lane, has four acres.

There is a proposal to renovate Watson Park; including four new basketball courts, a new parking lot, and new sidewalks. Building renovations at Watson Park are currently underway.

Playcard Environmental Park, owned by Horry County Schools, is located on Green Sea Road and contains over twenty acres.

In coordination with Horry County, there is a proposed recreational complex on SC Business 9 and Heritage Road. The complex would include baseball fields, multipurpose fields, picnic structures and more. Horry County has budgeted \$11 million in funding for the main building. It has not been determined who will cover the costs of the fields and other remaining needs. **Figure 7.1** illustrates the conceptual master plan for the recreational complex (sketch developed in 2021).



Solid Waste Disposal

The City of Loris contracts with Waste Management to provide weekly garbage pick up to local residents. Garbage picked up includes municipal solid waste, residential yard waste, and bulky items. For this service, residents pay \$16.11 a month, of which \$2.57 is a tipping fee paid to the

County. Local residents who live outside of the City limits would need to utilize one of Horry County's Recycling Centers.

Other Services and Facilities

There are a few community facilities and services that are provided in Loris that do not fall under the direct purview of the City government. A description of these services is provided below.

Additional Water & Sewer Service:

Areas outside of the City's water and sewer service zone but still within the City limits, are provided water and or sewer service via Grand Strand Water & Sewer Authority (GSWSA).

Library System

The Horry County Library System has a branch in Loris. More information on the library can be found in the Cultural Resources Element.

Medical Facilities

Loris' largest medical facility is McLeod Health Loris. In 2011, McLeod Healthcare, whose main office is in Florence, South Carolina, purchased Loris Community Hospital and changed its name to its current name. The hospital is licensed for 105 beds and provides residents with inpatient and out-patient general medical, surgical, and 24-hour emergency care. Over 120 physicians under 32 specialties are located at the hospital. Across the entire hospital system made up of seven hospitals in northeastern South Carolina, there are over 9,500 employees including over 850 physicians and over 2,700 registered nurses. Hospital services include cardiology, dialysis, digestive health, emergency care, ICU, nephrology, neurology, hospice, primary care, pulmonology, radiology, rehabilitation, surgery, urology, and women's health services.

In addition to Loris Community Hospital, there is also the Loris Rehab and Nursing Center which is an 88-bed facility that provides certified therapists, who offer extensive rehabilitation, for residents requiring an extended stay to recover from an illness or accident. Rehabilitation services offered at Loris Rehab and Nursing Center include physical therapy, occupational therapy, and speech therapy. The clinic was purchased by Wilson Senior Care in 2014 and its name was changed from Loris Extended Care to its current name.

Emergency Medical Services

Emergency medical services (EMS) are provided by Horry County. The Horry County Fire/Rescue Department houses 45 fire and rescue stations in various locations throughout the County. Station 35, in Loris, is located at --- Walnut Street. This station staffs four medics and four EMT's and serves an



area which includes the entire City limits and an additional four-mile radius around the City. The current building is not in good condition so \$7 million in funds have been allocated by Horry County

to cover the costs of land and construction of a new building. The new facility will include EMS in addition to the magistrate’s office, Department of Social Services, and Department of Health and Environmental Control.

Schools

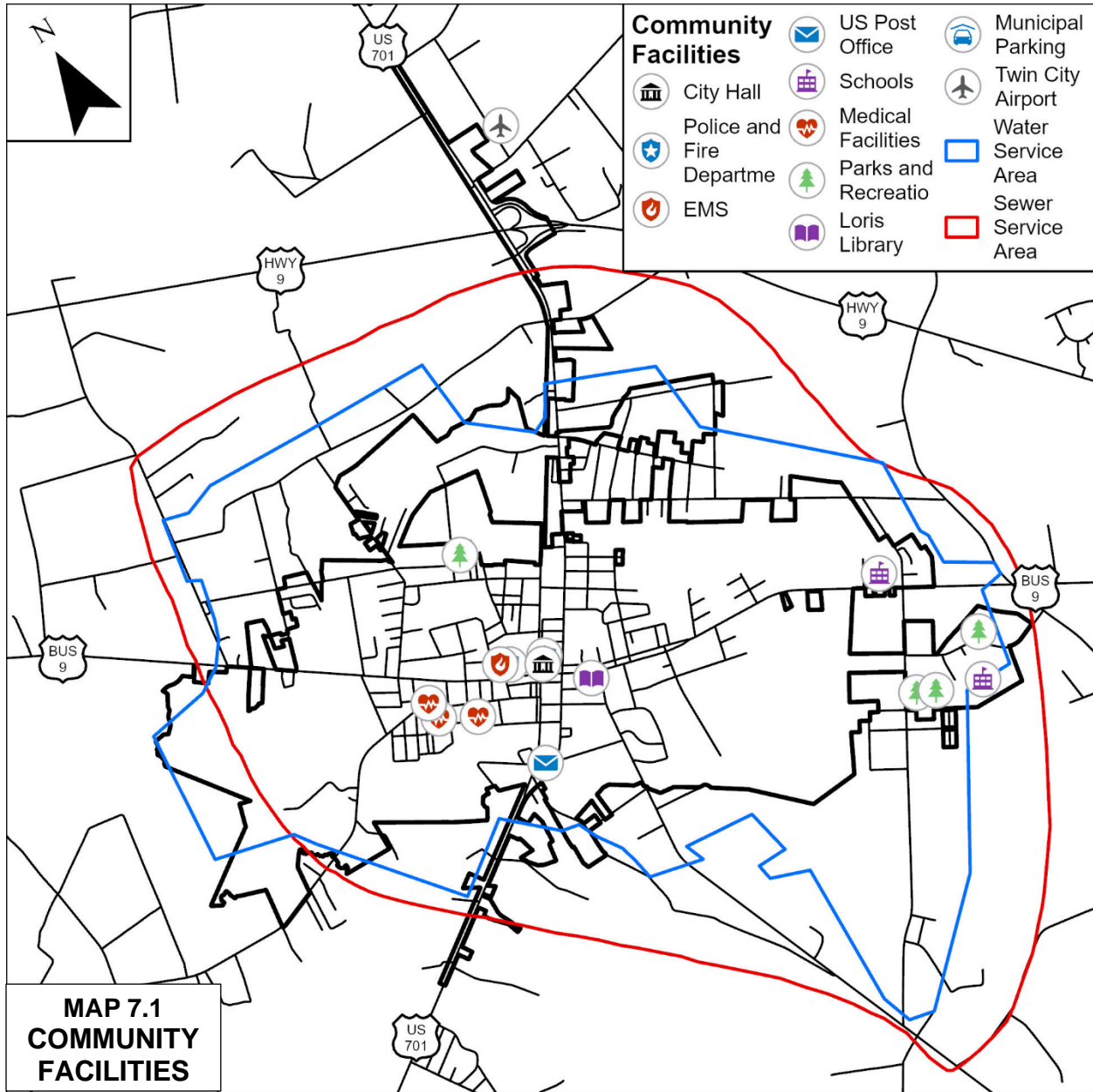
Public schools located in the Loris area fall under the administration of the Horry County School District. This district is the third largest public school district out of 85 in the State of South Carolina and has nine various attendance areas. For the 2019 to 2020 school year, the Horry County District served more than 45,000 students. The Loris attendance area operates four public schools with a total enrollment of 2,972. The area’s schools, locations, and enrollment numbers are provided in **Table 7.1**. Enrollment and capacity information is based on the 2024-2025 Forecasted 45-Day Modified Average Daily Membership (updated Feb. 2023). The Loris area schools are some of the only schools in the district that are not at or exceeding capacity. \$15 million in renovations are planned for Daisy Elementary School by 2029.

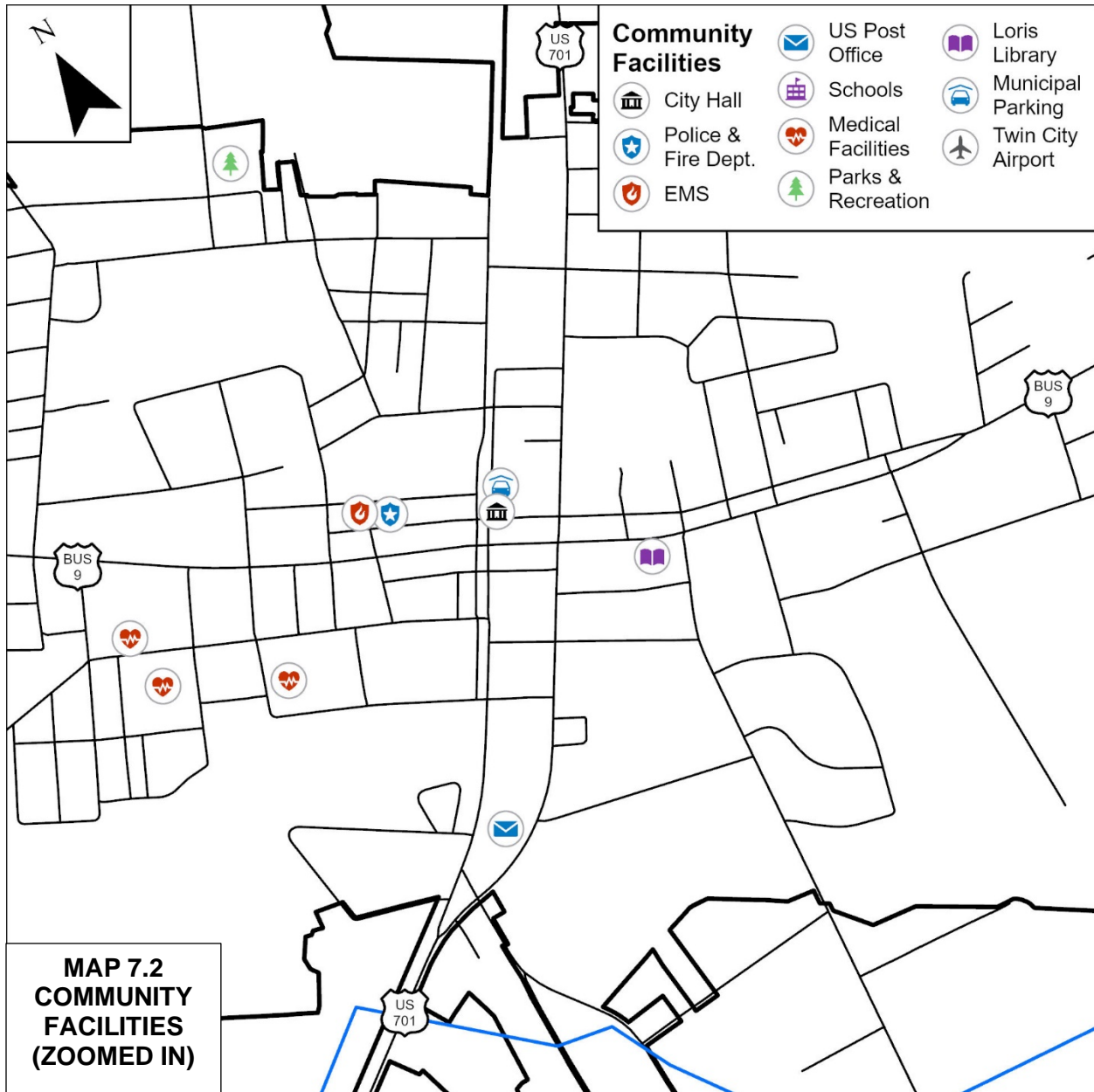
School Name	Location	Grades	Enrollment	Capacity	%
Daisy Elementary	2801 Red Bluff Road	CD-5	607	682	89%
Loris Elementary	901 Highway 9 Business East	CD-5	766	874	88%
Loris Middle	5209 Highway 66	6-8	716	859	83%
Loris High	301 Loris Lions Road	9-12	762	1,059	72%
Total			2,851	3,474	

Source: Horry County School District (2024)

Coastal Carolina University is a fully accredited four-year university that offers over 100 undergraduate programs and over 30 graduate programs. Its proximity to Loris, less than 25 miles, is an asset to the region and provides for high-quality educational opportunities. In the fall of 2021, enrollment totaled 10,473 students. The University has 500 full- time faculty members with a student/faculty ratio of 17:1.

Conway is also the home of the main campus of Horry-Georgetown Technical College. Its campus in Conway houses most the college's administration offices, including the President's Office, the Senior Vice President for Academic Affairs, the Business Office and Human Resources, among others. More than 4,000 students are enrolled in classes on the Conway campus each semester. The campus has 13 buildings across 57 acres, including a 97,000 square foot student services building, the D. Kent Sharples Student and Community Life Complex, which contains a 12,000 square foot library and student support services.





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Element 8

Transportation



Transportation facilities are typically a community’s largest public infrastructure asset. From a planning perspective, the location, access, capacity, and interconnectivity of the transportation system help to shape the built environment. The viability of planned and existing infrastructure helps to direct the location of new developments and to create or sustain economic centers. From a budgetary perspective, the construction and maintenance of transportation facilities are expensive, often-requiring policy makers to balance the demands of transportation with other community facility needs. Because of transportation’s significance, state law requires the adoption of a transportation element prior to implementing development regulations. This element will examine the City’s transportation infrastructure to include streets and rights-of-way, sidewalks, and alternative transportation modes.

Inventory of Streets and Right-of-Ways

The City’s transportation system is comprised primarily of state-maintained rights-of-way. The system includes an estimated 90 streets occupying approximately 300 acres or roughly 10% of Loris’ total land area. The City’s primary roadways include US 701, SC 9 Business, SC 9 Bypass, S 31, S 45, and S 66. A brief description of each is included below:

US 701

US 701 is Loris’ most significant roadway from the standpoint of traffic counts and length through the City. Within Loris, US 701 is primarily a commercial corridor. Recent commercial growth has gravitated to this street due to its high traffic counts, the availability of water and sewer, favorable zoning, and the proximity to SC 9 (Bypass). Horry County’s RIDE III program is widening US 701 downtown and north of downtown.

US 701, or Broad Street for its in-city extent, is an undivided two-lane highway with a few portions having an additional center or right turn lane. North of the City, US 701 temporarily transitions to a divided four-lane highway at its junction with the SC 9 Bypass. This road connects Loris to the cities of Conway and Georgetown in the south. To the north, US 701 connects Loris to Tabor City and Whiteville, North Carolina. In 2021, an estimated 12,100 vehicles used Broad Street daily.

SC 9

SC 9 is South Carolina’s longest state highway, extending from the North Carolina state line, northwest of Spartanburg, to the City of North Myrtle Beach. As Horry County’s northernmost east to west highway, SC 9 serves as an important transportation corridor for beach bound traffic. Through its Loris extent, the highway is divided into two sections, SC 9 Business and SC 9 (Bypass). SC 9 Business, or Main Street, provides access



through the City’s downtown. Beginning at the city limits, west of town, Main Street is a four-lane undivided highway from North Cox Road to Springs Street. Horry County’s RIDE III program will widen SC 9 east from Springs Street. Through downtown, Main Street transitions to a two-lane undivided road with parallel on-street parking. East of Walnut Street, Main Street transitions to a four-lane undivided highway before transitioning once again to a two-lane road east of the city limits. In 2021, daily traffic counts on Main Street ranged from 5,400 to 7,600.

SC 9 (Bypass)

SC 9 (Bypass) borders portions of the City at the US 701 interchange. This section of SC 9, which opened in 1984, is a four-lane divided highway with controlled access. 2021 daily traffic counts for the bypass were 10,600. SC 9 Business and SC 9 (Bypass) rejoin four miles east and five miles west of the City limits.

Secondary Route 31 (S-31)

Secondary Route 31 (S-31), also known as Bryant Street and later Red Bluff Road, serves as a major collector. This two-lane road provides access to and from residential areas south of Loris including the communities of Long Point, Daisy, and Red Bluff. Year 2021 daily traffic counts along the Bryant Street portion of S-31 were 4,600.

Secondary Route 45 (S-45)

Secondary Route 45 (S-45), also known as Bayboro and Joyner Swamp Road, serves as a major collector providing access to residential areas southwest of Loris. For its in-city extent, S-45 becomes Casey Street. This two-lane street borders the southern extent of the downtown and provides primary access to the McLeod Health Loris hospital and adjacent medical clinics. Daily traffic counts for Casey Street were 2,300 in 2021.

Secondary Route 66 (S-66)

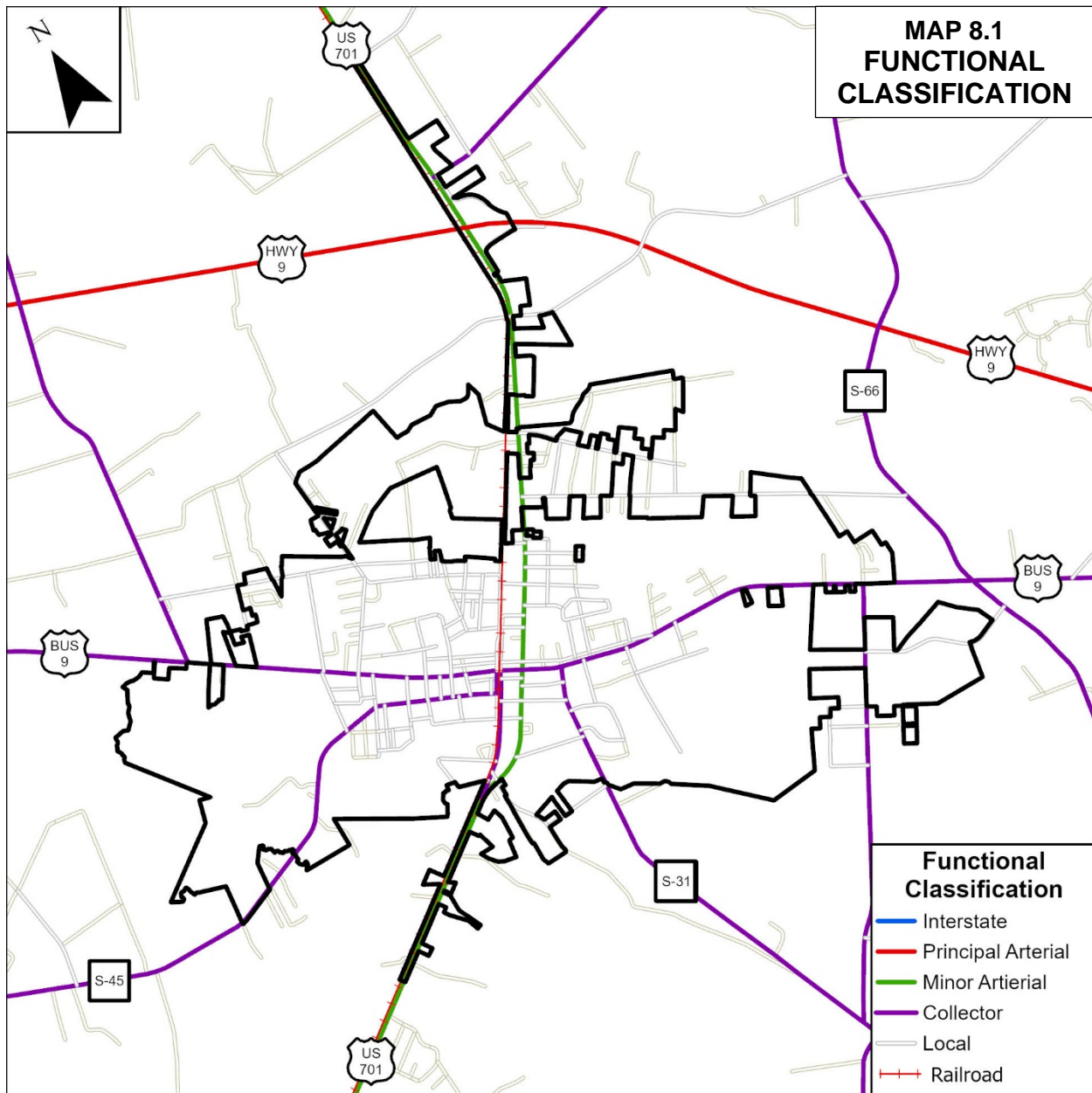
Secondary Route 66 (S-66), also referred to as Highway 66, is located east of the City. Although no portion of this highway is currently within the City limits, S-66 serves an important north to south collector. This roadway provides access to Loris Middle School and serves as an eastern outlet for residential uses adjacent to the Fox Bay Road.

Table 8.1 Provides characteristics of major streets within the Loris area:

Street Name	Number of Lanes	Lane Width (feet)	Classification	Ownership/Maintenance
US 701 (Broad Street)	Two/Three	12.5	Minor Arterial	SCDOT
SC 9 Business (Main Street)	Four/Two/Four	10 to 12	Major Collector	SCDOT
SC 9 Bypass	Four (Divided)	12.5	Principal Arterial	SCDOT
S-31 (Bryant Street)	Two	11	Major Collector	SCDOT
S-45 (Casey Street)	Two	10	Major Collector	SCDOT
S-66 (Highway 66)	Two	Variable	Major Collector	SCDOT

Source: SCDOT, 2020 (classification)

Map 8.1 denotes the location of area streets and provides the functional classification for each.

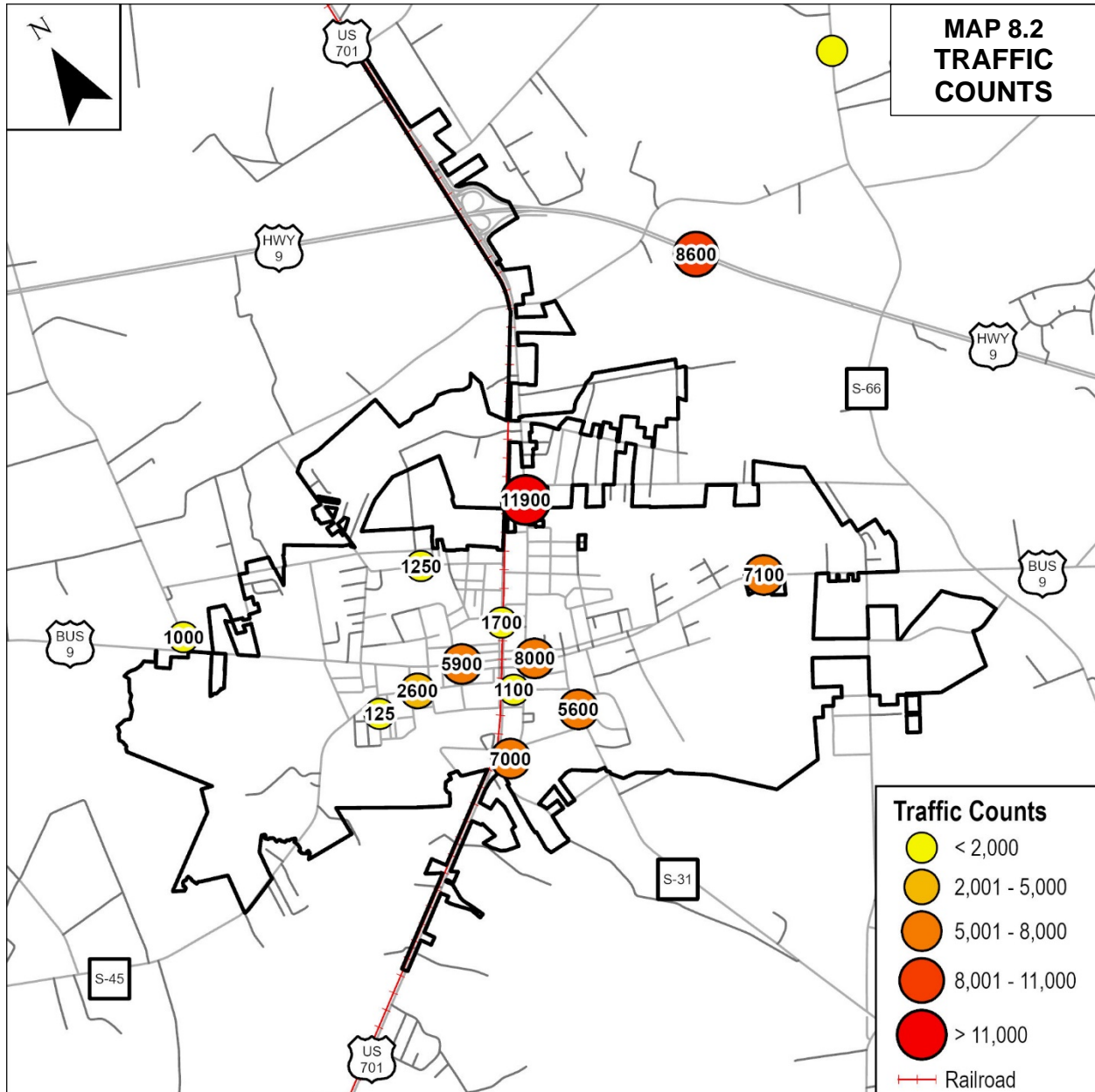


Traffic Counts

Between 2013 and 2022, increase in traffic volumes varied for all of the City’s major streets. The rate of increase varied significantly by roadway. SC 9’s (Bypass) traffic volumes increased by 43% between 2013 and 2022. Traffic for the City’s other arterial, Broad Street (US 701), also experienced growth. To the north, volumes increased by 9% and, to the south, volumes increased by only 2.9%. Traffic increases for the City’s eastern collectors, Bryant Street and Highway 66, were 37% and 100%, respectively between 2013 and 2022.

Traffic volume increases were minimal in other parts of the City. One street, Casey Street, declined in traffic by 500 vehicles per day or 16% between 2013 and 2022. In the downtown, Main

Street's volumes increased by 11%. East of downtown, volumes decreased by 5%. SC 9 Business's traffic volumes to the east of the City towards Myrtle Beach has increased by 20% after historically decreasing. **Map 8.2** depicts traffic counts of the area's roads. **Table 8.2** displays traffic counts from 1993 to 2022 in five-year intervals (2023 traffic count data is not available yet).



**TABLE 8.2
HISTORIC TRAFFIC COUNTS (1993-2022)**

Street	Station	1993	1998	2003	2008	2013	2018	2022
Broad St (S)	191	5,300	5,300	5,700	6,800	6,800	7,800	7,000
Broad St (N)	193	7,800	9,300	10,500	11,500	10,900	10,700	11,900
SC 9 (Bypass)	197	5,700	5,800	5,800	7,600	6,000	9,600	8,600
SC 9 Business	209	-	-	-	7,000	5,900	5,600	7,100
Main St. (Downtown)	205	6,200	7,100	6,100	5,800	5,300	5,200	5,900
Street	Station	1993	1998	2003	2008	2013	2018	2022
Main St. (E)	207	8,700	7,600	8,300	8,300	8,500	8,600	8,000
Casey St.	263	3,000	3,400	3,000	3,000	3,100	2,300	2,600
Bryant St.	271	2,800	3,300	3,900	4,000	4,100	4,700	5,600
Highway 66	453	900	1,000	1,100	1,550	1,350	2,000	2,700

Source: SCDOT

Pedestrian Facilities

Except for SC 9 (Bypass), portions of all of the arterial and collector streets within the City have sidewalks. However, about half of those streets only have a sidewalk on one side. Those streets include Bryant, Casey, Church, McQueen, Mitchell, Monroe, Railroad, Sanderson, and Spring. Broad and Main streets, as well as parts of Meeting, Duncan, and Walnut streets have a sidewalk on both sides. Overall, 9.1% of the City’s total street lengths have a sidewalk on one side and 9.4% have a sidewalk on both sides. The City’s most significant sidewalks are downtown. During the 2000s, decorative brick bordering at the edges of the sidewalk and ramping at intersections were installed as part of a multi-phase enhancement project. In this district, the width of the sidewalk averages five to six feet. Outside of the downtown, the width decreases to four feet and maintenance issues become more prevalent.

The Americans with Disabilities Act (ADA) requires that intersections with sidewalks have both a ramp to the street and a detectable surface at the end of the ramp. In 2019, there were a total of 79 intersections with sidewalks in Loris but only 25 of those, or 31.6%, were fully ADA compliant. However, most of the ADA compliant intersections are on both Main and Broad streets, which likely have the highest pedestrian traffic. Crosswalks and crossing signals are provided at the signalized intersections of Main and Broad streets, Main and Meeting streets, Main and Bryant streets, and Broad and Holly streets. Outside of these intersections, crosswalks are not clearly delineated, and intersections lack crossing signals. Additional ADA compliant intersections are needed throughout the City. **Map 8.3** illustrates the location of sidewalks, ADA compliant intersections, and intersections with crosswalks and crossing signals.

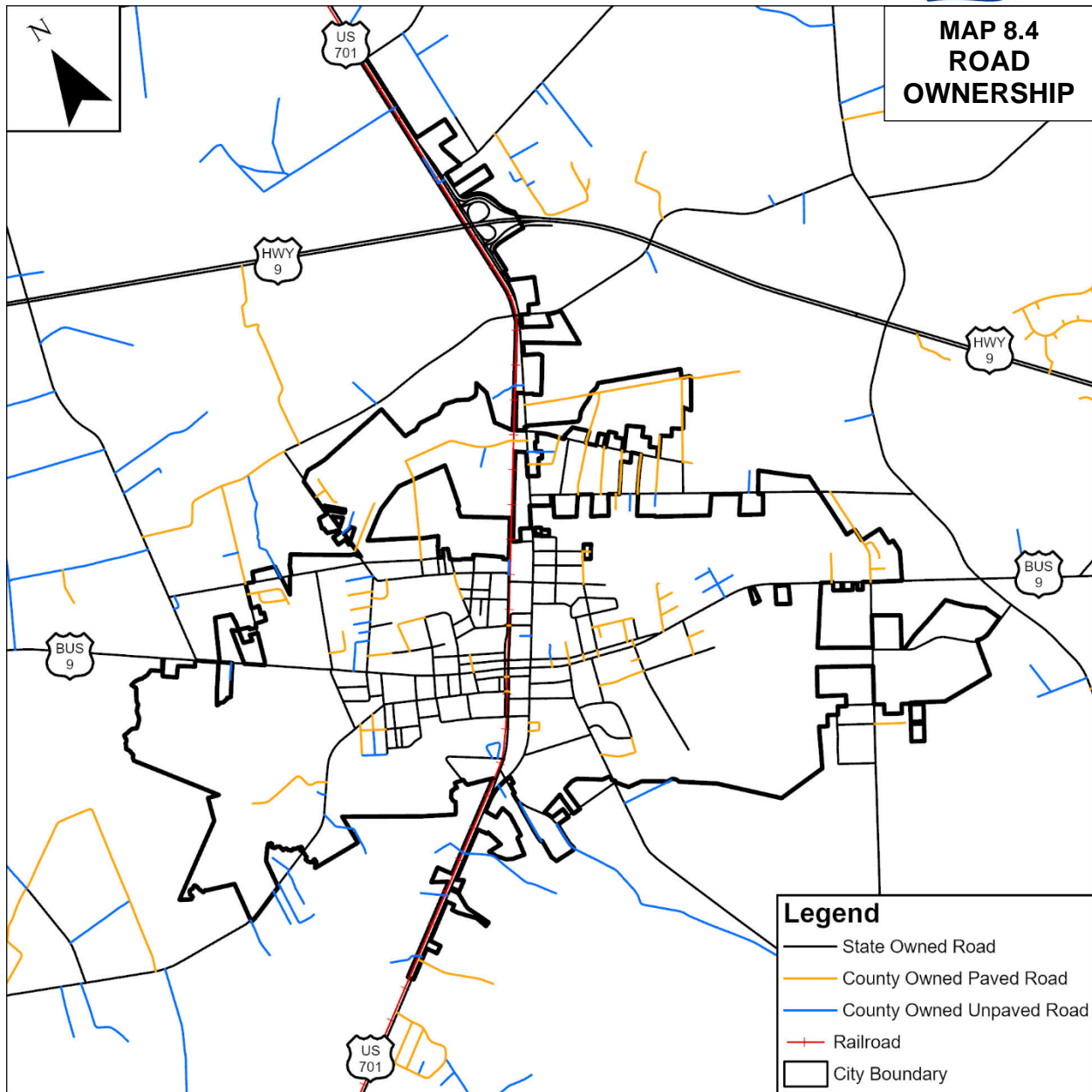
On-street Parking

Designated on-street parking is provided along Main Street, Railroad Avenue, Meeting Street, and Walnut Street. In 2009, the downtown contained an estimated 200 on-street parking spaces. Outside of the immediate downtown, on-street parking is limited. Commercial uses, particularly those located on Broad Street and along the eastern sections of Main Street, utilize surface parking lots. Elsewhere, on- street parking occurs haphazardly.



Roadway Maintenance

Most of the streets and rights-of-way within the City are owned and maintained by the South Carolina Department of Transportation. Horry County owns and maintains 25 streets within the City totaling 3.94 road miles. Many of the county-maintained streets are located at the periphery of the City and include recently annexed areas. The City of Loris does not presently own or perform active maintenance on any street. However, the Land Development Regulations require that all new subdivision roads to be public roads which should be dedicated to the City or provisions to have the roads be private. The public works department retains the capacity to perform remedial repair to sidewalks along state highways. **Map 8.4** denotes roadways maintained by the state and county.



Alternative Transportation Facilities

Bus and Shuttle Service

Area bus and shuttle services are provided by The Coast Regional Transportation Authority (Coast RTA). Coast RTA services 17 fixed routes that extend from Georgetown to North Myrtle Beach and westward to Loris. Route 2 currently serves Loris daily between 5:30 AM and 7:30 PM. There are six bus stops in the City located along the Broad Street and Main Street corridors. Coast RTA also provides paratransit service within Loris for senior citizens and persons with disabilities. This service includes subscription and demand response transportation. Bus stop locations are illustrated in **Map 8.3**. Greyhound Bus Lines provide long-distance bus service. Although Loris does not have a bus station, Greyhound stations are located in Myrtle Beach, Florence, Dillon, and Georgetown.

Rail Service

The RJ Corman Railroad Group provides freight rail service in Loris. RJ Corman maintains lines from Whiteville, North Carolina to Mullins, South Carolina and from Chadbourn, North Carolina through the City of Loris to Conway. The railroad also provides service from Conway to the Intracoastal Waterway. Passenger rail service is not available within the City limits. Amtrak provides passenger service with stations in Florence, Kingstree, and Charleston.

Airports

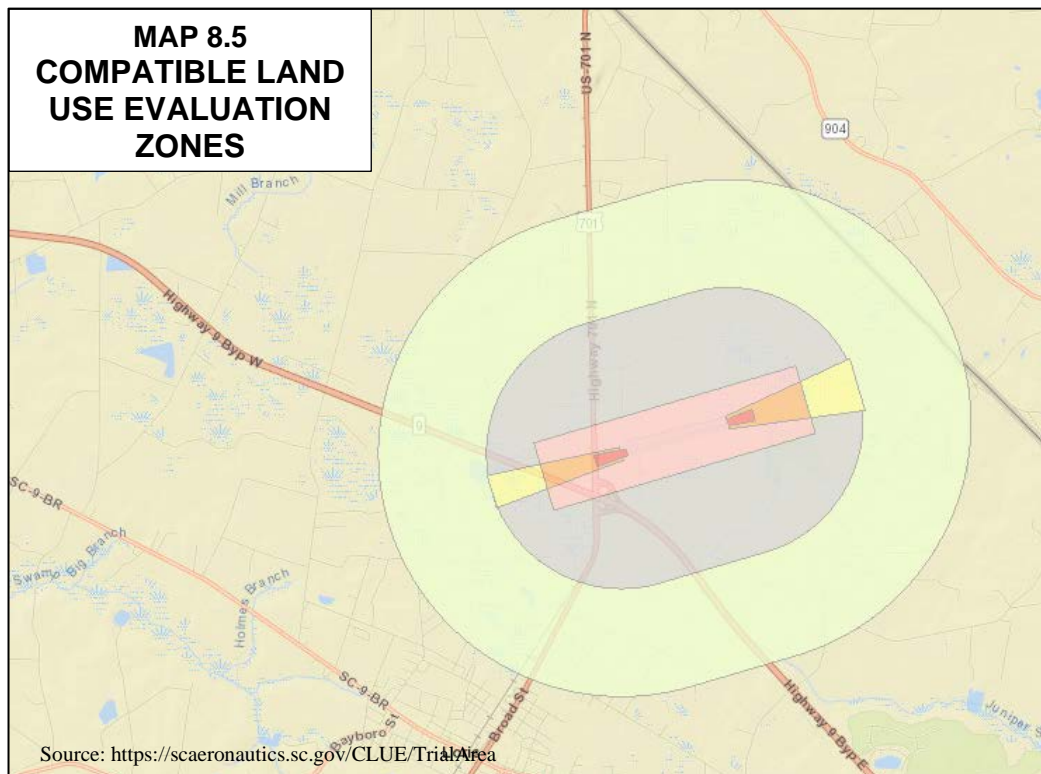
Three general aviation and one commercial airport are located within proximity to the City of Loris. These facilities are described below.

Myrtle Beach International Airport (MYR)

MYR is located 35 miles southeast of Loris and is the area's only commercial airport. Opened to commercial aviation in 1976, this facility covers 3,700 acres and has one 9,503 foot by 150 foot runway. In addition to general aviation, MYR is served by ten airlines. Over 2.5 million passengers utilize this airport annually. Formerly part of the Myrtle Beach Air Force Base, MYR is owned by Horry County.

Twin City Airport (5J9)

The Twin City Airport is located adjacent to the city limits of Loris on Airport Road. The airport is unattended and is open to general aviation. The facility consists of one 3,694 foot by 60 foot runway. Twin City Airport is owned by Horry County. **Map 8.5** below depicts the land area where rezonings and new construction is required to be submitted by local building and planning officials to the South Carolina Aeronautics Commission (SCAC) for compatibility review. The map shows airport safety zones and airport land use zones for the surrounding area. These zones help the



public and planning entities know if certain developments are compatible with the airport. The airport vicinity zone limits high structures, particularly those creating visual obstruction or very high concentrations of people.

Conway-Horry County Airport (KHYW)

The Conway-Horry County Airport is located 25 miles southeast of Loris. This general aviation airport is owned by Horry County and consists of one 4,400 foot by 75 foot runway.

Grand Strand Airport (KCRE)

KCRE is located in North Myrtle and is approximately 25 miles east of Loris. KCRE is an unattended general aviation airport with one 5,997 foot by 100 foot runway. The airport is owned by Horry County.

Water Ports

Large commercial ports are located in Charleston, South Carolina (117 miles) and Wilmington, North Carolina (75 miles). Shallow draft ports for fishing vessels and pleasure craft are located at Little River Inlet and Murrells Inlet.

Planned Right-of-Way Improvements

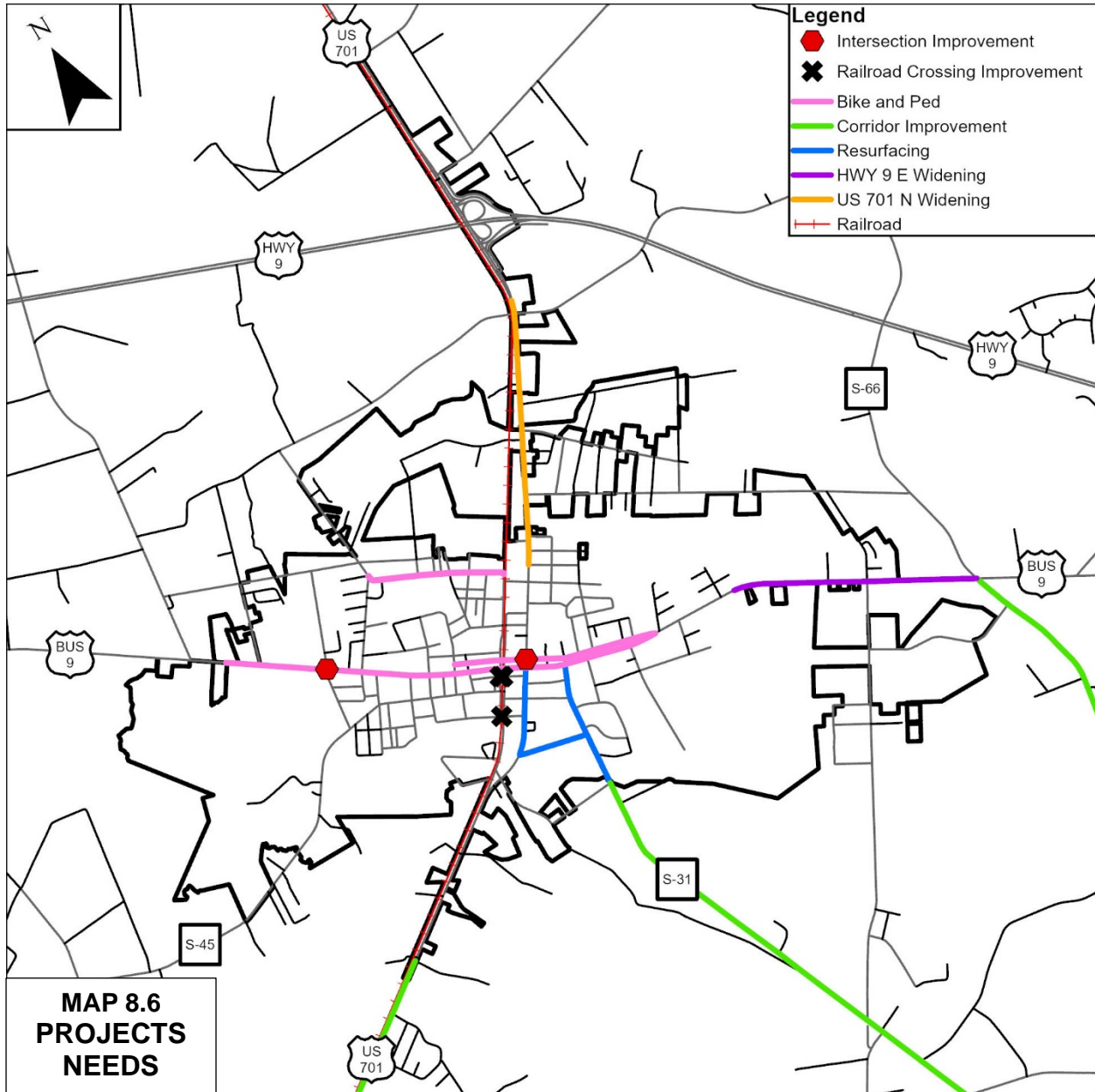
Planned street and right-of-way improvements have the potential to impact traffic patterns and undoubtedly will affect future roadway conditions within the Loris area. In preparation for this element, planned state and county projects were considered. Planned county-funded improvements within the Loris area consist primarily of roadway resurfacing and paving projects. Several state and federally funded projects are planned for Horry County. The majority of these projects are located along the immediate coast or are adjacent to the US 501 corridor. Currently, as part of the RIDE III Program, US 701 N and Highway 9 E are being widened. **Table 8.3** displays a list of identified project needs. **Map 8.6** denotes the location of proposed projects within Loris for the Waccamaw Region’s Rural Long Range Transportation Plan.

TABLE 8.3 PROPOSED TRANSPORTATION PROJECTS	
Project Type	Location
Intersection Improvement	US 701 (Broad St) / Walnut St
Intersection Improvement	Main St / Harrelson St
Resurfacing	Meadow Street
Resurfacing	Bryant Street
Resurfacing	Walnut Street
Resurfacing	Broad Street
Corridor Improvement	Broad Street
Streetscape*	Broad Street
Streetscape*	Church Street
Streetscape*	Main Street
RIDE III PROJECTS	
Road Widening	US 701 N
Road Widening	Highway 9 E

* Per Downtown Master Plan (2024)

Horry County Transportation Committee's 2023 projects included \$1.5 million for the resurfacing of three local roads and three state roads (L-147 (Bell St.) from S-26-162 (Pinewood Dr.) to SC-9 Business (Main St.), L-5742 (Triangle St.) from S-26-145 (Walnut St.) to L-2467 (Blanton St.), L-6561 (Fox Glen Dr.) from S-26-570 (Fox Bay Rd.) to the cul-de-sac (0.23 miles), S-26-178 (Meeting St.) from S-26-61 (Liberty St.) to S-26-45 (Casey St.), S-26-180 (Church St.) from S-26-178 (Meeting St.) to S-26-337 (Cox Rd.), and S-26-1134 (Spring St.) from S-26-337 (Cox Rd.) to S-26-747 (Prospect Rd.).

Additional right-of-way projects are discussed in detail within the Downtown Master Plan (2024).



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Element 9

Priority Investment



Priority Investment Act

In 2007, the South Carolina General Assembly amended the state's planning enabling laws to require the inclusion of a Priority Investment Element as part of any local comprehensive plan. The new law provides:

“A priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, ‘adjacent and relevant jurisdictions’ means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, ‘coordination’ means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunities for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action”.

This element is designed to provide guidance in the prioritization, solicitation, and expenditure of funding. As priority projects, funding sources, and the potential cost of improvements will change over the ten-year horizon of this plan, this element should be reviewed annually by the Planning Commission.

Project Coordination and Notification

Many of the infrastructure providers identified by the Priority Investment Act are outside the jurisdiction of the City and are not directly reliant upon the City for funding. These entities have their own oversight authority (board), budget, and capital improvement plans. The City should continuously request notification and input on infrastructure projects that affect the City and its residents. Agency coordination is vital to ensure the implementation of this plan.

As part of this element's compliance with the Priority Investment Act, a listing of projects, as identified by this element and within the Transportation Element, were provided to Horry County Government, the Horry County School District, Grand Strand Water and Sewer Authority, the South Carolina Department of Transportation, Horry County Transportation Committee (CTC), Coast RTA, Horry Electric, and Dominion Energy for review and comment. In addition, agency sponsored projects, requiring coordination, were solicited for inclusion and are provided in Table 9.3.

Capital Funding Sources

The City of Loris has a modest annual General Fund Budget of \$3,740,812 in Fiscal Year (FY) 2023-2024. Of that budget, funds for capital improvements are limited to fully funded grant projects or grant projects that require minimal matching funds. Example grant funding opportunities for capital improvements, include, but are not limited to, Community Development Block (CDBG) grants, Parks and Recreation Development (PARD) grants, a variety of hazard mitigation grants, Economic Development Authority (EDA) grants, Transportation Alternatives grants and Recreational Trails Program (RTP) grants, and Rural Water and Sewer grants.

At this time, the City does not have a formalized Grant Matching Funds account within the General Fund dedicated to providing matching funds for grants as they become available. This can make the City reliant upon sources beyond the General Fund or from partner organizations. At this time, the City's Budget cannot accommodate any significant expansion or major overhauls to the City's infrastructure, including its Downtown, drainage, recreation, or water and sewer line replacements or upgrades unless the costs are primarily covered through grants. This trend will not change over time, unless there is an increase in new construction and infill development within the City limits or through annexation, thus increasing the tax base, or in combination with an increase in millage and fees.

Water and sewer related capital improvements, including the ability to fund major repairs or pipe replacements, are highly limited under the current rate and tap fee structure, which already exceed that of Grand Strand Water and Sewer Authority. At this time, if any significant repairs or line replacements or other upgrades need to occur, the cost would have to be absorbed by the General Fund. This could cut into the ability for the City to make other capital improvements and could easily result in the need for a significant millage or fee increase if emergency repairs are needed that exceed the current budget. Because of the age of the water and sewer infrastructure and ongoing deferred maintenance to the system, the City should consider transferring ownership of its water and sewer service to Grand Strand Water and Sewer Authority, as the system places a significant financial liability on the City. If the City does not transfer ownership to GSWSA, the City will need to commission a capital improvement study on the system. No doubt, the City will need to increase its water and sewer fees and rates, which already exceed GSWSA. Further increases in water and sewer fees and rates will discourage new development within the municipal boundaries and will likely result in more vacant businesses and lost City revenues in the future.

Capital Projects Underway

There are multiple capital improvement projects underway to support the needs of the community.

RIDE 3: The RIDE 3 Program is managed by Horry County Government and implemented by SC Department of Transportation. There are two improvements underway in the City, including (1) widening Hwy 701 N from Dogwood Street to the interchange at Hwy 9 Bypass and (2) widening Hwy 9 Business from Cox Road to SC 66. These gateway improvements will improve the flow of traffic into and through the City.

Watson Park Improvements: The City secured Parks and Recreation Development (PARD) grants both 2021 and 2023 from SC Parks, Recreation and Tourism to upgrade the playground, install new basketball courts, and renovate the existing building to provide public restrooms, and to install a pavilion. Additional park improvements, like walking trails and outdoor exercise equipment, could be pursued with alternative funding sources or future grant cycles.

Water and Sewer Improvements: The City of Loris has secured approximately \$5 million through Rural Infrastructure Authority (RIA) SC Infrastructure Investment Program (SCIIP). The funding will support replacement of the City's three main gravity sewer trunk lines and will also upgrade the City's water meters. The existing clay sewer mains will be replaced with similarly sized HDPE sewer mains. And all residential and business connections to these lines will also be replaced and a cleanout installed for future maintenance. Manholes will also be upgraded. Regarding water upgrades, the only improvements will be to the water meters, installing a automatic meter infrastructure-based Wi-Fi communication system that will enable the City to improve its reading and billing system and identify excess water usage, indicating leaks. These improvements are anticipated to be completed by the end of 2025.

Loris Regional Recreation Center: The City of Loris owns a 38-acre site at the corner of Hwy 9 Business and Heritage Road. Horry County Government has budgeted \$11 million dollars to construct a regional recreation center. The funding to support the development and maintenance of any recreational fields or other outdoor amenities has not been determined at this time; however, the County has agreed to manage the recreation center and the activities within it.

Horry County Government Complex: Horry County has budgeted to replace the Magistrate, DSS, and DHEC offices and the EMS station currently located in Downtown Loris. The County recommends combining these services on a new site. \$7 million has been dedicated by the County to relocate the Government Complex and another \$5 million to relocate the EMS Station. The sites or site for this complex has not been determined; however, the Old Loris High School Site is available and centrally located.

Priority Studies and Planning Projects

As with any community, the City of Loris should financially prepare for updating its Comprehensive Plan in 5 years and rewriting it in 10 years. Through this planning effort, the City has identified the need for developing a local stormwater ordinance and updating the Zoning and Land Development Ordinance. Additional stormwater studies are needed. And if the City decides to retain ownership of its water and sewer system, a capital improvement study will be needed to help prioritize improvements. Table 9.1 provides a prioritized listing of planning activities:

Project	Recommended Timeframe	Funding Source/Options	Estimated Cost
Development of a Local Stormwater Ordinance	2025	General Fund	\$10,000
Zoning & Land Development Ordinance Update	2025	General Fund	\$75,000
Downtown Design Guidelines	2026	General Fund	\$40,000
Fox Bay / Juniper Swamp & Gaskins Branch Flood and Drainage Study (in conjunction with Horry County Stormwater)	2026	FEMA, SCOR, General Fund, Horry County	\$200,000
Water and Sewer Capital Improvement Study	2026	Water & Sewer Fees	\$250,000
Branding Study, including Logo, Gateway and Wayfinding Design	2027	General Fund	\$35,000
Traffic Study, Engineered Plans, and Phasing Strategy for Downtown Intersection and Streetscape Improvements from Master Plan	2028	General Fund, Rural TIP	\$350,000
5-Year Comprehensive Plan Update	2029	General Fund	\$25,000
10-Year Comprehensive Plan Rewrite	2033-34	General Fund	\$65,000

The City currently utilizes the Waccamaw Regional Council of Governments to obtain Planning and Zoning Technical Assistance. The City should also formalize a Stormwater Technical Assistance Contract with Horry County Stormwater. In addition, the City should explore the cost associated with becoming part of the Main Street America Program to gain access to the resources available to support downtown revitalization and economic activity. These additional expenses should be accounted for within the City's budget, on an annual basis.

Priority Projects

The City has identified a number of priority infrastructure projects (Table 9.2) to be considered for funding over the next decade should local funding or a combination of local and grant funding become available. The following projects are not in priority order, as implementation will be based upon funding source and availability. Note that many of these projects can be implemented incrementally. These projects are important catalysts in ensuring the success of achieving this plan’s vision, along with the vision within the Downtown Economic & Development Master Plan. Note that water and sewer projects have not been identified within this list, as a full study of such needs is necessary if the City should decide to retain ownership of the system. In addition, the City will be able to prioritize the streetscape and roadway improvement projects in the Master Plan once engineered plans and formal cost estimates and phasing strategies are completed.

TABLE 9.2 PRIORITY INFRASTRUCTURE PROJECTS			
Project	Recommended Timeframe	Funding Source/Options	Estimated Cost
Old Loris High School Redevelopment			
Ph 1 - Tear Down and Site Remediation	2025	CDBG	\$ 250,000
Ph 2 – Horry County Government Complex Replacement (Magistrate, DSS, DHEC, Community Center, and EMS) – recommended on this site	2027-2029	Horry County	\$12,000,000
Ph 3 - Outdoor Recreational Amenities, including amphitheater, pavilion, playground, lawn, and walking trails	2028-2032	PARD, LWCF, RTP, and/or CDBG	\$ 1,000,000
Pleasant Meadow Swamp Drainage Improvements (revised estimates from 2019 Earthworks Study)			
Ph 1- Channel area improvements between and under the Railroad bridge and the Bryant Street Bridge	2027	CDBG, SCOR, FEMA	\$560,000
Ph 2- Numerous pipe sizing upgrades, (may need multiple phases)	2027-2032	CDBG, SCOR, FEMA	\$1,738,800
Ph 3- Regional Retention Pond 1 (10 acres)	TBD	CDBG, SCOR, FEMA	\$1,300,000
Ph 4- Regional Retention Pond 2 (10 acres)	TBD	CDBG, SCOR, FEMA	\$1,300,000
Flood Buyouts and Open Space Acquisition, if needed	TBD	SCOR, FEMA	TBD
Iron Cross Linear Park – add sidewalks, landscaping, lighting, and furniture along railroad	2026	CDBG	\$750,000
Sidewalks at cross streets between Meeting St and Railroad Avenue	2027	SCDOT, Rural TIP	\$1,500,000
Regional Recreation Center Complex			
Ph 1- Recreation Building, Parking and Stormwater	2027	Horry County	\$12,000,000

Ph 2- Splash Pad and Outdoor Courts	2029	TBD	\$500,000
Ph 3- Recreation Fields	2030	TBD	\$2,000,000
Pleasant Meadow Swamp Recreational Trail (Develop trail to connect Old Loris High School Site to New Recreation Center, coinciding with drainage easement; phase as needed)	2032	SCPRT RTP, CDBG	TBD

Cost Summary and Funding Needs

Significant local investment, grants, and project management will be needed over the next ten years to implement priority projects within the Loris area. The City’s General Fund cannot implement these projects without the support of grant funding and partnerships. As such, the City should actively pursue grants and other funding opportunities as indicated in the preceding tables. In addition, the City should pursue mechanisms, like the establishment of a Tax Increment Finance (TIF) District to encourage infill and investment in the Downtown. (According to the Federal Highway Administration, a TIF is a value capture revenue tool that uses taxes on future gains in real estate values to pay for new infrastructure improvements.) The City will need to actively encourage new residential and commercial development to establish a strong tax base that will support the vision for the future. This will mean attracting residents and visitors that are willing to spend money locally and invest in the City’s future.

Element 10

Land Use



The Land Use Element is a principal component of any comprehensive plan. Under South Carolina law, an adopted land use element is required prior to a community engaging in zoning and to maintain its validity. A community’s zoning standards should reflect the community’s policies as expressed in the land use element.

This element examines existing land uses within the City and a study area around the City (~1 mile from the city limits). This element provides a discussion of obstacles to development and examines issues related to annexation and future growth. This element includes an analysis of Future Land Uses within the City and the study area. Information gathered within this element is incorporated into the City’s goals and objectives regarding growth, development, in-fill, redevelopment, and annexation.

Part 1: Existing Conditions

Land Use Survey and Methodology

Existing land use was determined by utilizing property class codes provided by Horry County’s Assessor’s Office. The data utilized for this analysis was obtained in January 2023. These three-digit codes are utilized by the Assessor’s Office as part of their review and determination of assessed values and taxation. The codes distinguish between specific uses; such as between a single-family dwelling and a townhome, between a high-rise hotel with a restaurant and a high-rise hotel without a restaurant, and between an office warehouse and a mini warehouse (self-storage).

For the analysis on existing land use, the codes were combined together based on their general categories. Those categories are as follows:

- **Residential Uses (100’s):** This category includes all types of single-family residential units. This includes detached stick built, modular single-family units, and manufactured / mobile homes. These units are predominately located on a separate lot.
- **Multi-Family (200’s):** This category includes apartment complexes, lots containing three or more residential units, attached or detached, as well as manufactured / mobile home parks
- **Commercial Uses (300’s):** This category includes all retail trade, wholesale trade, finance, insurance and real estate services, business services, repair services, and professional services. This category also includes medical offices and the hospital
- **Industrial Uses (400’s):** This category includes all manufacturing, fabricating, and warehousing activities.
- **Public/Semi Public Uses (600’s):** This category includes educational, governmental, recreational, and religious uses.
- **Utility Uses (700’s):** This category includes wastewater treatment plants, public wells, water towers, and other water delivery systems, communication towers, electric substations, and similar uses. It also includes some transportation uses such as seaports and airports.
- **Agriculture / Vacant:** This category includes agricultural uses and lots deemed vacant. The category includes properties deemed to be vacant but also residential, commercial,

public, and or religious in nature. There are multiple property class codes that are represented in this category.

Map 10.1 denotes the existing land uses within the City of Loris; with **Map 10.2** focusing on the City’s core. **Map 10.3** zooms out to denote uses within the study areas adjacent to the city.

Profile of City Land Uses

Residential:

Excluding vacant property, residential uses comprise the largest land use by acreage and percent of parcels. Approximately 628.8 acres are used for single-family, two-family, and multi-family dwellings. By location, single-family uses are located city-wide. Older single-family housing units are located off Main Street to the east and west of the City’s downtown. Newer single-family construction tends to be located to the north and west of the City’s center. By acreage, multi-family developments make up only a small percentage of residential use.

Commercial:

Commercial uses are most prominent along Main Street and Broad Street. Properties along these thoroughfares account for over eighty percent of the City’s 143 acres of commercial lands. By type of commercial use, the City contains a mixture of commercial activities. Highway oriented uses such as convenience stores, supermarkets, and strip commercial development are most prominent along Broad Street and portions of Main Street extending east. Along and near Main Street, west of Broad Street, is the City’s core commercial area. Commercial uses include specialty retail, restaurants, and personal service establishments.

In 2023, the City’s commercial uses contained an estimated 1,628,400 sq. ft. of floor area. The median commercial building had a building footprint of 1,870 sq. ft. and the median commercial lot was 12,924 sq. ft. in size.

Industrial & Manufacturing:

Industrial uses constitute a relatively small percentage of the City’s total land area. Existing industrial uses are located along Railroad Avenue and at other scattered locations. Industrial and manufacturing uses occupied approximately fifty-seven (57). It is anticipated that the percentage of industrial uses within the City will grow in the future with the build out of the Loris Commerce Center. The industrial park, located off US 701 North on Ralph Ellis Boulevard, contains several parcels specifically designed for large industrial development.

Public & Religious:

Public and religious uses occupy ~220 acres. By land area, the three largest uses are the Loris High School (Loris Lions Road), the Loris Elementary School (Hwy 9 Business East) and the Kingston Lake Business and Education Center. Other uses include Loris City Hall, a police and fire department, a congregate care facility, and scattered church or religious uses. These uses, which are allowed in most of the zoning districts, are located throughout the City.

Agricultural & Vacant:

Almost 1,500 acres of the City’s total land area (~50%) are deemed either agricultural or vacant. By parcel count, most of these properties are located within the older residential sections of the City and provide the possibility for future infill (residential or commercial). By acreage, the majority

of vacant properties lie on the fringe of the City. Within ½ mile of downtown (intersection of Main St. and Railroad Ave.), there are 127 parcels / 64.5 acres deemed “Residential Vacant Land” (code 100). The average lot size of those parcels is ½ acre and 106 of those parcels are at least 6,000 sq. ft. in size (the min. lot size for a single-family detached dwelling within this part of the City).

Table 10.1, below, provides a summary of land uses (by parcels and utilized acreage) within the City (1,827 parcels / 2,815.2 acres) and the Study Area (1,686 parcels / 10,590.8 acres):

TABLE 10.1 EXISTING LAND USE						
Land Use Type (by Prop. Class Code)	City of Loris			Study Area		
	Number of Parcels	Area (Acres)	Percent of Total Acres	Number of Parcels	Area (Acres)	Percent of Total Acres
100a – Vacant: Agriculture / Residential	448	1,477	52.5%	770	8,651.9	81.7%
300a – Vacant: Commercial	131	182.9	6.5%	34	60.5	0.6%
600a – Vacant: Public / Religious	10	8	0.3%	4	8.3	0.1%
100 – Residential	934	601	21.3%	780	1300.6	12.3%
200 – Multi-Family (3+ units)	17	27.3	1.0%	3	18	0.2%
300 – Commercial	227	214.6	7.6%	63	287	2.7%
400 – Industrial / Manufacturing	6	57.3	2.0%	3	32.5	0.3%
600 – Public / Religious	39	219.8	7.8%	21	223.7	2.1 %
700 – Utilities	15	27.3	1.0%	8	8.3	0.1 %

Profile of Study Area:

The City of Loris has pursued aggressive annexation in the last decade, and it is anticipated that this trend will continue. It is foreseeable that portions of the study area will be annexed by the City within the time horizon of this plan. As such, this element provides a summary analysis of land uses adjacent to the City. In the latter sections of this element, a future land use map is provided to assist policy-makers in the zoning of future annexation areas.

Properties adjacent to the City are primarily agricultural or low-density residential. Residential developments in the study area include a number of scattered subdivisions. These are located on US 701, south of the City, on Red Bluff Road and Heritage Road, just south of the high school. By far the largest concentration of residential uses within the study areas can be found along or in close proximity to Fox Bay Road. These residential uses are served by water and, for the most part, sewer and are surrounded by the existing city limits on three sides. Elsewhere in the study area, residential uses are scattered and are often located on large lots or on agricultural tracts. In total, approximately 800 (eight-hundred) housing units are contained within the study areas. Of those housing units, approximately 360 (three-hundred sixty) are within ¼ mile from the City limits.

The limited number of other development types (commercial, industrial or multi-family) is due to a number of factors. These include the location of wetlands adjacent to the City limits and the lack of water/sewer infrastructure needed to support intense development. Commercial uses outside of the City limits are notable on US 701 North. Industrial type developments are typically small and are located on scattered sites throughout the study area.

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Comprehensive
Plan Update (2023)

Existing Land Use
City of Loris

Based on:
Property Class Codes
(From Jan. 2023)

Legend:

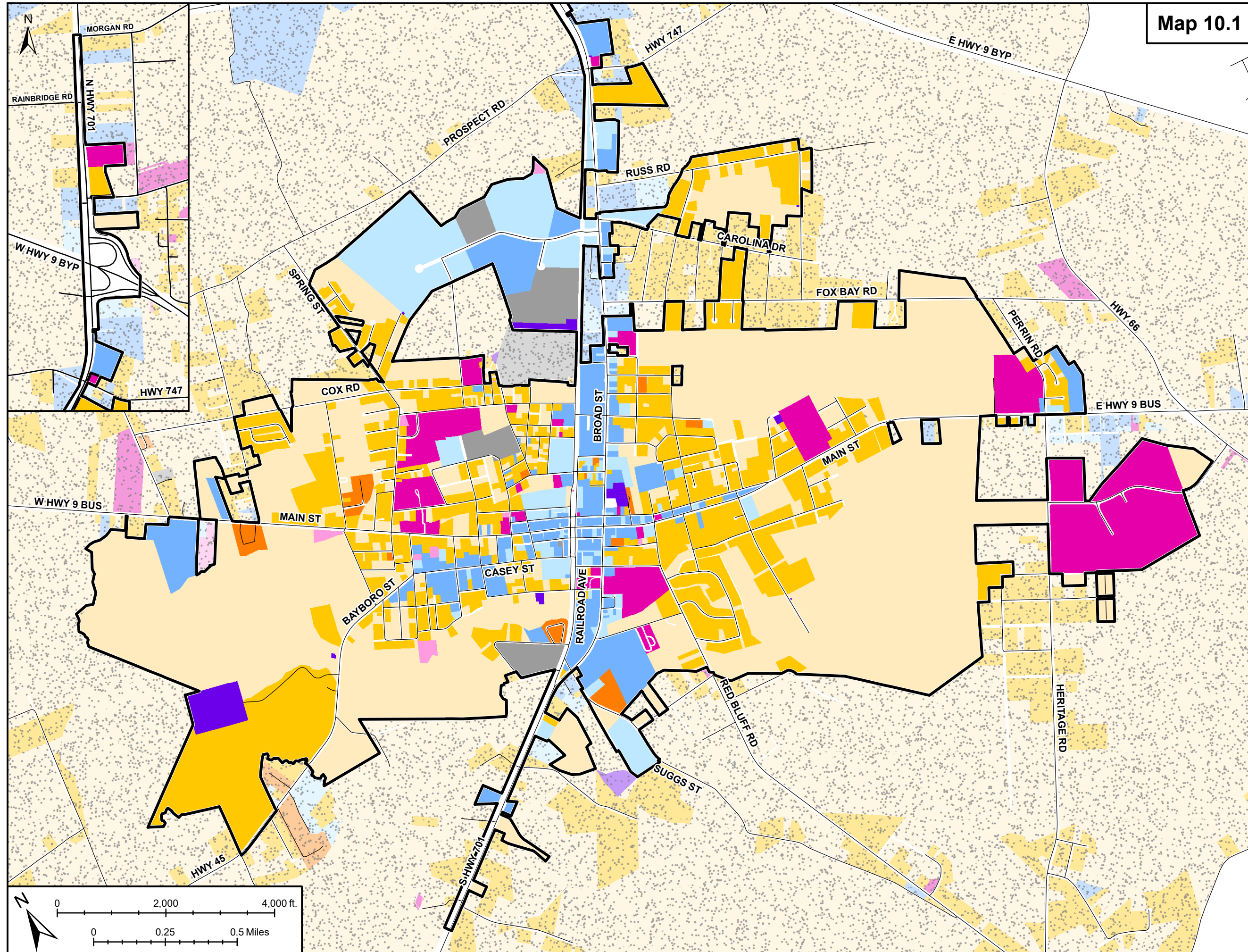
- City Limits (2023.11)
- Study Area

Existing Land Use:

- 100 - Residential
- 200 - Multi-Family
- 300 - Commercial
- 400 - Industrial
- 600 - Public / Religious
- 700 - Utilities

Existing Lane Use (Vacant):

- 100a - Ag / Vacant
- 300a - Comm Vacant
- 600a - Public / Rel. Vacant



WACCAMAW
REGIONAL
COUNCIL OF GOVERNMENTS

Map Date: 03/01/2024

DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map.

Comprehensive Plan Update (2023)

Existing Land Use City of Loris Downtown

Based on:
Property Class Codes
(From Jan. 2023)

Legend:

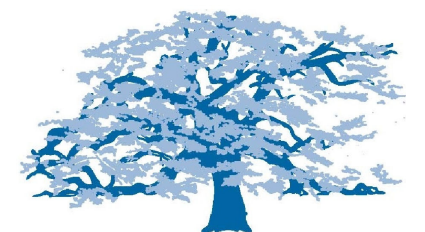
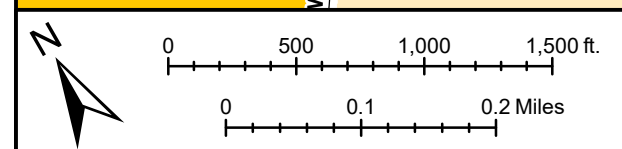
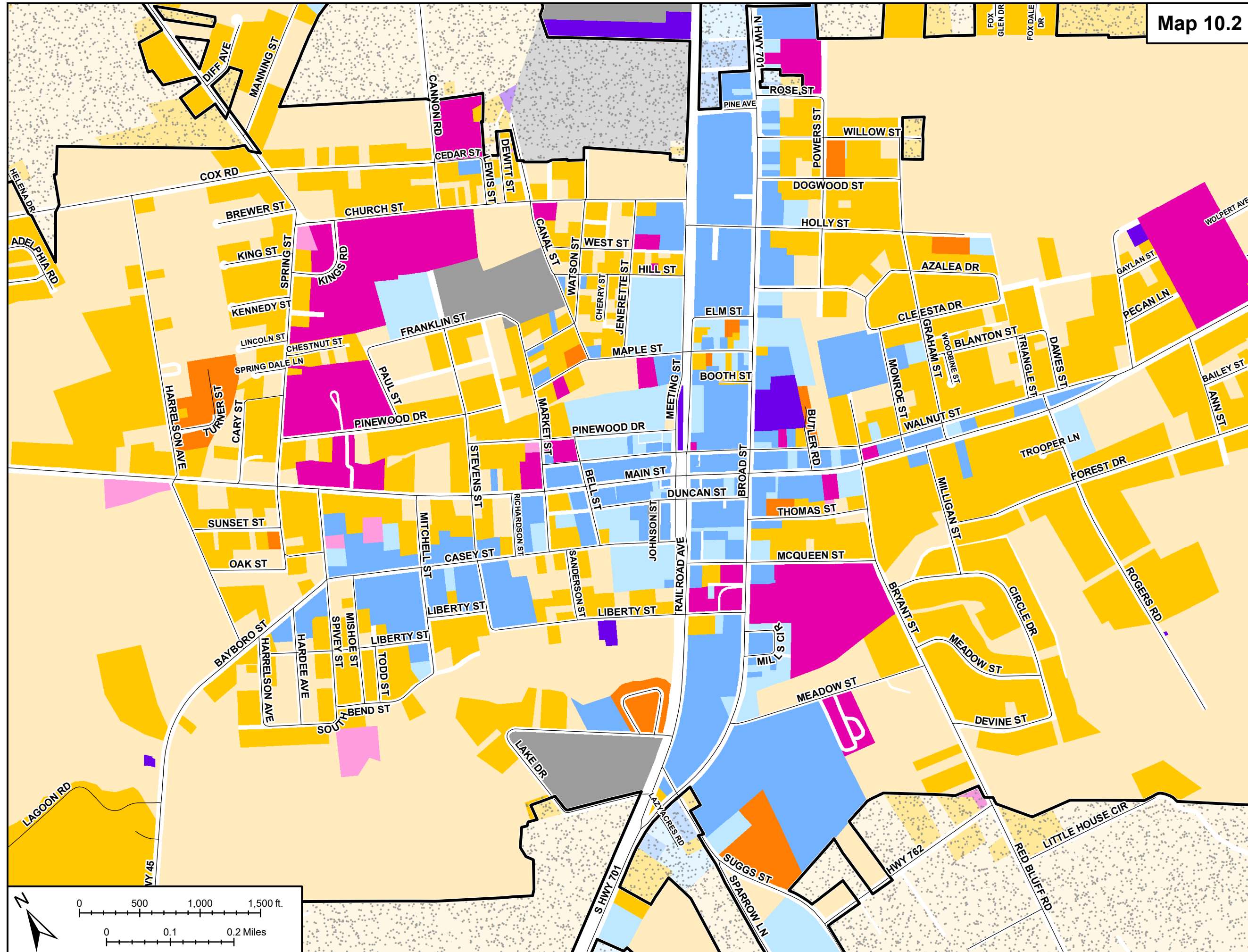
- City Limits (2023.11)
- Study Area

Existing Land Use:

- 100 - Residential
- 200 - Multi-Family
- 300 - Commercial
- 400 - Industrial
- 600 - Public / Religious
- 700 - Utilities

Existing Lane Use (Vacant):

- 100a - Ag / Vacant
- 300a - Comm Vacant
- 600a - Public / Rel. Vacant



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Comprehensive
Plan Update (2023)

Existing Land Use
City of Loris
Study Area

Based on:
Property Class Codes
(From Jan. 2023)

Legend:

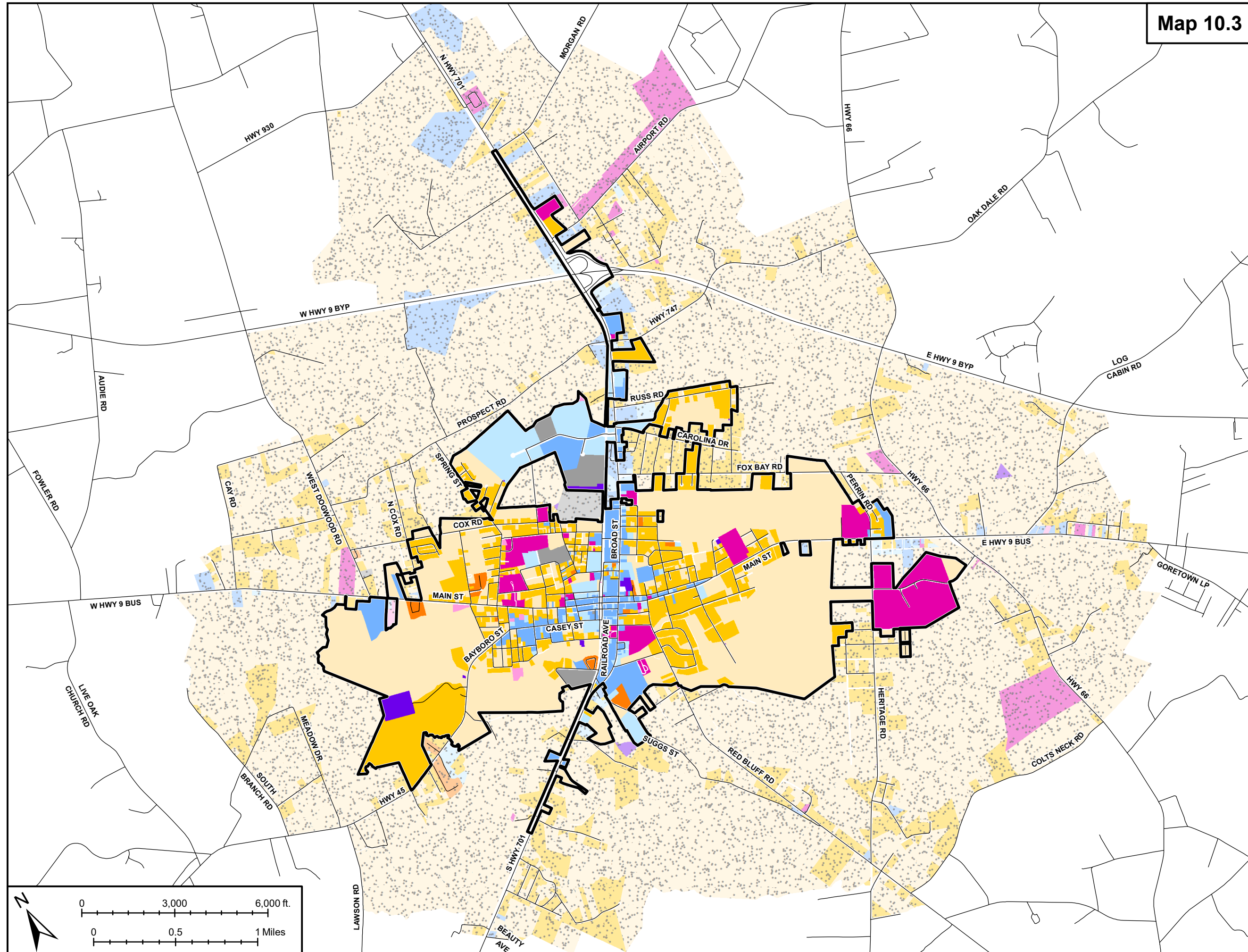
- City Limits (2023.11)
- Study Area

Existing Land Use:

- 100 - Residential
- 200 - Multi-Family
- 300 - Commercial
- 400 - Industrial
- 600 - Public / Religious
- 700 - Utilities

Existing Lane Use (Vacant):

- 100a - Ag / Vacant
- 300a - Comm Vacant
- 600a - Public / Rel. Vacant



WACCAMAW
REGIONAL
COUNCIL OF GOVERNMENTS

Map Date: 03/01/2024

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Profile of Existing Zoning Districts:

The discussion of existing uses and the projection of future uses must consider the existing zoning district of the property. The City of Loris has been zoned for several decades and this plan advocates the continuation of zoning as an implementation tool. The City is divided into ten (10) zoning districts. **Map 10.4** illustrates the City's zoning districts and a description of each is included below:

R-1.4 (Residential District)

The R-1.4 District is intended to foster, preserve and protect areas of the community in which the principal use of land is for detached, single-family dwellings, and limited residential support facilities at a density of four (4) lots per acre.

R-1.5 (Residential District)

The R-1.5 District is intended to foster, preserve and protect areas of the community in which the principal use of land is for detached, single-family dwellings, and limited residential support facilities at a density of five (5) lots per acre.

R-1.7 (Residential District)

The R-1.7 District is intended to foster, preserve and protect areas of the community in which the principal use of land is for detached, single-family dwellings, and limited residential support facilities at a density of seven (7) lots per acre.

R-2 (Medium Density Residential District)

The R-2 District is intended to accommodate medium density residential development and a variety of housing types on small lots or in project settings, in areas accessible by major streets and in proximity to commercial uses and employment uses.

HC (Healthcare District)

The HC District is intended to promote and accommodate in an appropriate environment health care and related support facilities, including short- and long-term residential care and residential uses.

Permitted uses within this district include hospital, clinic, and related medical office uses. Single-family residential uses are allowed in this district with densities comparable to the R-1.7 District.

MU (Mixed Use District)

The MU District is intended to accommodate office, limited commercial, institutional and residential uses in areas whose character is mixed or in transition. It is designed principally for use along major streets and subdivision borders characterized by older houses to help ameliorate the consequences of change impacting these areas, and provide a transitional buffer between potentially incompatible commercial and residential development.

Primary uses in this district include personal services, financial, and public uses. One and two-family uses are permitted within this district at densities comparable to the city's R-2 District. Unlike the R-2 District, multi-family housing is not permitted.

C-1 (Central Business District)

The C-1 District is intended to promote the concentration and vitality of commercial and business uses in Downtown Loris. This district is characterized by wall-to-wall and lot-line-to lot-line development, pedestrian walkways, and public parking.

This district allows a wide range of commercial uses traditional to a downtown setting. One and two-family uses are prohibited in this district. Multi-family housing and upper story apartments are permitted; however, the allowable density is unclear from the current text of the ordinance. The distinguishing characteristic of this district is the zero front yard setback for buildings.

C-2 (General Business District)

The C-2 District is intended to provide for the development and maintenance of commercial and business uses strategically located to serve the community and the larger region of which it is a part. Toward this end, a wide range of business and commercial uses are permitted herein.

This district permits most uses common to commercial corridors including retail, professional and public uses, and automobile oriented consumer services. In addition, this district permits certain light industrial uses; such as warehousing and lumberyards. One and two-family residential uses are prohibited in this district. Multi-family uses are permitted at densities comparable to the City's R-2 District.

IND (Industrial District)

The intent of the IND District is to accommodate wholesaling, distribution, storage, processing and manufacturing uses in an environment suited to such uses and operations while promoting land use compatibility through the application of performance standards within and beyond the boundaries of this district.

Residential and incompatible professional/retail uses are prohibited within this district.

FA (Forest Agricultural District)

The intent of this district is to provide for rural uses of land located on the outer fringe of urban development, and ameliorate differences between the two. It is further recognized that future demand for developable land will generate requests for amendments to remove land from the FA classification and place it in urban classification, as a natural consequence of growth and development.

The primary uses permitted within this district include single-family residential housing, agriculture, and a limited number of utility and/or public uses. Lot sizes for this district are the City's most restrictive ranging from a minimum of one (1) acre for nonresidential uses to five (5) acres for single-family housing.

Architectural Improvement District

This purpose of this district is to promote the educational, cultural, and general welfare of the public through the preservation, protection and enhancement of the architecturally worthy structures and areas of the City; to maintain such structures and areas as visible reminders of the history and cultural heritage of the City, the state, and the nation; to create a strategy to enhance the appearance of the City through the use of design/development guidelines for all new commercial construction; and to encourage the development of commercial districts which are more socially friendly, aesthetically pleasing and environmentally vibrant. The district is applied as an overlay zone within the center of the city; encompassing all of the C-1 district and a portion of the C-2 and R-1.4 districts to the north, east, and west of the C-1 district.

Table 10.2, below, provides a summary of each zoning district’s acreage and utilization:

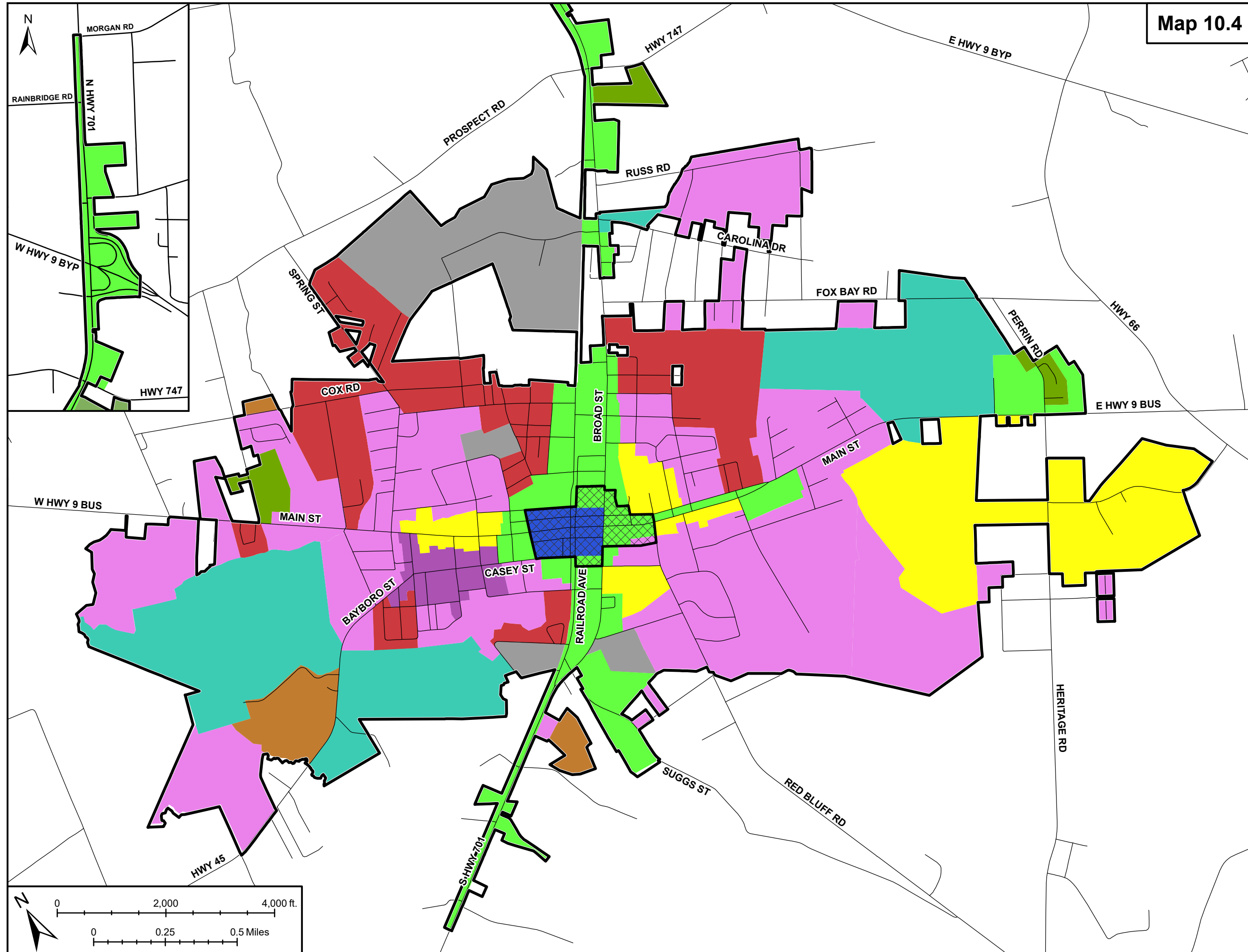
Zoning District	Parcel Areas	Number of Parcels	Vacant Parcel Acres	Vacant Parcels	Vacant Parcel Percentage
Residential District (R-1.4)	955.14	734	426.34	244	33.2%
Residential District (R-1.5)	52.58	4	49.31	2	50.0%
Residential District (R-1.7)	2.19	1	2.19	1	100.0%
Medium Density Res. Dist. (R-2)	308.92	419	189.00	169	40.3%
Health Care District	37.04	66	4.85	11	16.7%
Mixed Use District (MU)	351.12	97	192.11	30	30.9%
Central Business District (C-1)	17.99	104	5.00	26	25.0%
General Business District (C-2)	204.33	264	96.71	111	42.0%
Industrial District (IND)	219.82	20	107.42	8	40.0%
Forest Agriculture District (FA)	521.37	64	462.53	35	54.7%
Total	2,671.50	1,773	1,535.46	637	35.9%

Source: WRCOG staff assessment based on field survey conducted in 2015 as updated, GIS parcel series data furnished by Horry County (2020), and zoning data provided by the City of Loris (2020). Note: Parcel acres and area percentages reflect the corporate boundary of the city as of 2020, as reported by city officials.

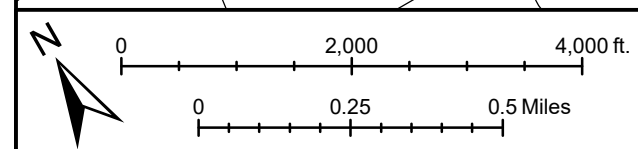
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Comprehensive Plan Update (2023)

Zoning Map City of Loris



- Legend:**
- City Limits (2023.11)
 - Zoning Districts:**
 - Residential District (R-1.4)
 - Residential District (R-1.5)
 - Residential District (R-1.7)
 - Medium Density Res. (R-2)
 - Health Care District (HC)
 - Mixed Use District (MU)
 - Central Business District (C-1)
 - General Business District (C-2)
 - Industrial District (IND)
 - Forest-Agricultural District (FA)
 - Arch. Improvement District



WACCAMAW REGIONAL COUNCIL OF GOVERNMENTS

Map Date: 03/01/2024

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Part 2: Constraints and Future Growth Assumptions

Opportunities and Constraints to Development

Previous elements provide a summary of opportunities and constraints to future development within the City. It is anticipated that growth will be aided by a number of factors. These include:

1. The City's favorable proximity to the coast,
2. Stable property values,
3. The City's willingness to annex and extend services,
4. The economic impact created by the industrial park,
5. Loris schools, and
6. A quality community hospital.

In addition, the availability of vacant and appropriately zoned property provides an excellent opportunity for growth and development. Well over fifty percent of the City's lands are vacant.

Future growth and the distribution of land uses should consider constraining factors. These include the use of zoning and other land use controls, flood plains and wetlands, soils, and the availability of water and sewer services:

Local Zoning Ordinance:

Zoning is both an opportunity and a constraint to future development. As an opportunity, zoning protects property values, provides a level of predictability, guards against the incompatibility of uses, and protects public monies by ensuring that the service demands and intensities of permitted uses match the City's infrastructure capabilities. Special zoning districts (such as a Performance Overlay Zone) could allow for an increase in development potential (through reduced dimensional requirements) while providing a public benefit (such as increased run off detention). Through the use of Special Exceptions and Development Guidelines, a local ordinance could be drafted to allow for flexibility in permitted uses while preserving an aesthetic.

As a constraint, zoning limits the use of property, can be at odds with the demands of the market place, and can add to the cost of development. Unnecessary, and often unforeseen, constraints created by zoning can be mitigated through the continuous review of the zoning ordinance and the involvement of stakeholders in the review process.

Floodplains, Wetlands, and Local Drainage Issues:

Mapped areas of special flood hazard affect only a small portion of the City. Tributaries of the Pleasant Meadow Swamp extend into the southern and central part of the City. In the south, a flood hazard area is located south of Liberty Street extending from the eastern city limits to Rogers Street. In the central portion of the City, a flood hazard area extends north of and parallel to Main Street and runs from the eastern city limits to the railroad. In the northern part of the City, a flood hazard area, created by the Juniper Swamp, borders the city's northern limits and extends to US 701. In all three instances, the areas impacted are relatively small and the mapped flood plains appear to be confined to areas immediately adjacent to the tributaries. Nevertheless, development in these areas should consider impacts associated with flooding and perform site-specific flood hazard determinations prior to development.

Wetlands pose a greater constraint due to their size, location, and the federal and state laws that regulate their encroachment. The impact of wetlands will become more pronounced as the City annexes large undeveloped property into the city limits. Large wetlands exist in these peripheral areas and will undoubtedly limit future development.

Local drainage issues are often associated with low lying areas, up-stream stream channels, and areas with little to no topographic change. These areas are often not mapped (such as areas up-stream of FEMA's flood hazard boundary) and thus can be difficult to identify without local knowledge. Such areas in Loris include the up-stream channel of the Upper Pleasant Meadows Swamp, the ditches and primary conveyances associated with the Gaskins Branch, and the area around Fox Bay Road.

Soils

Soils within the City principally consist of Goldsboro, Lynchburg, Norsmond, Suffolk and Woodington soils. Many of these soils are characterized by severe wetness that creates constraints for building projects. In many of these situations, constraints can be overcome through careful site planning and preparation; however, soils typical of wetland formations and swamps should be left undisturbed (See the Natural Resources Element for a discussion of soil types and implications for development).

Water and Sewer Services

Water and sewer services are required for dense commercial and residential development. These services are provided by the City for most properties within the City. Outside of the city limits, Loris water and sewer lines extend along US 701 North and South, SC 9 Business East, SC 66 and on portions of Heritage Road south of the high school. Outside of these corridors, sewer service is predominately provided by Grand Strand Water and Sewer Authority (GSWSA), who has been actively extending their service into more and more unincorporated Horry County.. Water services are widely available east of the City. Areas west of the City remain underserved.

Future Growth and Assumptions

An important consideration for any comprehensive plan is the total geographic area to be served by the municipality. Cities typically grow through annexation and the Comprehensive Plan should anticipate and address, at least in general terms, growth spurred by annexation. The recent history of Loris is one of rapid geographic increase. In the last thirty years or so, the city has more than doubled its land area. It is anticipated that annexation will continue into the foreseeable future and this plan provides base-line data for a study area extending approximately 1-mile from the the city limits. In addition, the Goals and Objectives and future land use maps provide guidance in the timing and zoning of annexed properties.

A second consideration is the future location of uses. It is expected that development trends established over the past decade will continue into the near future. Uses will locate based on favorable zoning, the location of water and sewer infrastructure, and the absence of other development constraints. Commercial uses will continue to gravitate to the City's highway corridors where traffic counts are favorable. New residential uses will continue to locate citywide with primary concentrations on the areas' local streets where commercial and highway generated nuisances are the least prevalent.

Future Land Use Analysis

An important implementation tool of this comprehensive planning element is the continued utilization of zoning by the City of Loris. The Future Land Use maps (**Map 10.5 & Map 10.6**) are designed to provide guidance to policy-makers in the future zoning of property, including the appropriate zoning designations for properties being annexed into the City.

This plan's Future Land Use Map(s) represents:

- A best guess of the feasibility and location of certain land uses developing within the time horizon (ten to twenty years) of this plan, and
- A visual statement of policy, which in turn influences decisions on public and private infrastructure, annexation, and land use control.

The development of the future land use map(s) considered the following:

1. Existing land uses;
2. Existing lot sizes;
3. Established zoning districts and the intent of those districts;
4. Area of potential growth, development, in-fill, and redevelopment;
5. Environmental constraints (100-yr floodplain and wetlands);
6. Utilities and access management;
7. Annexation history and potential; and
8. The growth and development policies of the City as enumerated in the Goals and Objectives.

The Future Land Use Map(s) serves as a primary consideration in the zoning and rezoning of property; however, it is recognized that the relationship between zoning and the future land use map need not be 1:1. Deviations may occur when (1.) There are major changes in an economic, social, or infrastructure condition that was unanticipated by this plan; or (2.) Other factors or established city policies conflict with the map and deviations from the map are determined to be in the best interest of the city.

Future Land Use Categories

Below are descriptions of the Future Land Use Categories:

Downtown:

This land use category is designed to accommodate uses traditional to a downtown setting. It would include (but not limited to) Main St., Broad St., Railroad Ave., and extends beyond the current C-1 Zoning District with a focus on the Downtown Master Plan Boundary. Elements would include commercial use on the first floor of multi-story with residential on the upper floors, zero minimum setbacks, on street/shared parking, and higher density. Uses may include retail, professional, restaurant and personal service establishments. Maximum residential density should be 20 units per acre.

Commercially Focused:

This land use category is designed to accommodate larger scale retail (ie: big box), automobile dealerships and services, professional and consumer services, certain small-scale industrial and

manufacturing uses, and medical facilities. This category is positioned around Downtown, along the primary corridors (US 701 and Hwy 9 by-pass), and the bulk of the existing commercial uses. Commercial uses abutting existing residential uses are to include appropriate buffers and setbacks. While the category is focused on commercial uses, various residential uses (multi-family, small lot residential, accessory dwelling units, residential on the same lot as commercial, and residential over commercial) are acceptable uses as well. The minimum lot size is 6,000 sq. ft.. Single-family residential developments (major subdivisions) are to be setback from the main corridor so as to maintain a commercial environment and to prioritize commercial along the corridor. Maximum residential density should be 15 units per acre.

Residentially Focused:

This land use category is designed to accommodate primarily residential dwellings. This category is located beyond the Commercial Focused category, along the secondary corridors (i.e. Red Bluff Rd., Hwy 45, and Prospect Rd.) This category includes small residential lots outside of the city center where some may be required to utilize shared driveways and or large front yards to maintain sufficient clearance from the roadway.

While this category is focused on single-family residential, other residential options (i.e. small multi-family facilities, duplexes, triplexes, and accessory dwelling units) and small-scale commercial uses (scale based on building size, number of employees, and number of daily customers visiting the facility) may be acceptable as well. Permitted commercial uses, depending on their scale, may include professional offices, medical offices, and certain small-scale manufacturing uses (i.e. 3D printing). The minimum lot size is 6,000 sq. ft.. Maximum residential density should be 8 units per acre.

Primarily Residential:

This land use category is designed to accommodate primarily single-family residential dwellings. This category is positioned around established residential neighborhoods with larger lots, that are clearly detached from existing (or potential) commercial uses. Most of the existing lots within this category are at least a half-acre in size. Permitted non-residential uses would be limited to utilities, public facilities, and religious uses. The minimum lot size is 10,000 sq. ft.. Maximum residential density should be 4 units per acre.

Industrial / Manufacturing:

This land use category is designed to accommodate large industrial and manufacturing uses. Such uses tend to produce noise, dust, and or traffic which may be negatively impactful to abutting residential properties. This category predominately covers the existing commerce park (off Ralph Ellis Blvd.).

Conservation 1 (Flood):

This land use category is designed to prevent any development of the environmentally restricted geographical areas defined by the 100 year flood zone. Development (including fill) within this category should be significantly restricted so as to minimize potential flood damage and drainage issues.

Conservation 2 (Wetland):

This land use category consists of wetlands (both woody wetlands, open water, and emergent herbaceous wetlands) from the 2021 National Land Cover Database (NLCS). This category has been designed as an attempt to accommodate land development activities within close proximity to wetlands while attempting to maintain many of their natural benefits (such as run off detention and unique animal habitat). Proposed developments may be required to be limited in size, location, and or design based on wetland constraints. Potential development (residential and or commercial) within this category may require on-site wetland information prior to authorization to proceed.

If such on-site wetland information illustrates sufficient up-land property for a proposed development, an applicant may pursue the use of a Performance Zoning overlay district. Such an overlay district may allow for reduced setbacks, reduced min. lot width, and or reduced min. lot size based on site improvements which may provide a degree of public-benefit (such as a reduction in downstream flooding potential and or a reduction in heat island effect through the preservation of existing forest cover). When a site is deemed to be developable, it shall utilize the Future Land Use Category that is “underneath” the wetland category.

Airport Restricted Zones:

This land use category is based on safety zones and land use zones associated with airports within South Carolina. This category includes those zones provided by the South Carolina Aeronautics Commission’s Compatible Land Use Evaluation (CLUE) Tool for the greater Loris area. Title 55, Section 55-13-5 of the South Carolina State Code of Laws requires that certain development applications in SCAC-specified Airport Safety Zones and Airport Land Use Zones be submitted by local government planning, zoning, and building permit officials to SCAC for review and comment. This category has been designed to provide notice of those areas in and around Loris where land development activities may require coordination with the Aeronautics Commission.

Future Land Use Maps

The Future Land Use Maps (**Map 10.5 & Map 10.6**) on the next few pages are to provide guidance on future rezoning and annexation applications. The future land use categories have been provided with and without the two conservation zones.

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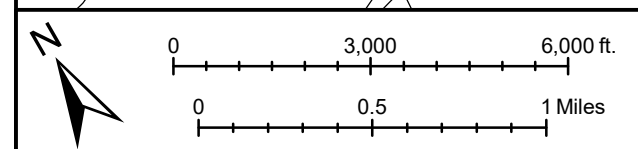
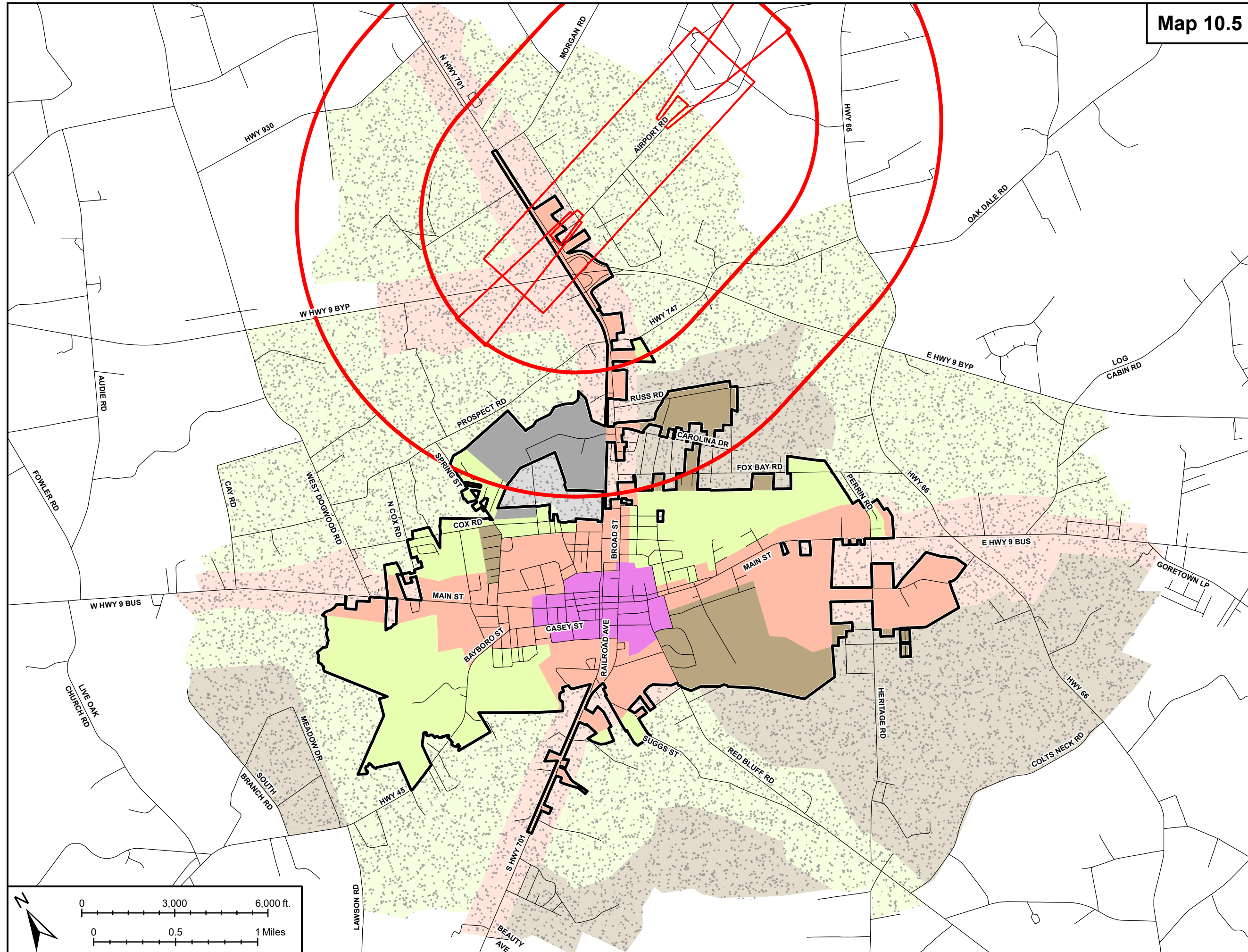
Comprehensive Plan Update (2023)

Future Land Use City of Loris Study Area

(Excluding Conservation Zones)

Legend:

- City Limits (2023.11)
- Study Area
- Airport Zones
- Future Land Use:**
- Downtown
- Commercially Focused
- Residentially Focused
- Primarily Residential
- Industrial & Manufacturing
- Conservation 1 (Flood)
- Conservation 2 (Wetlands)
- Future Land Use (Study Area):**
- Commercially Focused
- Residentially Focused
- Primarily Residential
- Industrial & Manufacturing
- Conservation 1 (Flood)
- Conservation 2 (Wetlands)



WACCAMAW REGIONAL COUNCIL OF GOVERNMENTS

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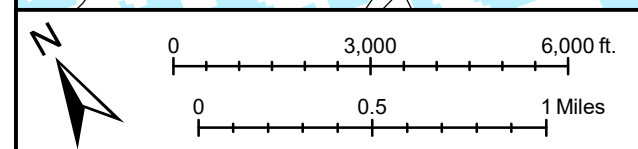
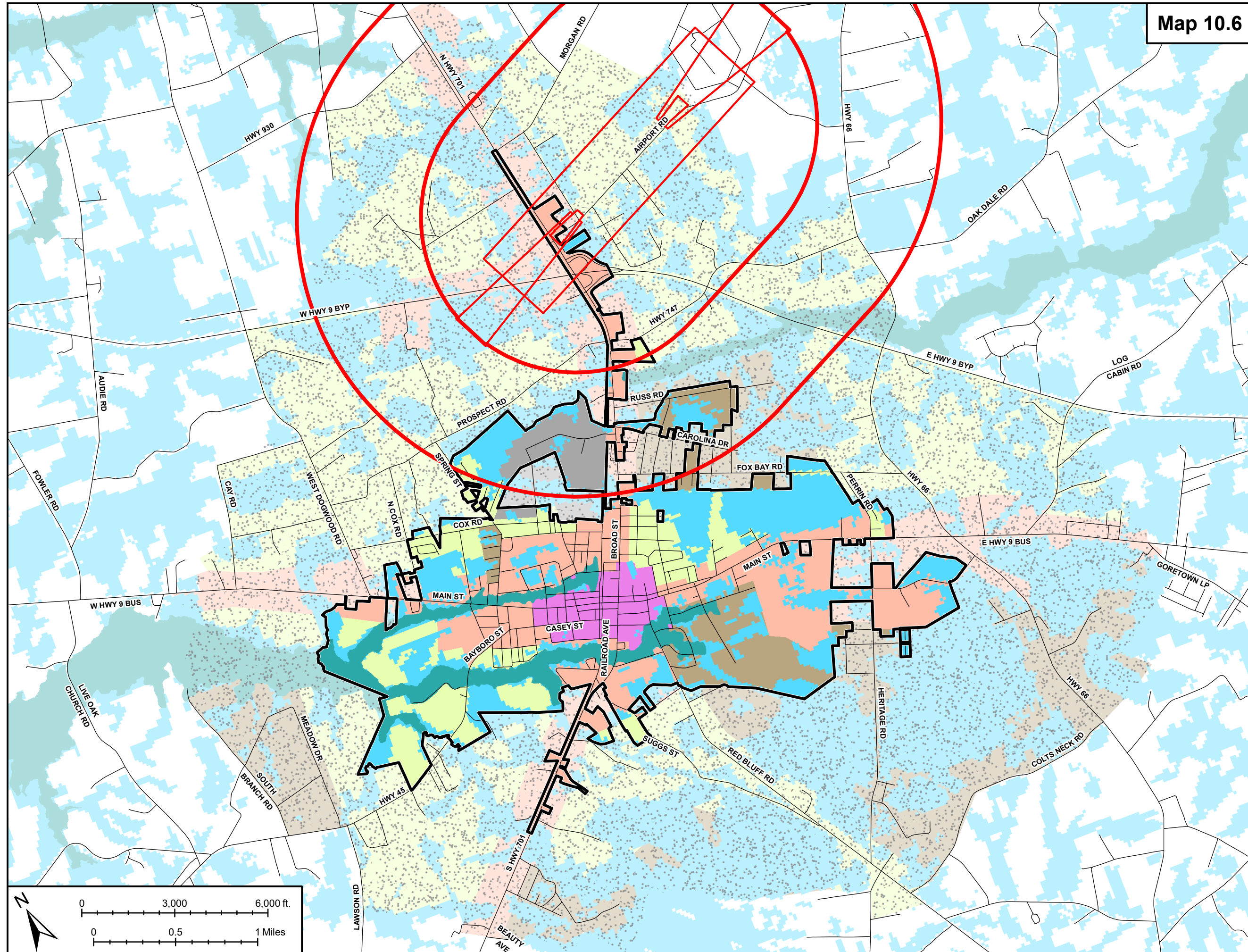
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Goals, Objectives, & Strategies



Goals, Objectives, & Strategies

Overview:

The overarching theme of the goals has been broken down into five categories: Local Character, Local Economy, Local Development, Public Services, and the Natural Environment.

It is recommended that the City of Loris implements the following strategies within either a short-term (one to two years), mid-term (two to five years), or long-term (five or more years). These goals, objectives, and strategies are intended to serve as strategic guidance for the City and other governmental agencies, departments and partners responsible for implementing this plan.

Local Character:

This category looks at what defines Loris's community character and charm and helps to identify what may be needed to protect and preserve such character. The City's character can be described as: small-town charm, friendly people, and a downtown atmosphere.

Goal: Preserve the small-town charm and character of Loris.

Objective 1:

Pursue a sustainable and viable Main Street.

Strategy 1:

Establish the City of Loris as part of the Mainstreet Program. [Short-term]

Strategy 2:

Hire (or assign the duties of) a Downtown Manager to support the development and programming of downtown / Main Street activities. [Mid-term]

Strategy 3:

Develop a local program to promote and encourage Main Street businesses to offer extended hours. [Mid-term]

Strategy 4:

Develop (grow) a local program to promote (and host) events along Main Street, with coordination with the Loris Merchants Association. [On-going]

Objective 2:

Continue the pursuit of a vibrant and inviting Downtown atmosphere.

Strategy 1:

Review and consider the recommendations of the Downtown Economic & Development Master Plan (adopted _____ 2024). [On-going]

Strategy 2:

Review and amend local ordinances to identify potential impediments to businesses and practices that are desired in a downtown setting; such as dining, specialty shops, boutiques, and cultural / entertainment venues. [Short-term]

Strategy 3:

In coordination with the Loris Chamber of Commerce and the Loris Merchants Association, grow and advance a local program to promote (and host) events in Loris; such as the annual Bog-Off. [On-going]

Strategy 4:

Develop green-space / park-space (i.e. a public plaza or a linear park) for passive recreation and potential use during local events and programs. [On-going]

Objective 3:

Analyze and improve the walkability of Downtown and the City as a whole.

Strategy 1:

Conduct a detailed inventory of the sidewalks, trails, and multi-modal paths within the City; collecting such data as location, width, material, ownership, and condition. [Mid-term]

Strategy 2:

Consider a sidewalk repair program (possibly including matching funds) to incentivize and assist property owners with the repair of existing sidewalk. Prioritize sidewalk sections Downtown and those linking Downtown to key destinations. [Long-term]

Strategy 3:

Review local ordinances for sidewalk requirements as part of the local approval of land developments. If needed, consider a sidewalk / pedestrian access requirement if one does not exist, especially for development in the Downtown. [Short-term]

Objective 4:

Leverage on the historic and aesthetic appeal of key structures Downtown to help define how the development and redevelopment of Downtown should look and feel.

Strategy 1:

Establish a committee to review, discuss, and formulate the desired aesthetic(s) and design requirements for Downtown development. [Mid-term]

Strategy 2:

Coordinate with the Loris Historical Society and or the Horry County Preservation Commission regarding review of existing historical buildings, building materials, and historic uses as part of the development of local design requirements. [Mid-term]

Strategy 3:

Review existing local ordinances to identify potential impediments and challenges to such aesthetics and design elements. Where local ordinances fall short of providing the necessary requirements, pursue new ordinances (or amendments to existing) to solidify the desired aesthetic. [Mid-term]

Objective 5:

Develop and implement a City branding program to aid in the City's aspirations for increased private investment, tourism, and community development. Such efforts to be coordinated with the Loris Chamber of Commerce and the Loris Merchants Association.

Strategy 1:

Commission a Branding Study to develop an updated City logo, design wayfinding and gateway signage, and downtown decals / window signage. [Mid-term]

Strategy 2:

Fund and install wayfinding and gateway signage (as discussed in the Downtown Economic & Development Plan). [Mid-term]

Local Economy:

This category looks at what defines and drives Loris's local economic base and helps to identify what may be needed to protect and preserve such base. The City's local economy consists of key elements such as: a defined (but small) Main Street and Downtown, a local commerce / manufacturing center, a regional medical campus, and support services for the greater Loris-area.

Goal: Support efforts to build economic prosperity for our residents and business owners.

Objective 1:

Encourage traditional small-town / Main Street businesses while embracing modern uses and business models.

Strategy 1:

Review existing local ordinances to identify potential impediments and challenges to traditional small-town and Main Street non-residential uses. [Short-term]

Strategy 2:

Engage and collaborate with the Downtown business community, in coordination with the Loris Chamber of Commerce and the Loris Merchants Association, to identify key concerns and opportunities for continued success and growth. [On-going]

Strategy 3:

Review local ordinances to identify potential impediments to atypical or innovative business models; such as tele-commuting, mobile services and vending, pop-up boutiques, shared offices, digital commerce operations, small-scale manufacturing, and urban-agriculture. [Short-term]

Objective 2:

Provide incentives for business growth along Main Street and Downtown.

Strategy 1:

Review the pros and cons of a Tax Increment Financing (TIF) District for the Downtown area. If a district appears viable, implement such a district accordingly. [Short-term]

Strategy 2:

Review the pros and cons of a locally funded façade improvement program. If such a program appears viable then implement accordingly. [Short-term]

Strategy 3:

Review options for other local incentives relevant and applicable to the scale and extent of Loris's Main Street and Downtown. Such options could include programs for reduced utility connection fees, reimbursement grants for exterior and or interior improvements, business license credit, and historic building maintenance grants (often focused on stopping the intrusion of water into a historic building). Implement such incentive(s) accordingly. [Short-term]

Objective 3:

Ensure the continued occupancy and success of the Loris Commerce Center.

Strategy 1:

Engage and collaborate with the Myrtle Beach Regional Economic Development Cooperation for the continued marketing of the vacant sites within the Center and for the continued support of the existing occupants of the Center. [Short-term]

Strategy 2:

Review the utility needs of the Commerce Center, specifically regarding existing and potential water and sewer needs as those are currently controlled by the City, and pursue improvements where necessary to best fill the Center. [Short-term]

Objective 4:

Support the operational needs of the medical hub for continued services

Strategy 1:

Review local ordinances to identify potential impediments to medical businesses and associated operations in and around the existing medical hub. [Short-term]

Objective 5:

Encourage reinvestment and interest in Downtown through transportation improvements.

Strategy 1:

Fund a traffic study with engineered plans and phasing strategy for downtown intersection and streetscape improvements from the Downtown Economic & Development Master Plan (2024). Study could provide definitive break-points to split the scope of the project into manageable pieces. [Mid-term]

Strategy 2:

Coordinate with WRCOG, SCDOT, CDBG, EDA, and others to strategically fund sidewalk and streetscape improvements. [On-going]

Strategy 3:

Coordinate with local utility companies regarding line burial along Hwy 701 / Broad Street and downtown roadways as part of the implementation of resiliency strategies and the installation of future streetscape improvements. [On-going]

Strategy 4:

Pursue grant funding to support the installation of strategically located EV charging stations Downtown and or future government facilities. [On-going]

Public Services:

This category looks at what defines Loris's services to their residents, property owners, businesses, and tourists. In general, public services provided by a City can be broken down into institutional, physical, social, and economic infrastructure.

Goal: Provide quality public amenities, services, and infrastructure to our residents and businesses.

Objective 1:

Develop a 10-yr Capital Improvement Plan as part of the annual budget to implement the needs of this plan.

Strategy 1:

Establish a rolling grant matching account within the annual budget to be contributed to annually to support future grant applications. [Short-term]

Strategy 2:

Consider the transfer of ownership of the City's Water and Sewer System to Grand Strand Water and Sewer by 2026, following completion of current grant funded improvements. [Short-term]

Strategy 3:

Partner with Horry County to develop the Loris Recreation Center and associated fields and outdoor amenities. [Mid-term, On-going]

Strategy 4:

Develop landscape and construction plans to formalize the Iron Cross Linear Park between Meeting Street and Railroad Ave. as identified in the Downtown Economic & Development Plan (2024). [Mid-term]

Strategy 5:

Develop construction plans and cost estimates to develop recreational trails that will connect the Old Loris High School to Heniford Field and or the proposed Loris Recreation Center. [Long-term]

Objective 2:

Improve law enforcement and emergency response efficiency throughout the City.

Strategy 1:

Review staffing as compared to demand for service. [Short-term]

Strategy 2:

Review problematic areas for changes to policies and procedures. [Short-term]

Strategy 3:

Review and analyze calls / reports to identify potential trends (i.e. location, type of call, type of service required, and type of equipment utilized) where specialized training and or specialized equipment may provide improved services in the future. Pursue such training and or equipment accordingly. [Short-term]

Strategy 4:

Review and consider potential staffing and equipment upgrades to improve the City's ISO rating. [Long-term]

Objective 3:

Improve the quantity, quality, and accuracy of public-facing information related to the City of Loris.

Strategy 1:

Consider the hiring (or assignment of duties) of a Public Information Officer. [Short-term]

Strategy 2:

Develop a public relations program which includes improved communication with the local media. Such a relationship could help to improve Loris's public image by clarifying where and what incidents occur in the Loris area. [Short-term]

Objective 4:

Position the City to support bicycle and pedestrian projects to support improved safety and walkability within the City.

Strategy 1:

Pursue funding opportunities for improvements to and expansion of bicycle and pedestrian infrastructure, with a focus on ADA compliance throughout the City. [On-going]

Strategy 2:

Allocate applicable funds for local-match requirements for bicycle & pedestrian projects. [On-going]

Objective 5:

Position the Public Works Department to meet their current and future demands.

Strategy 1:

Consider organizational changes to prepare the City to take ownership of new / existing roadways within the City. [Mid-term]

Strategy 2:

Partner with Horry County Engineering Department to provide professional services, such as technical guidance, engineering plan review, and inspection services within the City. [On-going]

Strategy 3:

Partner with Horry County Stormwater Department to provide professional services; such as technical guidance, the inventory and maintenance of key stormwater infrastructure, stormwater plan review, and stormwater inspection services within the City. [On-going]

Local Development:

This category looks at what defines the built environment within Loris, both in terms of private investment and public facilities. The bulk of Loris's built environment has been funded through private investment and has traditionally been regulated through local ordinances. Loris's built environment includes residential, commercial, manufacturing, religious, utility, and governmental uses.

Goal: Encourage smart and sustainable development within Loris, with a focus on infill Downtown.

Objective 1:

Review and revise the City's Zoning Ordinance and Land Development Regulations to reduce impediments to development. Such revisions should place an emphasis on Downtown.

Strategy 1:

Revise the off-street parking requirements, especially where on-street and or public parking is permitted within close proximity to the property. [Short-term]

Strategy 2:

Revise dimensional requirements, including minimum lot width, minimum lot size, and setback requirements, based on existing conditions and the Future Land Use categories. [Short-term]

Strategy 3:

Review permitted uses, conditional uses, and uses which require a Special Exception. Such uses should support the small-town character and downtown atmosphere of Loris while accounting for diverse and innovative business models. [Short-term]

Strategy 4:

Review and strengthen buffer requirements to diminish potential conflicts with differing land uses within close proximity. [Mid-term]

Strategy 5:

Support small-scale, cooperative, community, and personal solar energy facilities within local ordinances. [Mid-term]

Objective 2:

Modernize the City's Zoning Ordinance and Land Development Regulations.

Strategy 1:

Update the ordinances to reflect the Future Land Use categories. [Short-term]

Strategy 2:

Develop conditions to allow commercial uses in or near existing residential uses based on the scale of such commercial uses. [Short-term]

Strategy 3:

Incorporate the land use related strategies from other goals and objectives. [Short-term]

Objective 3:

Develop design requirements for the Downtown area, with a focus on Main-Street style buildings and elements of historic preservation.

Strategy 1:

Review the boundaries of the Architectural Improvement Overlay District and the associated requirements within that Overlay. Consider amendments focused on preserving / maintaining a downtown aesthetic with reduced red-tape. [Short-term]

Strategy 2:

Partner with Horry County Historic Preservation Commission (HPC) as a resource for the establishment and implementation of the design requirements. [Mid-term]

Strategy 3:

Review the pros & cons of locally adopting a Baily Bill which provides a tax incentive on improvements to historic structures. [Short-term]

Objective 4:

Pursue the redevelopment of the Old Loris High School site as recommended by the Downtown Economic and Development Master Plan (2024).

Strategy 1:

Pursue grant funding for the drainage and recreational improvements. [On-going]

Strategy 2:

Partner with Horry County Government to develop a new regional government complex, including multi-purpose space, EMS, Magistrate, DSS, DHEC offices, etc. [Short-term]

Strategy 3:

Partner with a developer to construct housing (townhomes) at this site as a means to spur new housing options in the City and to help create a renewed push for downtown housing options. [Short-term]

Objective 5:

Encourage the revitalization of under-utilized properties and the development of vacant properties.

Strategy 1:

Pursue and provide residents information on Housing-stabilization via Horry County programs (such as the Essential Home Repair Program and Horry County Emergency Repair Program). [On-going]

Strategy 2:

Create an inventory of dilapidated and abandoned structures (including potential brownfield sites). [Short-term, On-going]

Strategy 3:

Pursue abatement orders and a local demolition program for dilapidated structures. [Mid-term, then On-going]

Strategy 4:

Market the City's support of in-fill and revitalization projects to the local development community. [On-going]

Objective 6:

Develop incentives based on the Objectives defined in the Natural Environment goal and objectives.

Strategy 1:

Consider a Performance Floating Zone where dimensional requirements (i.e. min. lot width) could be reduced based on defined on-site environmental protections (i.e. wetland buffers and or avoidance). [Short-term]

Strategy 2:

Consider development incentives for wetland buffers and avoidance. [Short-term]

Strategy 3:

Consider development incentives for “larger” stormwater management facilities. [Mid-term]

Natural Environment:

This category looks at what defines Loris’s natural environment and identifies ways which may help to protect and preserve such an environment. Outside the built environment, the City’s local environment consists of wetlands, large-forested areas, head waters to multiple streams, and open space.

Goal: Protect, preserve, and improve beneficial environmental resources to support a more resilient and sustainable future for the City of Loris.

Objective 1:

Improve drainage and reduce downstream flooding potential throughout the City.

Strategy 1:

Implement the recommended drainage improvements from the Upper Pleasant Meadows Swamp Drainage Study (2019). [Mid-term]

Strategy 2:

Adopt local stormwater regulations with considerations for low-impact development best management practices. [Short-term]

Strategy 3:

Develop a drainage and flood study for the Fox Bay Rd area and headwaters of Juniper Swamp and the Gaskins Branch watershed. Such a study would be in cooperation with Horry County Stormwater Department. [Short-term]

Strategy 4:

Consider local supplemental flood zones (upstream of FEMA) on the Gaskins Branch and Upper Pleasant Meadows watersheds. [Long-term]

Strategy 5:

Evaluate flood mitigation alternatives to costly drainage improvements including open space acquisition and flood buyouts. [On-going]

Strategy 6:

Set aside funding to formalize public drainage easements throughout the City. [On-going]

Objective 2:

Foster the importance and preservation of large trees, existing forest cover, and other unique vegetation within the City.

Strategy 1:

Review local tree preservation regulations for intent and reasonableness with a focus on whether such regulations can be sufficiently implemented and enforced. [Short-term]

Strategy 2:

Consider planting requirements for new developments, including single-family subdivisions (i.e. front-yard shade trees). [Short-term]

Strategy 3:

Conduct an inventory of trees on public property and establish a program to adequately maintain the City's trees and City Arbor Day event. [Mid-term]

Strategy 4:

Review the pros & cons of pursuing TreeCity USA designation. [Long-term]

Objective 3:

Encourage functional open space while balancing the reality of impervious surfaces within an urban environment.

Strategy 1:

Review existing local ordinances to identify potential opportunities to improve open space for residential and commercial developments. [Short-term]

Strategy 2:

Consider the establishment of a local program to inventory, protect, and preserve wetlands and riparian zones (vegetation around streams). [Mid-term]

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