

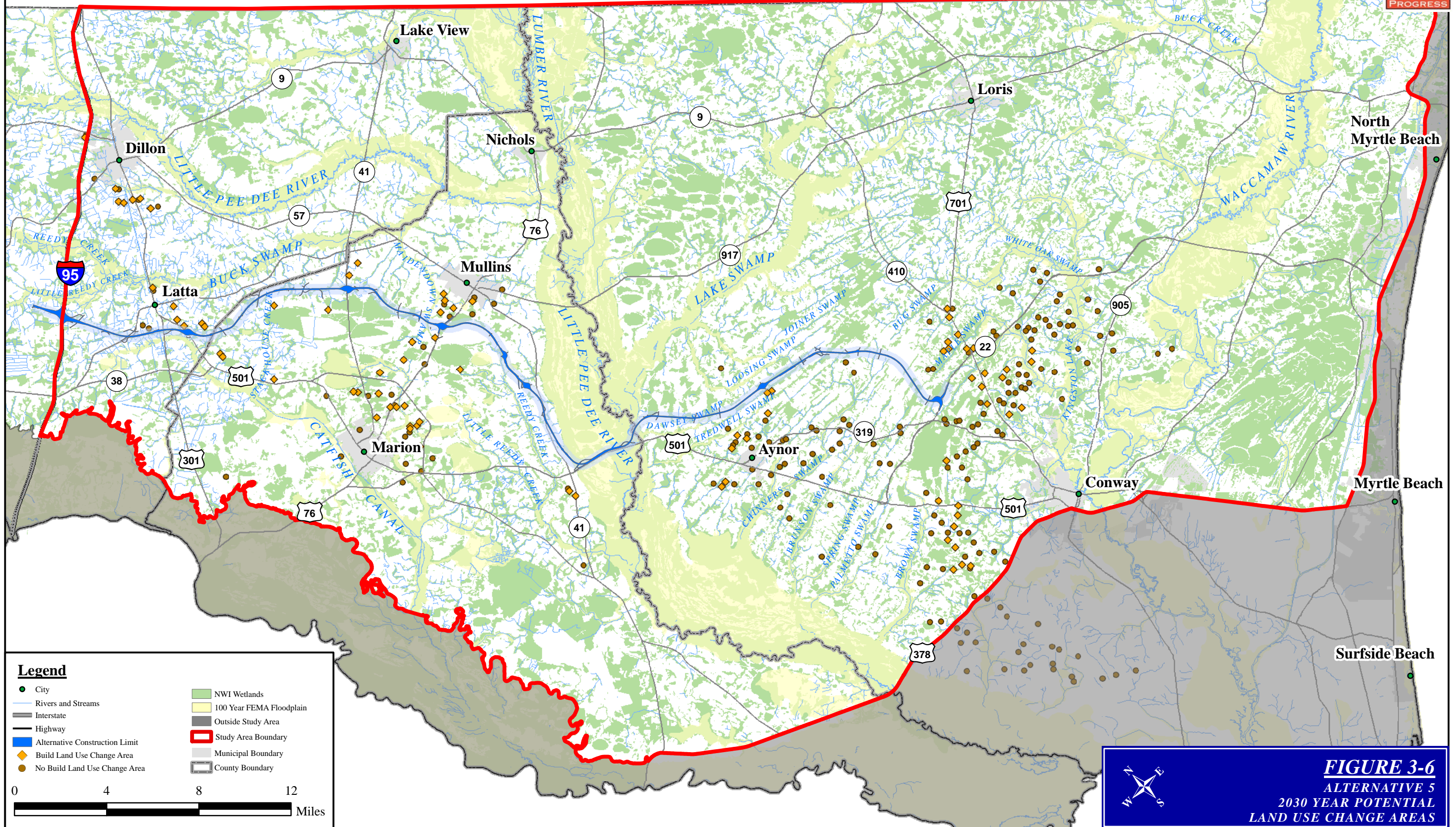
Legend

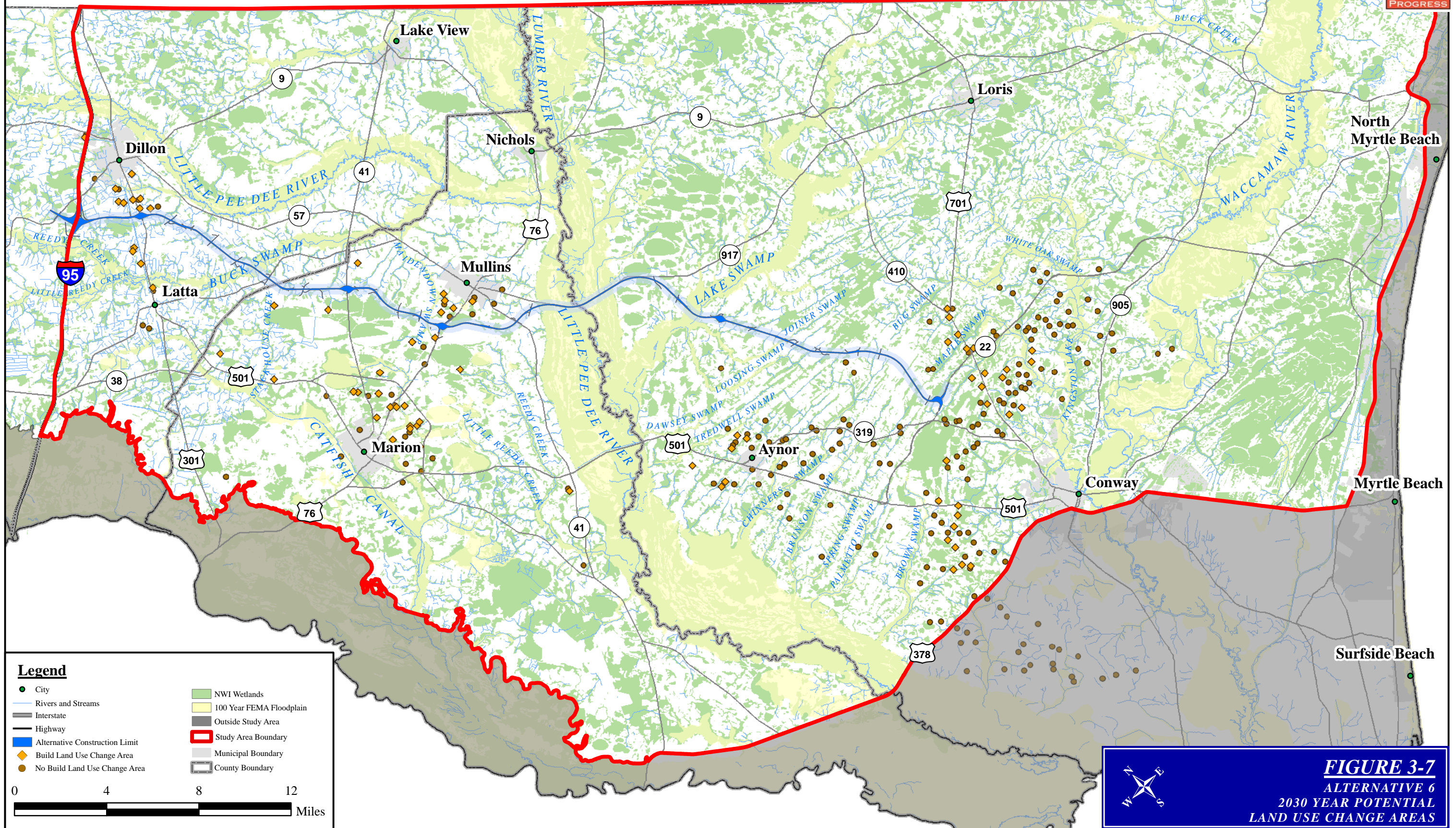
- City
- Rivers and Streams
- Interstate
- Highway
- Alternative Construction Limit
- ◆ Build Land Use Change Area
- No Build Land Use Change Area
- NWI Wetlands
- 100 Year FEMA Floodplain
- Outside Study Area
- Study Area Boundary
- Municipal Boundary
- County Boundary

0 4 8 12 Miles



FIGURE 3-5
 ALTERNATIVE 4
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS



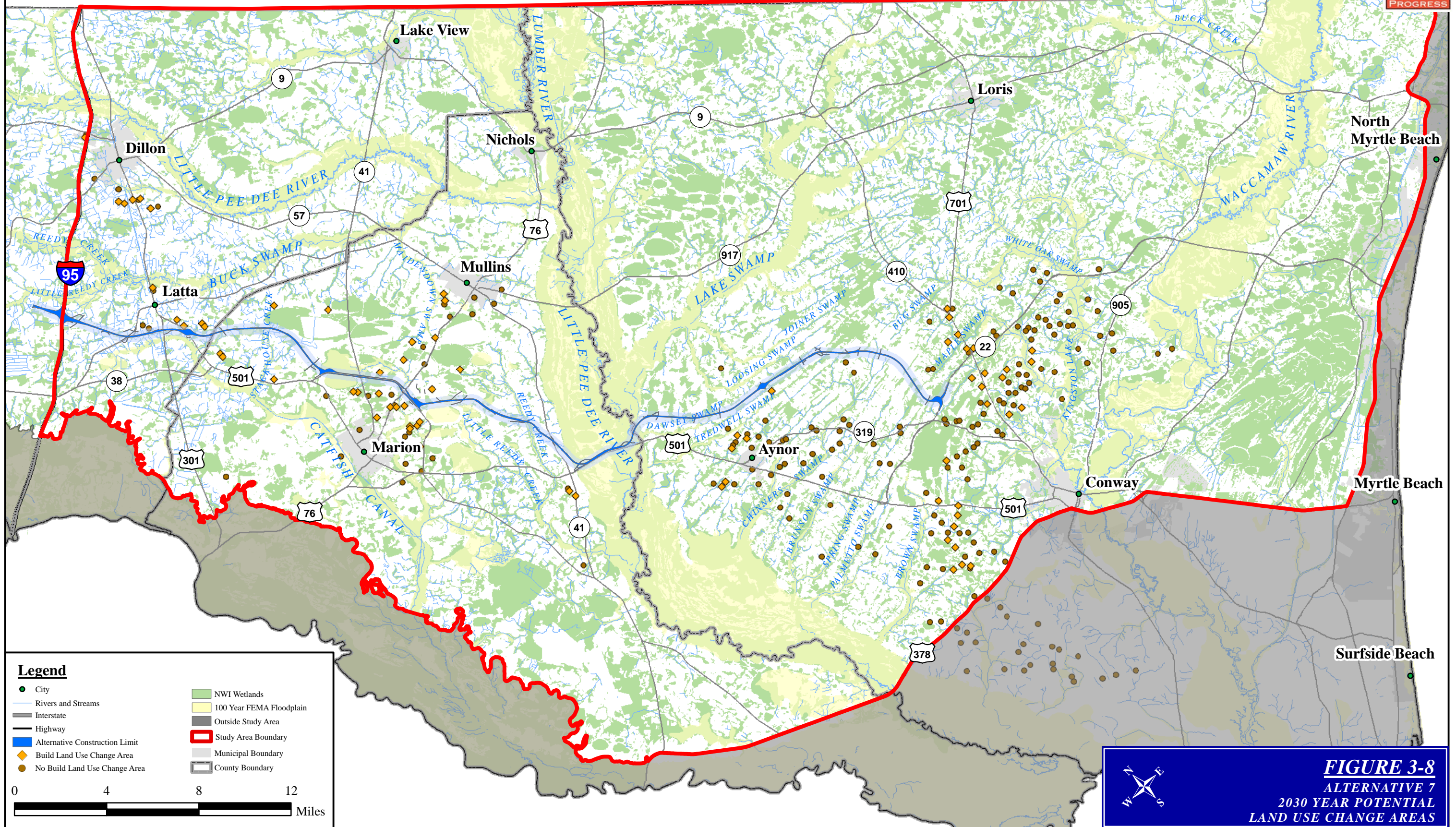


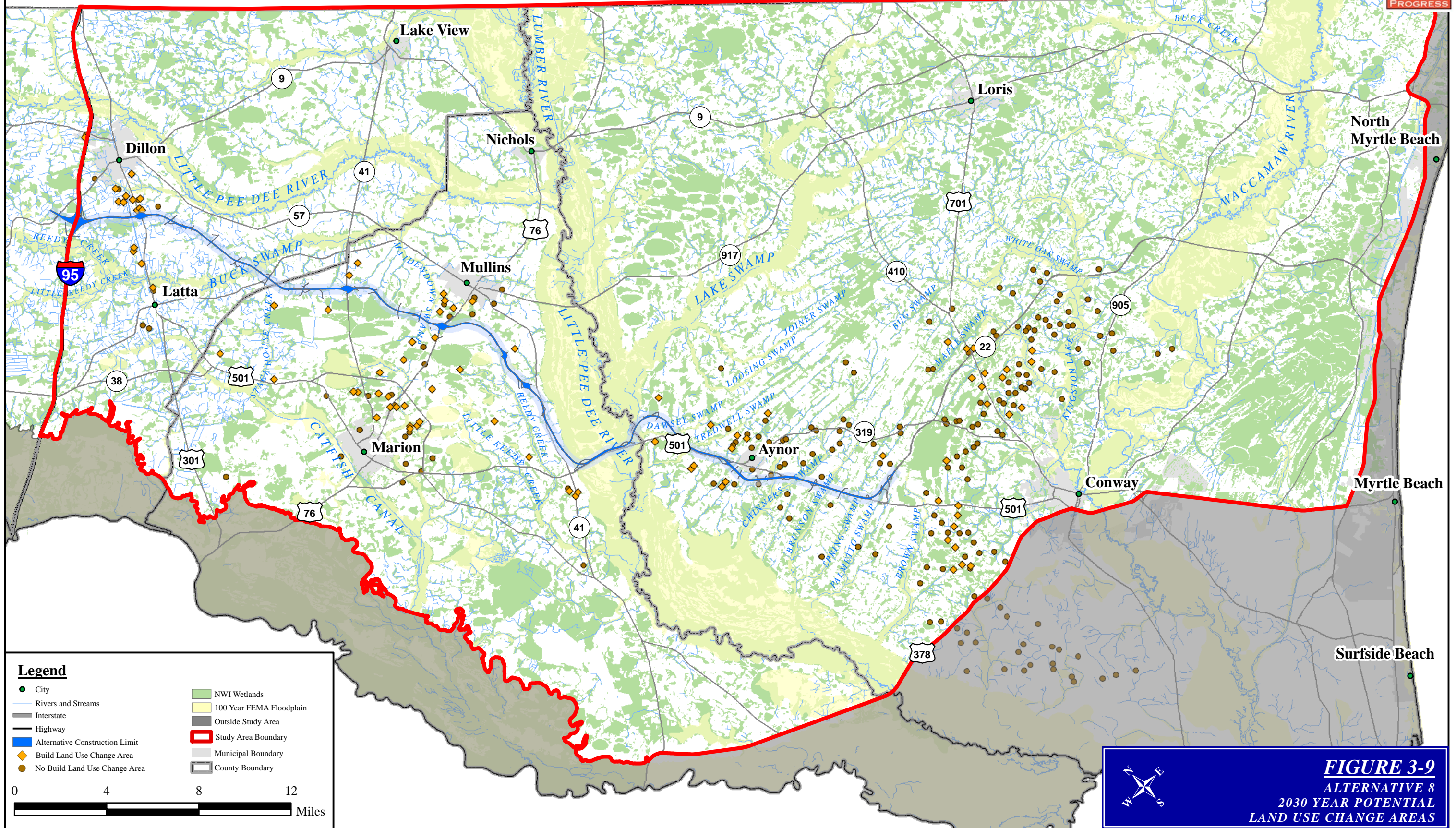
Legend

- City
- Rivers and Streams
- Interstate
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- Alternative Construction Limit
- ◆ Build Land Use Change Area
- No Build Land Use Change Area
- NWI Wetlands
- 100 Year FEMA Floodplain
- Outside Study Area
- Study Area Boundary
- Municipal Boundary
- County Boundary

0 4 8 12 Miles

FIGURE 3-7
 ALTERNATIVE 6
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS





Legend

● City	■ NWI Wetlands
— Rivers and Streams	■ 100 Year FEMA Floodplain
— Interstate	■ Outside Study Area
— Highway	■ Study Area Boundary
— Alternative Construction Limit	■ Municipal Boundary
◆ Build Land Use Change Area	■ County Boundary
● No Build Land Use Change Area	

0 4 8 12 Miles

FIGURE 3-9
 ALTERNATIVE 8
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS



Alternatives 2, 5, and 7 have interchanges at S.C. Route 23 and at S.C. Route 22 farther to the east. New growth from the Build Alternative ranges from 4,163 (Alternative 2) to 3,591 (Alternative 7) acres. Lack of an immediately available intersection near Aynor will likely shift development in an effort to gain relative proximity to the interstate and the interchange with S.C. Route 23.

Alternatives 3 and 6 are among the alternatives with the lowest amount of new development in Horry County beyond the No-build Alternative. Both alternatives reach into extensively rural portions of Horry County including an interchange with S.C. Route 308 prior to another interchange with S.C. Route 22. Growth among these alternatives ranges from 3,403 (Alternative 3) to 3,618 (Alternative 6) acres.

In all cases, the combination of growth already anticipated in Horry County combined with the new growth from any of the eight alternatives would be significant enough to begin to alter development patterns in western Horry County. In areas surrounding Conway, and, to a lesser extent, Aynor, the historic pattern of strip lot residential development is likely to change into formalized subdivision development and a growing number of multi-family units in response to market conditions, including increasing land prices and sufficient demand to make the added expense worthwhile.

3.1.10 What other factors influence growth and development?

The modest growth in Dillon, Marion, and Horry Counties expected by the presence of the project is largely a reflection of market reality. As mentioned, while an interstate has the capability to attract development, marked growth requires substantive demand as well as presence of other factors. In commercial or industrial development, for example, additional factors may include an appropriate and available labor pool, along with access to resources or incentives.

Externalities, existing or future features not considered in this analysis, have the ability to impact growth in the area. Given that this analysis is intended to project growth to the Year 2030, it is safe to assume that unforeseen externalities will occur and that they will positively or negatively impact development patterns. Two externalities that are either in place or could occur in the near future have the potential to combine with the presence of I-73 to cause significant new growth to occur in the three-county area. These two externalities are the new infrastructure financing recently approved by the South Carolina General Assembly and the development of an inland port in Marion County.

Infrastructure for Interstate Industrial Parks

In March 2006, the South Carolina General Assembly approved new incentives for development as part of the state appropriation act. Among line items included in the budget were approximately \$1.5 million in funds available for construction of infrastructure to improve industrial parks located within five miles of an interstate. The funds are to be used only in counties with high unemployment similar to Dillon and Marion Counties. While the new funds may immediately assist communities like Dillon that are located along I-95, it is unlikely that any amount of the \$1.5 million will still be available once the proposed project is in place. However, the resolution



indicates an understanding that presence of an interstate is not sufficient to substantially add development to an area and that state leaders are willing take extra steps to make the industrial parks more attractive for development.

Inland Port in Marion County

Marion County is currently working in conjunction with potential investors to establish an inland port in the area. Specifically, the county is seeking to develop an inland port in proximity to rail lines and U.S. Route 301 that will offer a staging opportunity for incoming goods. The industrial facilities are expected to be accompanied by an airport. In total, the inland port and accompanying airport could be expected to occupy more than 17,000 acres in Marion County. While I-73, if constructed, would not be expected to entice development of the magnitude proposed for the inland port project, its presence improves the likelihood that projects like inland ports could occur.

3.1.11 Conclusion

The three-county area will see new development over the course of years through 2030, particularly in Horry County. A new interstate would result in roughly 13 to 18 percent of additional new growth depending upon the selected alternative. Of the eight alternatives, Alternative 8 rated highest in the ability to increase development while Alternative 3 produced the lowest amount of new development. However, the difference between the alternatives is only slightly more than 1,500 acres, less than five percent of the total growth that is already expected to occur throughout the three-county area. Thus, while a difference certainly exists between alternatives, it is not sufficient to recommend one alternative above another based only upon the ability to create new development.