Highway 57 and Highway 9 Area Plan

Prepared By:
The Horry County Planning Commission
Highway 57 and Highway 9 Area Plan Committee
The Horry County Planning Department
For
The Horry County Council and the Citizens of Horry County
HIGHWAY 57 AND HIGHWAY 9 AREA PLAN

December 2003

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Introduction to Area Plans in Horry County

In an effort to keep pace with the changes that are occurring throughout Horry County, County Council has authorized the creation of area plans for a number of communities. There are currently four area plans in various stages of development; additional study areas can be added as future growth dictates.

Area plans are designed to give members of the community the opportunity to discuss the direction that growth and development should take in their area. Area plans also allow citizens to make recommendations to County Council on how questions regarding development in their community should be approached. Area plans can be used to cover elements of the Horry County Comprehensive Plan, such as the land use element, in greater detail; they can also address issues that community members feel are important which are not discussed in the Comprehensive Plan.

Each committee that is set up by the Horry County Planning Commission determines the direction and scope of the plan that they are creating. When the committee has created a working plan it is presented to the community for comment and discussion. The plan can then be revised and additional comments sought. Once an area plan has been finalized and accepted by County Council, it becomes a component of the Comprehensive Plan that will be referenced when decisions that affect the specified area are taken.
Illustration of an Area Planning Process

- County Council/Planning Commission determines that a community needs an area plan to supplement the Horry County Comprehensive Plan.
- Planning Commission appoints a committee to work with planning staff on the development of an area plan.
- Committee meets to determine scope of plan. Potential plan elements include:
  - Land use
  - Transportation/circulation
  - Signage
  - Façade improvements
  - Streetscape
  - Tree preservation
  - Open space
  - Public safety
  - Community facilities
- Staff conducts a study of the planning area and presents findings to Committee. Study could include:
  - Current land use survey
  - Current zoning
  - Tax record information
  - Census data and population forecasts
  - Infrastructure including transportation, sewer, water, and utilities (current and proposed)
  - Public/community facilities
  - Wetlands, floodplains, etc.
- Committee determines final recommendations for incorporation into plan.
- Staff prepares document with appropriate maps and appendices and presents to Committee for revision.
- Final draft presented at community forum for comment and discussion.
- Committee works with staff to determine necessary changes and additions based on community input.
- Final plan presented to Planning Commission for approval.
- Plan presented to County Council to be accepted as an amendment to the Comprehensive Plan.
Highway 57 and Highway 9 Area Plan

Purpose

The purpose of the Highway 57 and Highway 9 Area Plan is to establish guidelines that will help manage growth and guide development in the Highway 57 and Highway 9 area. The plan will be used as a reference document by developers, county staff, the Planning Commission, and County Council when making decisions involving the Highway 57 and Highway 9 area.

The recommendations put forward in the Highway 57 and Highway 9 Area Plan should be used as a starting point for any discussion between developers and county staff regarding the planning area. The plan is intended to allow flexibility in future growth and development decisions; however, deviations from the plan should be carefully evaluated and should remain true to the intent of the planning committee as stated in this document.

Introduction

The recent completion of the northern section of the Carolina Bays Parkway has increased accessibility to the Highway 57 and Highway 9 area. This is likely to lead to an increase in traffic through the study area and to accelerated development within the area. With this in mind, the Horry County Planning Commission authorized the creation of the Highway 57 and Highway 9 Area Plan. The plan will be used as the guiding document when potential developments within its environs are discussed. The intent of the plan is to evaluate and identify the areas that are most suited to commercial, industrial, or residential development given the transportation improvements that have created increased potential for development, and taking into account anticipated population growth in Horry County.

The Horry County Planning Commission appointed the following individuals to participate on the committee that formulated the Highway 57 and Highway 9 Area Plan:

<table>
<thead>
<tr>
<th>Planning Commission Members</th>
<th>Local Citizens</th>
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</thead>
<tbody>
<tr>
<td>Mr. Mark Causey</td>
<td>Mrs. Harriet Blanton</td>
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<tr>
<td>Mr. R. Phil Hucks</td>
<td>Mr. Lacy Cannon</td>
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<td>Mr. Tommy West</td>
<td>Mr. Dick Krueger</td>
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<td>Mr. Willie Moody</td>
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<td>Mr. Tommothy West</td>
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**Process**

The committee held eight meetings, first to determine the scope of the plan and then to develop the specific recommendations put forth in this document.

**Committee Meeting Dates**

- May 28, 2002
- August 28, 2002
- September 24, 2002
- January 16, 2003
- February 20, 2003
- March 20, 2003
- April 16, 2003
- May 8, 2003

To assist the members of the Committee in the development of recommendations for the plan, planning staff conducted a study of the Highway 57 and Highway 9 area. Information was gathered via a windshield survey, through tax office records, and using 2000 US Census information. The resulting data was presented to the Committee.

The Committee looked at a variety of issues that could be covered in the plan, these included: stormwater, signage, tree preservation, transportation and pedestrian improvements, street trees, façade improvements, open space, and public safety. After general discussion about the scope of the plan, the Committee decided that refining the land use element was their main objective. After receiving community input, the Committee also decided to include a Community Facilities section that covered transportation, stormwater management, solid waste, and recreation.

The Committee felt that by refining the land use element of the plan, many future conflicts could be avoided. The Committee further decided that focusing on land use would resolve many of the issues that had been considered for incorporation into the plan. The addition of the Community Facilities section broadened the scope of the plan and addressed many of the concerns raised by residents in the area. As was previously stated, future development in the planning area may require that some of the issues that were considered, but not addressed in this document, be addressed at a future date.
Figure 1: Aerial Photograph of Study Area (2000)
**Description of the Study Area**

The study area for the Highway 57 and Highway 9 Area Plan was determined by the Committee to encompass all land within one and one-half miles of the Highway 57 and Highway 9 intersection. The study area is comprised of approximately 4521 acres. At present the Highway 57 and Highway 9 area is only partially developed. Current land uses include commercial and light industrial businesses together with a variety of different intensity residential uses. The commercial and industrial businesses are congregated along the two main traffic corridors, while residential development has taken place in the large quadrants between the main roads. Following is a more complete description of the study area including some of the major subdivisions.

The core study area begins at the intersection of Highway 57 and Highway 9 and extends outward one-half mile (Figure 1). The transition study area runs from the boundary of the core area outward another one-half mile. The secondary study area contains the final one-half mile out from the transition study area.

Numerous business and light industrial uses are scattered throughout the core area. Located around the intersection of Highway 57 and Highway 9 are Bell and Bell GMC, Kenny Home Plaza, ABSCO Industrial Park and two concrete batch plants. The Blanton Business Park PDD is located on Highway 57 in close proximity to the intersection, as are numerous small businesses and professional offices. Additionally, within the core area there is the Ralph Ellis Government Building and a parcel of land that is owned by the Horry County Solid Waste Authority.

A mix of medium intensity businesses and light industrial uses extends in both directions along Highway 9 as it moves out of the core area and into the transition and secondary study areas. To the east there is a Food Lion market, gas stations, and assorted other small businesses and professional offices. To the west are a number of storage facilities, the new Allendale Furniture Showroom, and various small businesses and industrial uses.

There are a number of residential developments located either wholly or partially within the study area. The largest of these, Colonial Charters, is located in the northern quadrant of the study area and runs from the core study area out to the secondary study area. This development contains a variety of low to medium residential neighborhoods together with a golf course. The study area also contains Plantation Pines, the Old Sawmill Circle residential community, Stone’s Edge, The Preserve at Little River, and a portion of the Village at Baytree. Additionally, there are a number of small rural residential developments scattered throughout the study area.

A large portion of the study area is currently undeveloped. Zoning for the undeveloped portion ranges from a variety of residential designations to Highway Commercial (HC) and Light Industrial (LI). Much of the outlying area is currently zoned Commercial Forest Agricultural (CFA). There is also a large tract of undeveloped land zoned Planned Development District (PDD).
Current Zoning

Figure 2
Future Land Use Assessment of the Area

Completion of the Carolina Bays Parkway will significantly impact future development in the study area. Increased accessibility should bring a significant increase in traffic to both Highway 9 and Highway 57. Both the existing and future character of the area should be considered when setting goals and developing recommendations for future land use in the Highway 57 and Highway 9 Area Plan.

The 1999 Horry County Comprehensive Plan identifies the Highway 57 and Highway 9 planning area as a Village Character District on the Future Land Use Map. A Village is characterized as having a mixed-use center with appropriate non-residential uses being medium density retail and medium scale office and professional services. The areas outside the core would most likely contain medium intensity retail and office development as it transitioned into residential development.

Taking into consideration the transportation improvements in the study area, a change in character designation from Village to Township is deemed appropriate. As a Township, the Highway 57 and Highway 9 planning area would be considered a suitable location for job-generation and high intensity uses such as offices, community-serving retail centers, as well as low-, moderate-, and high-density housing. Some of the recommended uses and development standards for core areas within Townships include:

- Small-scale retail such as convenience stores, dry cleaning, clothing stores, and food markets.
- Small-scale office such as law offices, medical offices, and real estate offices.
- Multi-use complexes limited in size, scale, and design that promote adjacent residential character.
- Signage in keeping with the character of adjacent neighborhoods.
- Parking lots landscaped with trees and adequate vegetative buffers surrounding the lot.

To promote the appropriate type of development as specified in the Comprehensive plan, the Committee decided it was necessary to establish suitable future land use for the study area. The creation of an updated Future Land Use map for the planning area will allow the Planning Commission and County Council to decide on the appropriateness of rezoning requests.

The Committee took into account the current characteristics of the planning area and proposed the following land use categories as a guide for future development:

- Low Density Residential – 1 to 4 units per acre
- Medium Density Residential – 5 to 8 units per acre
- Institutional, Public Works, Cemeteries, etc.
- Retail Business
- Light Industry
Future Land Use

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 3
**Future Land Use for the Core Area**

The core study area begins at the intersection of Highway 57 and Highway 9 and extends outward one-half mile. For purposes of developing land use designations, the area was broken into four quadrants separated by the major roads. The first quadrant, Core Area A, is located between Old Saw Mill Circle and Highway 57 South and is designated for Retail Business uses (Figure 4). The Blanton Business Park PDD that is located within this quadrant is not included in this designation and will continue to be developed with Light Industrial uses.

Core Area B encompasses property on Highway 57 South from Gore Road to Highway 9 East (Figure 5). Future land uses proposed for the area include Retail Business, Low Density Residential, and Institutional/Public Works. The Horry County Solid Waste Authority owns the largest parcel in this quadrant and there are plans for two different uses on the site. Part of the parcel is designated for development as a Horry County Recreation facility. A portion of the parcel will be retained by the Solid Waste Authority for use as a transfer site.

Core Area C contains property from Highway 9 East to Highway 57 North (Figure 6). Anticipated land uses include Retail Business, Low Density Residential, Light Industry, and Institutional/Public Works. Property located along Highway 9 and extending 500 feet into Core Area C, is designated Retail Business. The property behind the Retail Business corridor is part of the Colonial Charters development and will remain Medium Density Residential and Low Density Residential. The area of the quadrant located along Highway 57 North extending 500 feet into Core Area C is designated as Retail Business except where it is currently Light Industry and Institutional/Public Works.

Core Area D runs from Highway 57 North to Highway 9 East and completes the core study area (Figure 7). Recommended uses in this area include Retail Business, Light Industrial, and Medium Density Residential.
Future Land Use Core Area A

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 4
Future Land Use Core Area B

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 5
Future Land Use Core Area C

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 6
Future Land Use Core Area D

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 7
Future Land Use for the Transition Study Area

The transition study area begins at the boundary of the core study area and extends out an additional one-half mile. Starting at Highway 9 East, Transition Area A includes the northern terminus of the Carolina Bays Parkway. Land on both sides of the Parkway is proposed as Retail Business (Figure 8).

Transition Area A continues west to Highway 57 South, with its outermost boundary just past the intersection of Sanford Road. A 500-foot corridor of Retail Business is proposed for both sides of Highway 57 as it moves through the transition study area. The land between Highway 57 and the Carolina Bays Parkway, outside the 500-foot Retail Business corridor, is designated Low Density Residential, this would include property along Sanford Road and Shields Road.

Land to the west of the Retail Business corridor on Highway 57 South is designated Low Density Residential as it moves north through the transition study area until the Retail Business corridor on Highway 9 is reached. The retail corridor on Highway 9 encompasses both sides of the road and extends through the transition study area to the end of the secondary study area.

Transition Area B includes a large section of the Colonial Charters development that is Medium Density Residential (Figure 9). Undeveloped land that abuts the Highway 9 and Highway 57 Retail Business corridors in the northern section is proposed as Medium Density Residential. This land use designation is in keeping with the development at Colonial Charters.

Property to the south of the Highway 57 Retail Business corridor is proposed as Low Density Residential. Where Transition Area B abuts the core study area it is recommended that a mix of Medium Density Residential, Retail Business, and Light Industrial uses be established as the area transitions into Low Density Residential.

Future Land Use for the Secondary Study Area

The secondary study area begins at the outer ring of the transition study area and extends out one-half mile. Starting at Highway 9, Secondary Area A, property has been designated for Retail Business uses (Figure 8). Land in the southwest portion of the secondary study area is proposed as Low Density Residential all the way to the Carolina Bays Parkway.

West of the Carolina Bays Parkway and moving north through the secondary study area toward Highway 9, all land is to be designated Low Density Residential until the Retail Business corridor is reached. The Low Density Residential designation includes land on both sides of Highway 57 South. East of Highway 9 is the beginning of Secondary Area B; just outside the Retail Business corridor of Secondary Area B, the use proposed is Medium Density Residential with two small pockets of Low Density Residential at the
Future Land Use Transition and Secondary Area A

Proposed Land Use

- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 8
Future Land Use Transition and Secondary Area B

Proposed Land Use
- Institutional
- Light Industry
- Retail Business
- Medium-Density Residential
- Low-Density Residential

Figure 9
limits of the study area. The Medium Density Residential designation is continued until reaching Highway 57 North.

East of Highway 57 North, moving south, is proposed as Low Density Residential; this is the predominant land use designation in Secondary Area B and extends almost to Highway 9 (Figure 9). Just prior to reaching the Highway 9 Retail Business corridor, the designation changes to Medium Density Residential where the Preserve at Little River is located.

**Issues and Strategic Recommendations**

**Issue**

The completion of the northern section of the Carolina Bays Parkway, combined with increasingly intense development in the planning area, has resulted in the need for an updated Future Land Use map.

**Strategic Recommendations**

- Planning Commission will propose acceptance of the Highway 57 and Highway 9 Area Plan by County Council as an amendment to the Horry County Comprehensive Plan.

- The recommendations put forward in the Highway 57 and Highway 9 Area Plan will be used as a reference during any discussion between developers and county staff regarding the planning area, specifically in regards to rezoning requests.

- The Highway 57 and Highway 9 Area Plan committee should reconvene on an annual basis to assure that the plan is meeting the needs of residents, landowners, and developers.

**Issue**

Current regulations regarding landscaping, parking, and signage along Highway 9 do not completely address concerns of residents located in the Highway 57 and Highway 9 planning area.

**Strategic Recommendations**

- Planning Commission should consider authorizing the Planning Department to create a corridor overlay for Highway 9 (Timeframe: 3-5 years).

- Planning Department should continue to require full compliance with zoning regulations during development approval, particularly as they pertain to landscaping, signage, and parking.
• Zoning Department should continue to vigorously enforce the Zoning Ordinance in the Highway 57 and Highway 9 planning area.

**Issue**

A balanced transition needs to be achieved between both Commercial and Residential uses, and Light Industrial uses and Residential uses; these transitions are necessary when Commercial and Light Industrial uses abut both current and proposed residential communities.

**Strategic Recommendations**

• Planning Commission should consider authorizing the Planning Department to develop a corridor overlay for Highway 9 (Timeframe: 3-5 years).

• Transitional uses should be considered where appropriate. These might include increased use of open space and buffering; alternately, the use of multi-family residential in higher traffic areas (with appropriate buffering) as they transition into single-family residential developments is acceptable.

• Planning Department should encourage developers to use tools such as the Planned Development District (PDD) to achieve the appropriate mix of uses and transitions between uses within the planning area.

• Planning Commission should consider strengthening buffering requirements where appropriate through a corridor overlay for Highway 9; the required buffer should be suitable to the uses allowed within a particular zoning district (Timeframe 3-5 years).

• Where current uses already pose conflicts within the area, community members and business and property owners should be willing to work together to minimize problems and resolve issues.
Community Facilities

As described in the Horry County Comprehensive Plan, the Community Facilities Element covers a range of services provided to the residents of Horry County. Included under this umbrella heading are transportation, stormwater management, solid waste management, parks and recreation, and general government facilities. The delivery of these essential services is a key concern of residents located within the Highway 57 and Highway 9 planning area. Horry County is continually working to provide a high level of services to area residents.

Transportation System

The transportation system in Horry County is important to residents and business owners, as well as to the vacationers who are a major driver of the local economy. Certain roads must also be maintained as evacuation routes in the event of a hurricane. Because the County is so dependent on its transportation system the pressure to provide new roads and maintain existing ones is constant. This is a complex job made more difficult by the different government entities that are responsible for different roadways.

The major arterial through the Highway 57 and Highway 9 planning area is Highway 9. This is a state highway and comes under the control of the South Carolina Department of Transportation (SCDOT), as does Highway 57. The recently completed Carolina Bays Parkway is also under the administration of the SCDOT. The County Engineering Department is responsible for most other roads within the planning area, the exception being private roads that must be maintained by individual homeowners associations.

Portions of the transportation network in Horry County consist of dirt roads; several of these dirt roads are located within the planning area. The County has been working to pave these roads as funding and available manpower permits. The County Engineering Department is continually updating the priority list concerning paving projects and requests.

The complex, long-range nature of transportation planning requires coordination at all levels. Not only must there be cooperation between the SCDOT and the County, but homeowners associations must understand their responsibilities as they pertain to maintenance of private road networks. Within the Highway 57 and Highway 9 planning area, many of the transportation issues facing residents, business owners, and developers will be resolved through increased cooperation and coordination among all parties involved.
**Issues and Strategic Recommendations**

**Issue**

Residents living in the Highway 57 and Highway 9 planning area have observed road and drainage problems.

**Strategic Recommendations**

- The Horry County Engineering Department should continue efforts to correct and minimize problems caused by poor road drainage.

- Any resident that observes road and drainage problems should contact the Horry County Road and Drainage Hotline at 381-8000 so that an Engineering Technician can schedule an appointment to assess the problem.

- Residents that have questions about, or problems with, Highway 57, Highway 9, or the Carolina Bays Parkway should contact the South Carolina Department of Transportation's local office at 365-2130.

**Issue**

A number of roads in the Highway 57 and Highway 9 planning area are dirt roads and as such are prone to flooding and other problems.

**Strategic Recommendations**

- Horry County Engineering Department should assess the dirt roads located in the planning area for possible inclusion on a future schedule for paving as outlined in the Horry County Local Road Improvement Program.

- Residents that observe road and drainage problems on dirt roads should contact the Horry County Road and Drainage Hotline at 381-8000.

- Residents with specific questions about the status of dirt roads can contact the Road and Drainage Hotline at 381-8000.

- Residents can contact their representative on the Horry County Council to inquire about adding their dirt road to the Horry County Local Road Improvement Program.
The Carolina Bays Parkway

The first segment of the Carolina Bays Parkway was opened to traffic in December 2002; it currently terminates at Highway 9. In September 2002 SCDOT began preliminary studies for the possible extension of the Parkway from Highway 9 to the North Carolina State line. The study also involved the possibility of providing an interim connector that would tie the Parkway to Highway 57. The Parkway Extension project is locally funded through the Road Improvement and Development Effort (RIDE).

SCDOT recently informed the Infrastructure and Regulation Committee of the Horry County Council that on the issue of connection to Highway 57, they had looked at a number of possible alternatives, including the interim connector; a recommendation was given based on cost, safety, and time. The recommendation from SCDOT would provide for a substantial upgrade to the Highway 9 and Highway 57 intersection that would improve safety and traffic flow; the interim connector to Highway 57 would not be constructed at this time. The Infrastructure and Regulation Committee endorsed this recommendation as the most efficient use of RIDE funds for the citizens of Horry County. A resolution to this effect is now pending with the Horry County Council.

The study of possible routes for the extension of the Carolina Bays Parkway is continuing as a joint effort between the SCDOT and the North Carolina Department of Transportation. Should the extension of the Carolina Bays Parkway to the North Carolina State line move forward, the Future Land Use Map would need to be reevaluated.
Stormwater Management

Stormwater related issues are a major concern for the residents of Horry County. The unique topography of Horry County, with its abundance of wetlands, makes control of stormwater extremely challenging. Over the last five years, Engineering staff has worked to develop a set of standards and design criteria that now allow Horry County to be proactive in their approach to stormwater and flooding issues.

The *Horry County Stormwater Management and Sedimentation Control Ordinance*, which was passed in 2000, set the standards that govern all new development in the unincorporated portions of the county. Stormwater Management is responsible for the enforcement of the ordinance. The *Horry County Stormwater Management Design Manual* provides assistance to the professionals who are involved in the design and construction of adequate stormwater management facilities that meet all the requirements imposed by the Horry County Council.

The new stormwater ordinance allows Stormwater Management to deal effectively with stormwater issues that arise as new development occurs in Horry County. Assuring that the appropriate stormwater system has been designed and built for a new development is one of the many jobs that are handled by Stormwater Management. Development that occurred prior to the creation of current regulations was subject to less stringent requirements. Many of these older developments have experienced problems with stormwater and flooding over the years.

Stormwater Management is working aggressively to deal with these problems and has an active program for the cleaning and maintenance of major and minor ditch outfalls. Where the problems are the responsibility of an HOA or POA, Stormwater Management can recommend that the association contact a licensed engineer to assess the problem and offer the appropriate solution.

**Current Stormwater Program in the Highway 57 and Highway 9 Area**

The principal drainage outfall for the Highway 57 and Highway 9 Area is a natural tributary of the Waccamaw River that receives water from approximately 3000 acres. Preliminary investigations show that the channel downstream from the box culvert at Highway 9 near Colonial Charters is causing flow restrictions. Widening and clearing this channel downstream may be problematic due to the presence of wetlands and the regulatory restriction associated with them. If the channel could be improved the box culvert should be able to carry the necessary flows to minimize flooding problems. The Stormwater Department will be conducting a more detailed study of this situation in early 2004.
Issues and Strategic Recommendations

Issue

Residents are experiencing periodic problems with flooding.

Strategic Recommendations

• Residents should contact the Engineering Department through the Road and Drainage Hotline at 381-8000 so that a member of the Stormwater Management team can come and assess their flooding problem.

• Home Owner Associations and Property Owner Associations that are responsible for drainage and detention pond maintenance within their subdivisions need to keep their maintenance programs up to date.

Issue

Beaver dams are often cited as the cause of flooding problems.

Strategic Recommendations

• Residents that observe beaver dams that are causing drainage problems should contact the Engineering Department through the Road and Drainage Hotline at 381-8000 so that appropriate steps can be taken.
Other Community Elements

The Horry County Solid Waste Authority provides solid waste recovery, recycling, and disposal services for all citizens of Horry County. The Horry County Recreation Department manages and maintains a recreation system for use by Horry County citizens.

As part of their land holdings, the Horry County Solid Waste Authority owns a parcel of property in the Highway 57 and Highway 9 planning area. Plans for this parcel include leasing a portion of the site to the Horry County Recreation Department for development of a multi-use park for local residents. The Solid Waste Authority plans to use the remainder of the site as a waste transfer station and as a storm debris storage site for use in the event of a hurricane.

Issues and Strategic Recommendations

Issues

Local residents have a number of concerns as regards the opening of a waste transfer site within the study area. Their concerns include increased potential for flooding, the possibility of increased noise, and the perception that the site is too close to established residential communities.

Additionally, traffic on Highway 57 is also a major concern to area residents. The recent completion of the North Myrtle Beach Elementary School on Highway 57 south of the proposed transfer site has resulted in increased traffic along the corridor. The proposed rerouting of vehicles to the transfer site would be in direct conflict with the school buses as they move along Highway 57.

Currently trucks carrying waste from the more populous beach areas can move directly onto Highway 90 for access to the Solid Waste Authority’s landfill. Residents of the Highway 57 and Highway 9 area feel that moving these trucks onto Highway 57, even for a short distance will result in increased congestion and increase the potential for accidents. The trucks that would carry the transferred waste on to the landfill are also a concern for area residents; they will run directly by the new school site.

Strategic Recommendation

- The Highway 57 and Highway 9 Area Plan Committee understands the concerns of area residents. Traffic issues and the location of the proposed transfer site are both concerns of the committee.

The recent opening of the North Myrtle Beach Elementary School and the continued development of residential communities within the study area will result in increased traffic along Highway 57. The committee is concerned that if the proposed transfer site is opened, that the traffic issues may become worse.
Additionally, the committee has concerns regarding the land use conflicts that may be created should the transfer site be built.

The committee believes that before proceeding with the development of the transfer station that the Solid Waste Authority should meet with residents of the community and attempt to work out the community’s questions and concerns. The Solid Waste Authority should also consult with the Horry County School District regarding the proposed transfer site and how its construction might affect their new school facility.

Should the Solid Waste Authority not be able to adequately address the issues raised by the community, the committee feels that the Solid Waste Authority should explore alternate sites for the proposed transfer facility.

Issue

Any future recreation facility located in the planning area should be developed in a way that meets both the current and future needs of area residents, as well as addressing the recreation needs of all Horry County residents.

Strategic Recommendations

- The Horry County Recreation Department should meet with local residents to assess their needs as concerns the proposed recreation facility.

- The Horry County Recreation Department should keep community members informed through public meetings, newspaper announcements, etc. about the proposed recreation facility. Information could include, timetables, proposed uses, and construction schedules.