



The following information was included in the Draft EIS and describes the potential environmental and human impacts of the alternatives not chosen as the Preferred Alternative. The information has been included as an appendix to ensure fulfillment of the USACE requirements of a thorough alternatives analysis.

C.1 LAND USE

C.1.1 How is land use expected to change in the project study area?

Population growth is anticipated to grow by nearly 54 percent between 2000 and 2030 in Dillon, Horry, and Marion Counties,¹ with the vast majority of population growth (138,700 of 141,000 people) expected to occur in Horry County (refer to Table C.1). It is certain that land in the three counties will develop, regardless of a new interstate, as part of the continuing evolution of communities. The addition of a new interstate would likely increase and alter the growth patterns expected in the three-county area.

County	Population		Change, 2000 to 2030	
	2000	2030	Number	Percentage
Dillon	30,722	31,150	428	1.39%
Marion	35,466	37,340	1,874	5.28%
Horry	196,629	335,320	138,691	70.53%
Total	262,817	403,810	140,993	53.65%
State	4,012,012	5,371,150	1,359,138	33.88%

C.1.2 How would the No-build Alternative affect land development?

The No-build Alternative was established by considering the amount of land to be developed as well as the location of the development if existing conditions prevail and population increases to the extent projected by the Office of Research and Statistics for the State of South Carolina. The No-build Alternative for land development was determined by:

1. Dividing the projected population for each county into smaller Traffic Analysis Zones (TAZs);
2. Projecting population growth to 2030 by TAZ;
3. Projecting housing and employment growth by TAZ at a rate similar to population growth; and,
4. Projecting land use requirements based upon anticipated population, housing, and employment growth.

Traffic Analysis Zones (TAZ) define geographic areas (similar to Census block group) which are used to relate travel demand to socioeconomic characteristics.

¹State of South Carolina, Budget and Control Board, Office of Research & Statistics, “County Population Projections: 2005-2030”, South Carolina Population Reports <http://www.ors2.state.sc.us/population/proj2030.asp>



Population growth in the three-county area of approximately 140,993 persons is projected to result in approximately 30,800 acres of new development including new homes, businesses, industries, and civic facilities such as schools and government buildings, most likely occurring in Horry County where a majority of the population is expected to reside (refer to Table C.2).

**Table C.2
No-build Alternative, Summary of Land Use Requirements, by Acres
Interstate 73: I-95 to the Myrtle Beach Region**

County	Residential			Commercial				Public & Semi Public	Total in acres
	Single Family	Multi-family	Mobile Home	Industrial/ Manufacturing	Hotel and Entertainment	Retail	Office		
Dillon	51	1	17	10	1	1	1	1	82
Marion	245	5	68	43	2	4	3	5	374
Horry	19,369	1,998	4,971	2,182	546	505	431	347	30,349
Total	19,664	2,004	5,056	2,235	548	510	435	353	30,805

C.1.2.1 Dillon County

Dillon County is expected to grow the least of the three counties in the project study area, despite the fact it is currently the only county with immediate access to an interstate (I-95). Between 2000 and 2030, new non-agricultural land development is expected to increase by 82 acres, with most development likely occurring near the communities of Dillon and Latta (refer to Table C.3), but not necessarily within municipal boundaries.

There will be a limited and continued drift of growth towards I-95 and other roadways that offer quick access to I-95. In addition, strip lot residential development of agricultural and forested lands is expected to continue to be more prominent than residential development of subdivisions in the county.

C.1.2.2 Marion County

Marion County is expected to have 374 acres of development, with roughly 88 percent expected to occur in areas surrounding the communities of Marion and Mullins (refer to Table C.3). Both communities benefit from the ability to provide greater resources and services. While both enjoy relatively strong accessibility, Marion particularly benefits from the presence of U.S. Route 501.

Commercial development in Marion County is likely to occur along major roadways such as U.S. Route 501 and U.S. Route 76, due to better accessibility along these corridors. Strip lot residential development is likely to continue for rural housing, with former agricultural and forested areas being converted to residential use.

C.1.2.3 Horry County

The substantial growth historically seen in Horry County will continue through 2030 with a projected additional 30,349 acres being developed (refer to Table C.3). The majority of development will occur in



Table C.3
No-build Alternative, Detailed Land Use Requirements, in Acres
Interstate 73: I-95 to the Myrtle Beach Region

TAZ Name (Number)	Residential			Commercial					Total
	Single Family	Multi- family	Mobile Home	Industrial/ Manufacturing	Hotel and Entertainment	Retail	Office	Public & Semi Public	
Dillon County	51	1	17	10	1	1	1	1	82
Latta (223)	11	0	4	2	0	0	0	0	18
Dillon (224)	17	0	6	3	0	0	0	0	28
Little Rock (225)	6	0	2	1	0	0	0	0	9
Hamer (226)	9	0	3	2	0	0	0	0	14
Lake View (227)	8	0	2	2	0	0	0	0	12
Marion County	245	5	68	43	2	4	3	5	374
Marion (228)	125	2	35	22	1	2	1	3	192
Mullins (229)	89	2	25	16	1	1	1	2	136
Centenary (230)	12	0	3	2	0	0	0	0	19
Brittons Neck (231)	18	0	5	3	0	0	0	0	27
Horry County	19,369	1,998	4,971	2,182	546	505	431	347	30,349
Aynor (281)	877	91	225	99	25	23	20	16	1,375
Floyds (282)	315	32	81	35	9	8	7	6	493
Conway (283)	3,307	341	849	373	93	86	74	59	5,182
Loris (284)	1,358	140	348	153	38	35	30	24	2,128
Conway East (285)	3,117	322	800	351	88	81	69	56	4,883
Longs (286)	554	57	142	62	16	14	12	10	868
Myrtle Beach (287)	7,249	748	1,860	817	204	189	161	130	11,358
Little River (288)	2,592	267	665	292	73	68	58	46	4,062
Total	19,664	2,004	5,056	2,235	548	510	435	353	30,805



the eastern portion of the county to the extent that rising property costs and increased demand will allow. However, western sections of the county are also expected to grow at a rate that far exceeds that of Marion or Dillon Counties.

Characteristics of growth in western Horry County will likely include increased growth closer to or within communities, especially Aynor and Conway, which are anticipated to expand by 1,375 acres and 5,182 acres, respectively. Commercial development is more likely along major roadways since these corridors are more accessible. In addition, extended strip lot residential development will likely begin to give way to formalized subdivisions as the housing market demand and property values increase.

C.1.3 How would the project impact development in the three-county area?

Development of an interstate between Interstate 95 and S.C. Route 22, which would become part of I-73, would have the following impacts upon the area:

C.1.3.1 Land used for right-of-way would be lost for development

The land used for right-of-way would be lost for development, while existing development within the right-of-way for the project would be removed and relocated. Additional development, such as housing, stores, industries, or other facilities would also not have the opportunity to develop the property that is being used as the right-of-way. On the other hand, the quality and value of remaining development that takes place as a result of the project would likely offset the loss of developable land over time.

C.1.3.2 Development that was already expected to occur in the area would drift toward the project

Development that was already expected to occur in the three-county area would now be expected to occur closer the project. A number of variables are considered in development of a parcel of land such as proximity to resources, accessibility, availability of infrastructure, and availability of land. Ability to meet zoning and planning requirements is also a consideration, although limited regulation in Marion and Dillon Counties currently makes this less of a factor. The addition of an interstate adds a new dimension to the equation, particularly in the area of proximity and accessibility. Just as commercial development in Dillon has drifted toward I-95, anticipated commercial and industrial development would also likely drift closer to I-73 assuming that all other considerations such as available infrastructure remain equally viable. Single family residential development may also drift toward the interstate.

C.1.3.3 Additional new development would occur in the three-county area

A new interstate by itself is generally not sufficient to lure new residential, commercial, or industrial development. However, the proximity and efficiency offered by location near an interstate certainly enhances the possibility for new development if demand already exists. Limited demand already exists in Dillon and Marion Counties; however, it is coupled with strong demand in Horry County. The result is that Horry County would see more new development from the presence of an interstate and Dillon and Marion



Counties would also benefit as a result of existing limited demand and as a low-cost alternative to Horry County.

C.1.4 How were land use impacts resulting from the project determined?

Using the No-build Alternative as a baseline, impacts associated with each of the eight alternatives were established by first determining the shift of development already expected to occur, followed by the likely amount and location of new development. Determining the extent of shift in anticipated development involved establishing criteria and weighing each according to its likely importance in making a decision regarding location. Factors included:

C.1.4.1 Proximity to an I-73 interchange

Proximity to an interstate is largely irrelevant unless it is within a short distance to an interchange. Along each proposed alternative, TAZs that included an interstate interchange were expected to draw development while those without an interstate exchange were expected to lose a portion of anticipated growth. The expected growth a TAZ with an interstate interchange could expect depended upon additional factors. As shown in Table C.4 (refer to page C-6), of the 17 TAZs in Dillon, Marion and Horry Counties, only seven would have an interstate interchange, depending upon the selected alternative. For example, Alternative 1 includes interchanges in Latta (223), Marion (228), Mullins (229), Centenary (230), and Aynor (281) TAZs. It is expected that the five TAZs with interstate interchanges along Alternative 1 would receive a larger portion of anticipated development when compared to the surrounding 12 TAZs.

C.1.4.2 Proximity to an Existing Urban Area

An interstate interchange would draw development from other areas only if the site is equally desirable in terms of access to resources and infrastructure. Proximity to urban areas was considered among the most advantageous factors due to availability of jobs, labor pool, additional services and facilities, and increased likelihood of infrastructure. Existing development patterns confirmed that the majority of commercial and industrial development has located either in or with proximity to one of the communities or towns. Residential development can be farther from urban areas as some residents would rather live in more rural areas.

C.1.4.3 Proximity to I-95 or the Grand Strand

Each of the alternatives connects to both Interstate 95 and The Grand Strand. Incorporating the access to two interstates as well as the desirability to locate near the Grand Strand recognizes the potential draw that I-95 and the Grand Strand can have on development.

C.1.4.4 Availability of Water, Wastewater and Land

Availability of water, wastewater, and land were considered of equal importance in their potential to draw anticipated development away from other areas. As in most instances of development, preservation of agriculture or woodlots was not a general consideration.



**Table C.4
Proposed I-73 Interchanges Along Each Alternative by TAZ
Interstate 73: I-95 to the Myrtle Beach Region**

CCD Name/Number	Interchanges by Alternative							
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8
Dillon County								
Latta (223)								
<i>interchange</i>	I-95	--	I-95	I-95	I-95	--	I-95	--
<i>interchange</i>	501	--	501	501	501	--	501	--
Dillon (224)								
<i>interchange</i>	--	I-95	--	--	--	I-95	--	I-95
<i>interchange</i>	--	301/501	--	--	--	301/501	--	301/501
Little Rock (225)	no interchanges							
Hamer (226)	no interchanges							
Lake View (227)	no interchanges							
Marion County								
Marion (228)								
<i>interchange</i>	--	--	--	501m	--	--	501m	--
<i>interchange</i>	91/41	91/41	--	--	91/41	--	--	91/41
<i>interchange</i>	--	--	--	76	--	--	76	--
Mullins (229)								
<i>interchange</i>	41A	41A	41A	--	41A	41A	--	41A
<i>interchange</i>	76	76	76	--	76	76	--	76
Centenary (230)								
<i>interchange</i>	501n	501n	--	501n	501n	--	501n	501n
Brittons Neck (231)	no interchanges							
Horry County								
Aynor (281)								
<i>interchange</i>	501s	--	--	501s	--	--	--	501s
<i>interchange</i>	22	--	--	22	--	--	--	22
<i>interchange</i>	--	S23	--	--	S23	--	S23	--
<i>interchange</i>	--	--	308	--	--	308	--	--
Floyds (282)	no interchanges							
Conway (283)								
<i>interchange</i>	--	22	22	--	22	22	22	--
Loris (284)	no interchanges							
Conway East (285)	no interchanges							
Longs (286)	no interchanges							
Myrtle Beach (287)	no interchanges							
Little River (288)	no interchanges							

C.1.4.5 TAZs in Eastern Horry County held Constant

The decision to locate in eastern Horry County must take into consideration the rising price and increasing scarcity of land. At the same time, S.C. Route 22 and U.S. Route 501 already provide access to the beach attractions for development that locates farther from the Grand Strand. Since I-73 connects to S.C. Route 22, which already provides access to the beach attractions, it is unlikely that new growth related to



Shift Factors represent key variables that, if available, would likely impact the decision to choose one location for development over another. In the case of examining I-73, shift factors represent the draw that the presence of I-73 would likely have on growth that is already expected to occur over time based on factors, such as proximity to an intersection, that would otherwise not exist.

I-73 use requirements were established based upon acreage needed for new homes, businesses, and public facilities. Location of new development followed the same process as was used in determining growth patterns in the No-build Alternative, coupled with shift factors for the presence of the interstate. However, since new development would likely be drawn to the area partially due to the presence of I-73, the weight of various factors was increased. The increased weight pulled substantially more anticipated new development toward the interstate. Unlike what was expected during the analysis

of shift in anticipated growth, the eastern portion of Horry County was considered in examination of new development.

Tables C.5 and C.6 (refer to page C-8) show the overall impact of the project upon the three-county area, including the shift of anticipated growth, as well as the amount of new growth once the shift in anticipated growth has been considered. In total, the project is expected to spur between 4,157 (Alternative 3) and 5,693 (Alternative 8) acres of new growth, depending upon the selected alternative. Table C.7 (refer to page C-17) shows the total growth to be expected in the three-county area by combining anticipated growth in the No-build Alternative with new growth from the project (refer to Figures C-1 through C-8,

Table C.5
Total Shift in Anticipated Development Resulting
from I-73 Alternatives by TAZ (in acres of new development)
Interstate 73: I-95 to the Myrtle Beach Region

TAZ Name/Number	Alternatives							
	1	2	3	4	5	6	7	8
Dillon County	0.7	-0.4	-2.3	0.7	-2.7	-0.1	-2.6	2.5
Latta (223)	1.6	-1.3	1.6	1.6	1.6	-1.1	1.6	-0.3
Dillon (224)	-0.4	3.3	-1.7	-0.4	-1.9	3.3	-1.9	3.3
Little Rock (225)	-0.1	-0.6	-0.6	-0.1	-0.6	-0.6	-0.6	-0.1
Hamer (226)	-0.2	-1.0	-0.9	-0.2	-1.0	-0.9	-1.0	-0.2
Lake View (227)	-0.2	-0.8	-0.7	-0.2	-0.8	-0.8	-0.8	-0.2
Marion County	13.2	11.7	-5.1	16.8	11.8	-5.3	8.5	13.2
Marion (228)	3.8	3.8	-11.8	19.2	3.8	-12.0	19.2	3.8
Mullins (229)	9.6	9.6	9.6	-2.1	9.6	9.6	-9.1	9.6
Centenary (230)	0.2	0.2	-1.2	0.2	0.2	-1.2	0.2	0.2
Brittons Neck (231)	-0.4	-1.8	-1.7	-0.4	-1.8	-1.7	-1.8	-0.4
Horry County	-13.9	-11.3	7.4	-17.5	-9.1	5.3	-5.9	-15.7
Aynor (281)	103.1	13.7	13.7	103.1	13.7	13.7	13.7	103.1
Floyds (282)	-7.4	-34.0	-30.5	-7.6	-33.5	-30.8	-32.9	-7.5
Conway (283)	-77.7	155.5	155.5	-80.1	155.5	155.5	155.5	-78.9
Loris (284)	-31.9	-146.6	-131.4	-32.9	-144.7	-133.0	-142.1	-32.4
Conway East (285)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Longs (286)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Myrtle Beach (287)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Little River (288)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Table C.6
Impact of I-73 Alternatives by TAZ (in acres of new development)
Interstate 73: I-95 to the Myrtle Beach Region

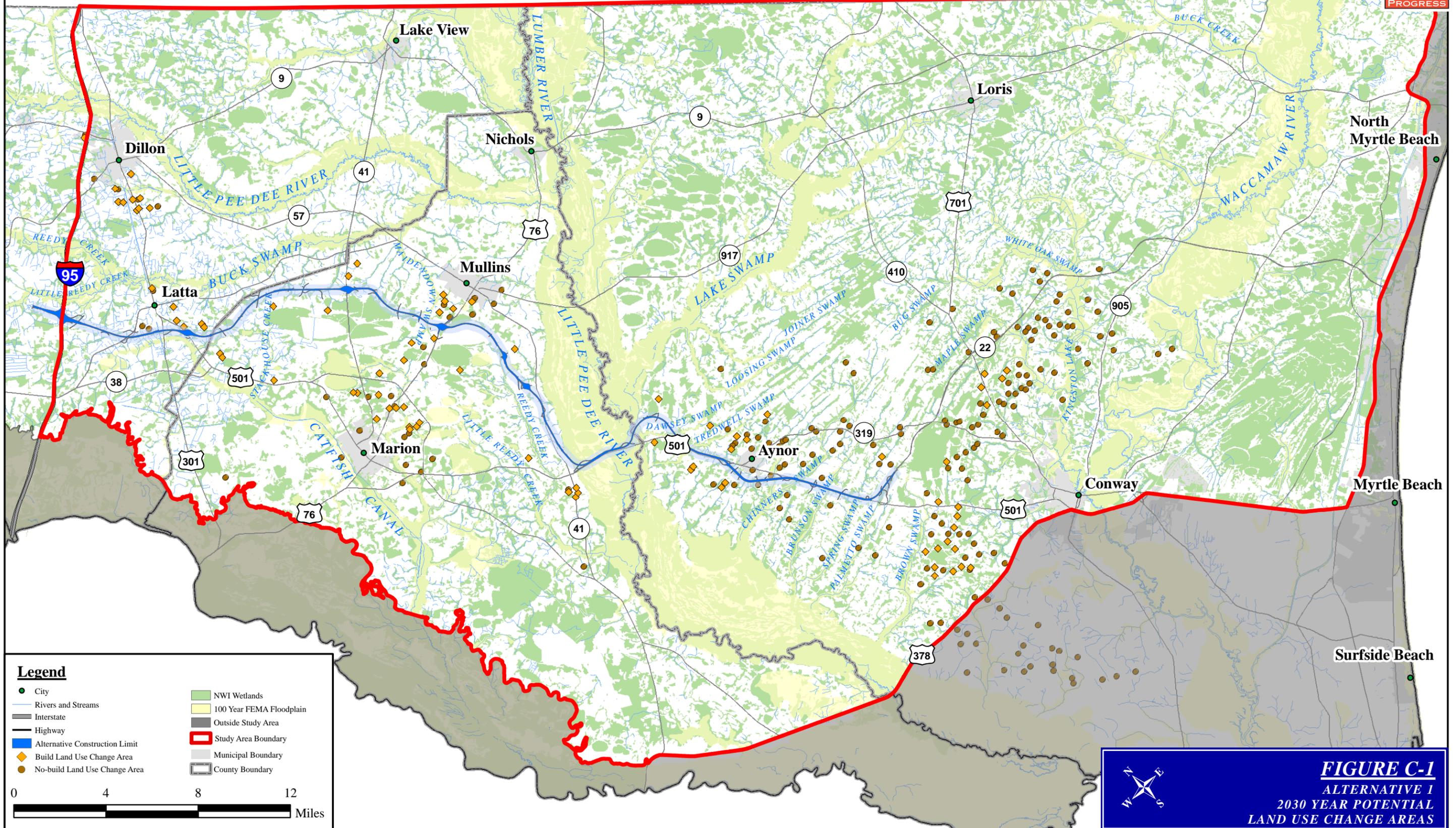
CCD Name/Number	Alternatives							
	1	2	3	4	5	6	7	8
Dillon County	211	204	158	193	185	176	168	230
Latta (223)	56	41	43	51	50	35	46	47
Dillon (224)	68	83	50	62	59	72	53	91
Little Rock (225)	23	21	17	21	20	18	18	24
Hamer (226)	35	32	26	32	30	28	27	37
Lake View (227)	30	27	22	27	26	23	23	31
Marion County	827	784	595	761	744	633	669	867
Marion (228)	400	380	270	441	360	287	395	420
Mullins (229)	337	321	261	238	304	277	203	354
Centenary (230)	39	37	27	35	35	28	32	41
Brittons Neck (231)	51	46	38	47	44	40	40	53
Horry County	4,384	4,163	3,403	4,016	3,951	3,618	3,591	4,596
Aynor (281)	332	210	172	313	200	183	183	344
Floyds (282)	64	33	24	57	30	27	25	67
Conway (283)	668	918	771	604	878	811	811	703
Loris (284)	274	141	103	248	128	116	106	289
Conway East (285)	703	660	538	644	626	572	569	737
Longs (286)	125	117	96	115	111	102	101	131
Myrtle Beach (287)	1,634	1,534	1,251	1,499	1,456	1,331	1,323	1,713
Little River (288)	584	549	448	536	521	476	473	613
Total	5,422	5,150	4,157	4,970	4,879	4,428	4,428	5,693

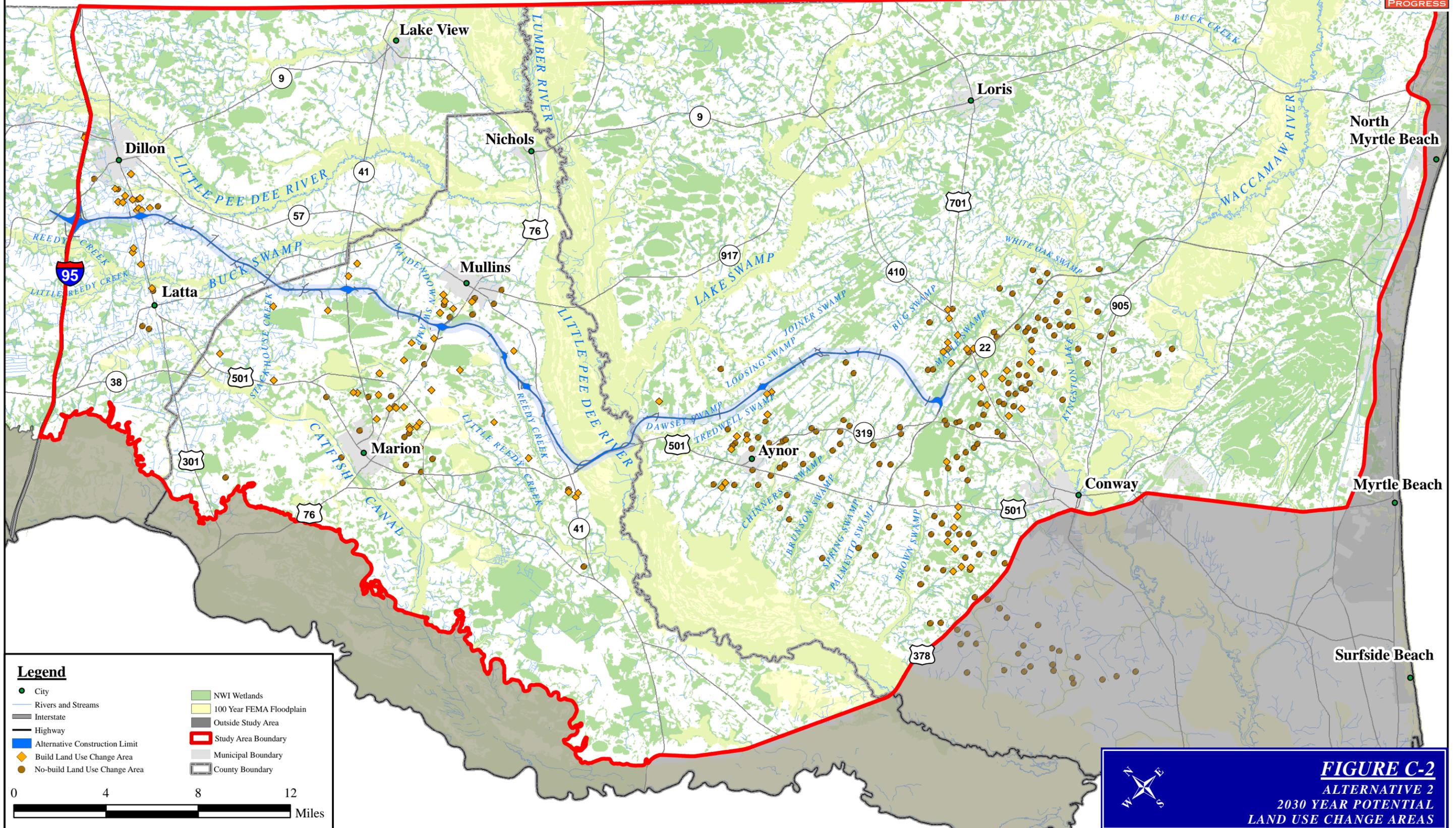
page C-9 to C-16). Depending upon the alternative, the impact of the project ranges from 13 percent (Alternative 3) to 18 percent (Alternative 8).

C.1.4.6 Dillon County

Similar to the No-build Alternative, Dillon County will see the smallest amount of growth among the three counties regardless of the selected alternative. Dillon County may grow between 158 acres (Alternative 3) and 230 acres (Alternative 8) by 2030 as a result of the presence of I-73 (refer to Table C.6). The project alternatives result in two scenarios for Dillon County based on proximity to Dillon or Latta.

Alternatives 1, 3, 4, 5, and 7 would have an interchange with I-95 near Latta and a second interchange with U.S. Route 501. These alternatives would result in county growth beyond the anticipated growth of the No-build Alternative ranging from 158 (Alternative 3) to 211 (Alternative 1) acres. Of the eight alternatives, Alternative 1 proposes the most substantial growth around Latta with a total of 56 acres of new growth beyond the No-build Alternative. More substantial growth would be expected to occur along





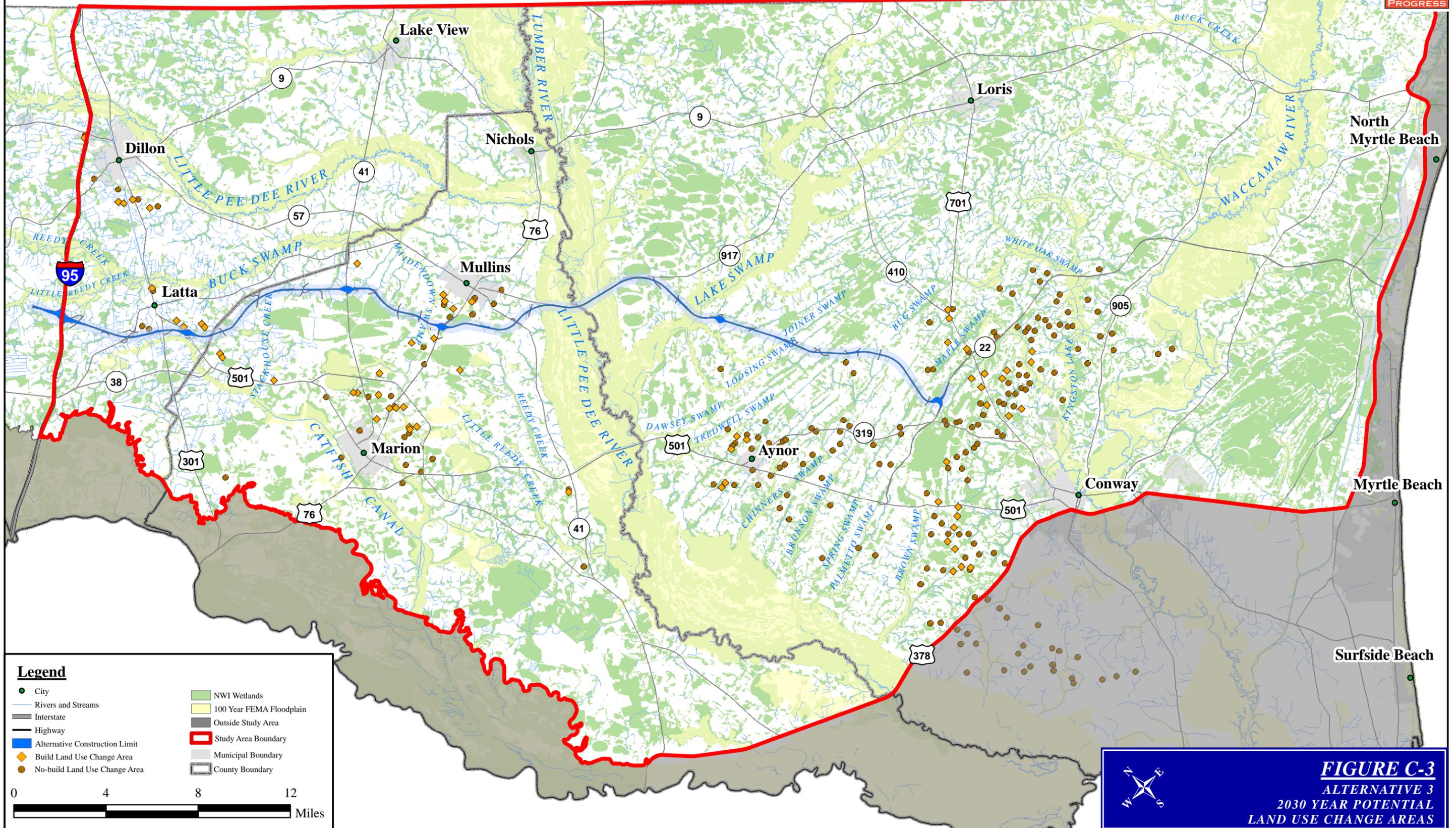
Legend

● 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 C-2
 ALTERNATIVE 2
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS



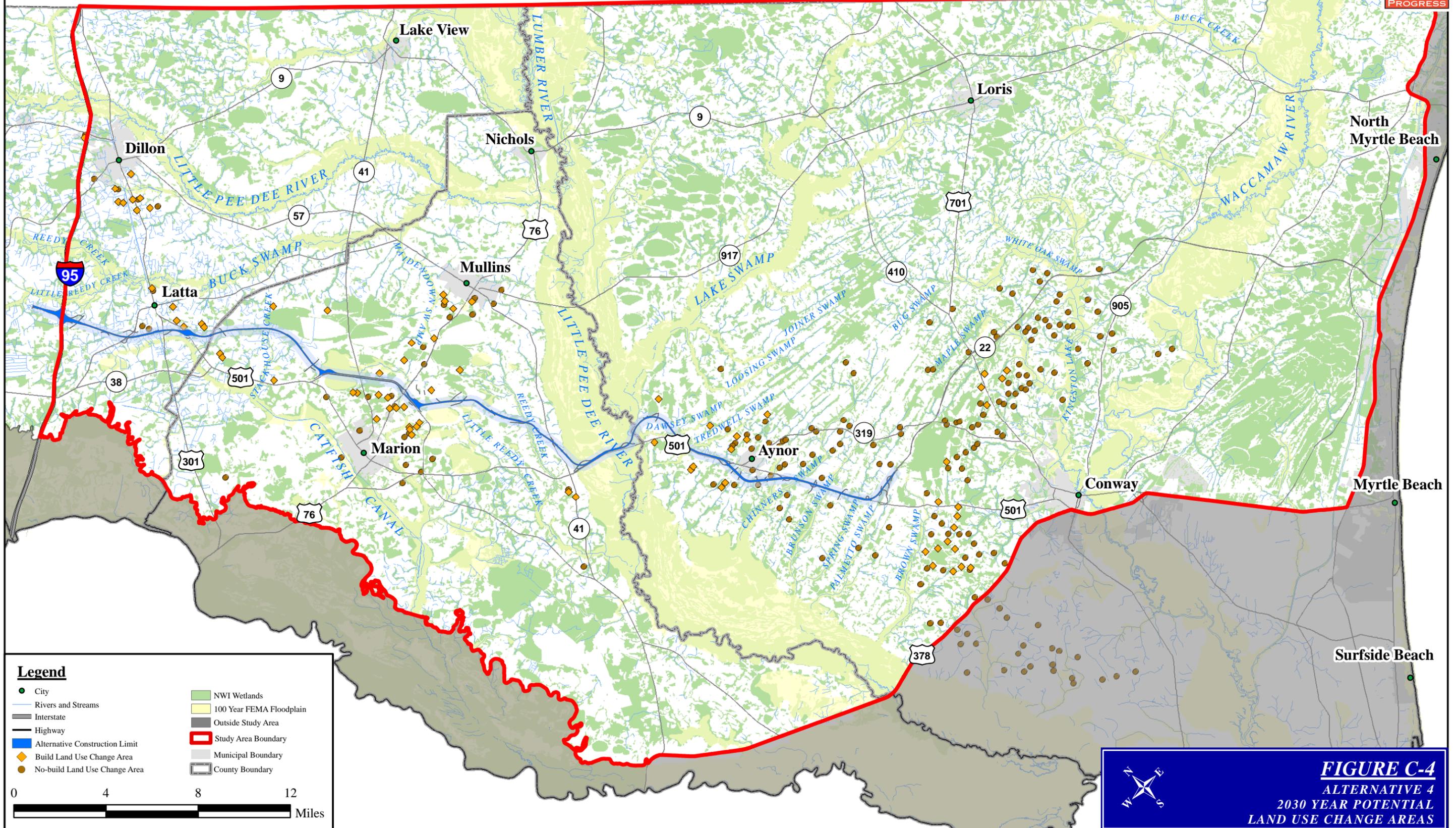
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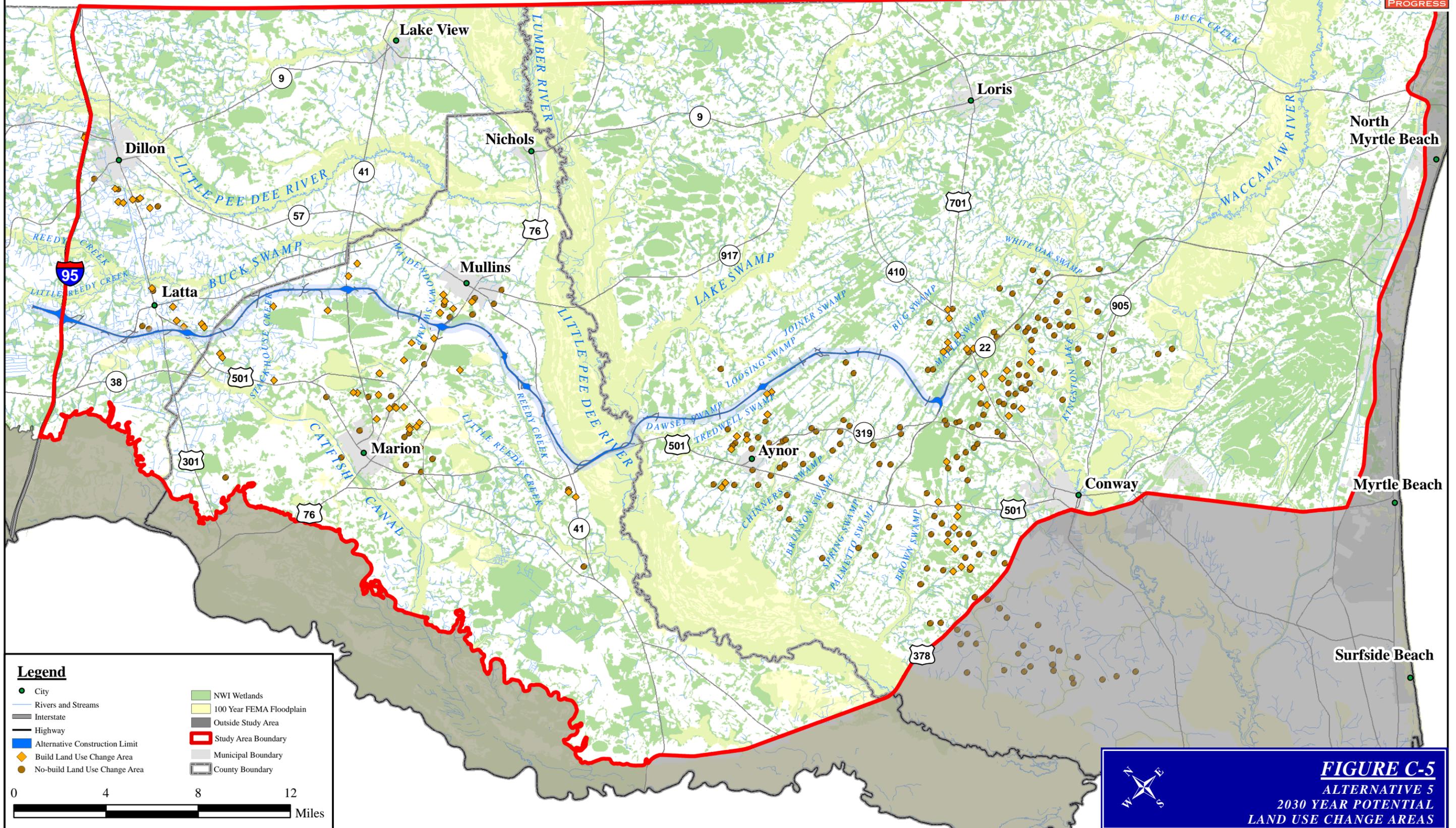
- City
- Rivers and Streams
- Interstate
- Highway
- Alternative Construction Limit
- ◆ Build Land Use Change Area
- No-build Land Use Change Area
- NWI Wetlands
- 100 Year FEMA Floodplain
- Outside Study Area
- Study Area Boundary
- Municipal Boundary
- County Boundary

0 4 8 12 Miles



FIGURE C-3
 ALTERNATIVE 3
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS



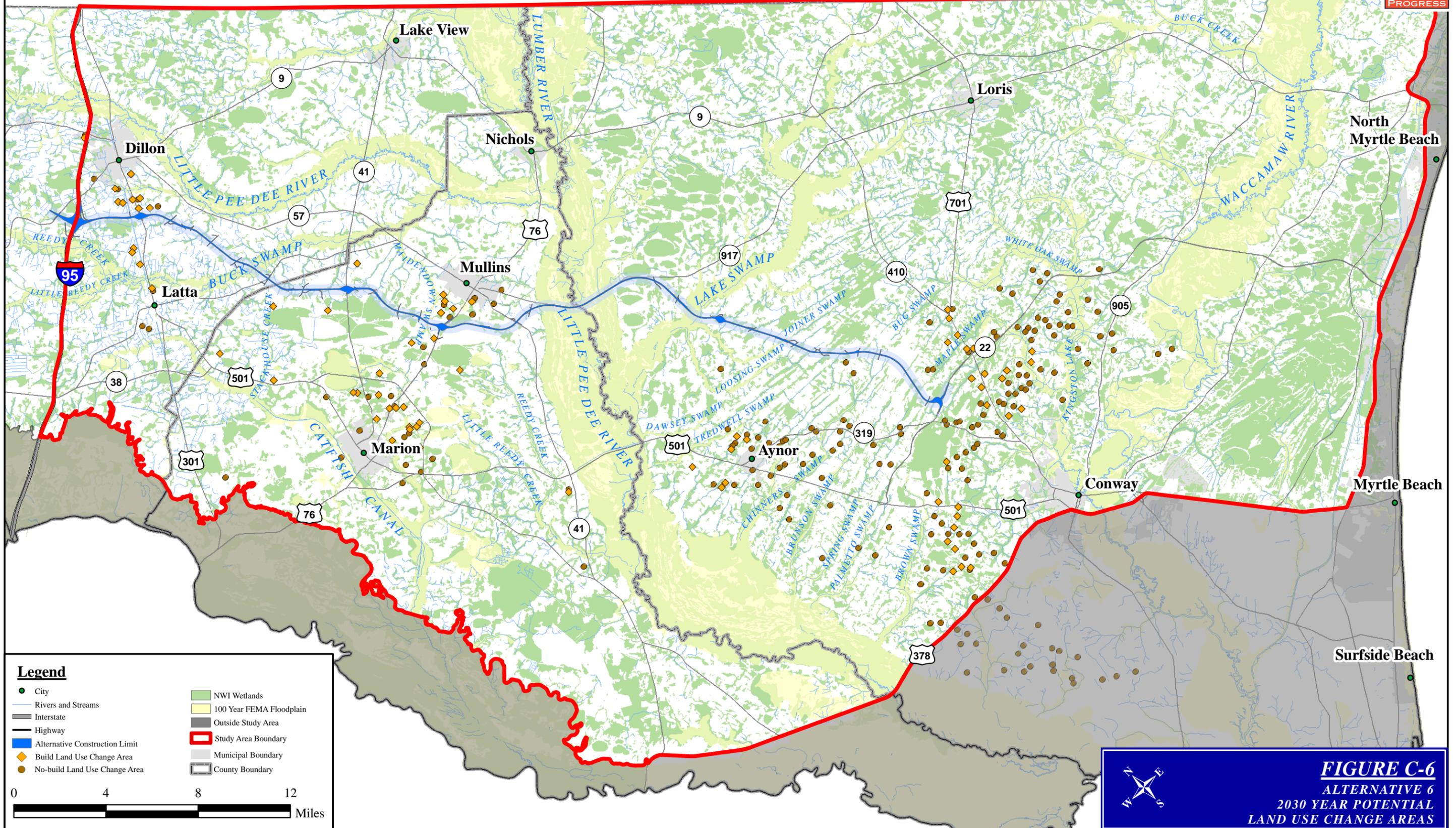


Legend

● 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 C-5
 ALTERNATIVE 5
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS

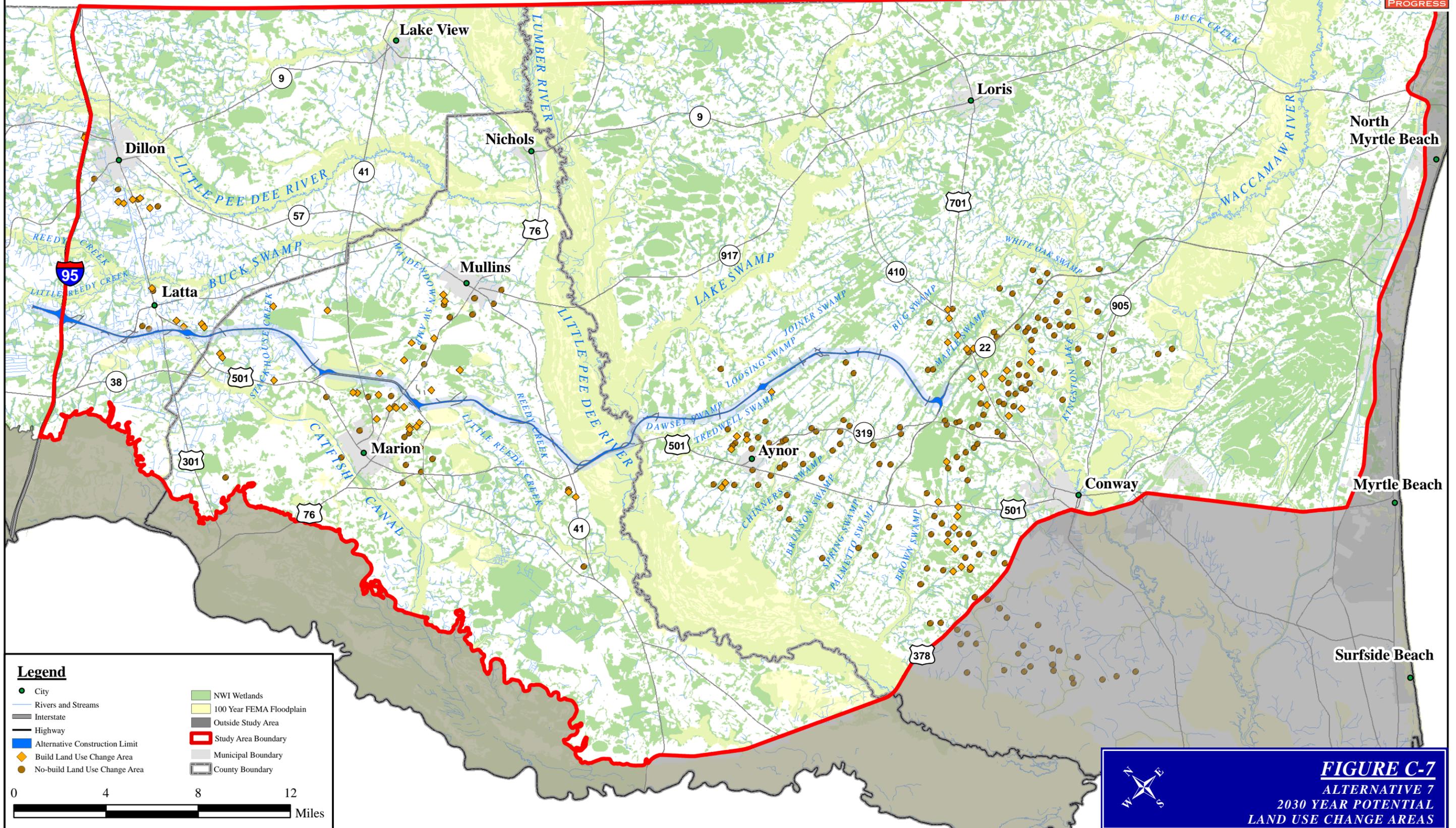


Legend

- 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 C-6
 ALTERNATIVE 6
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS

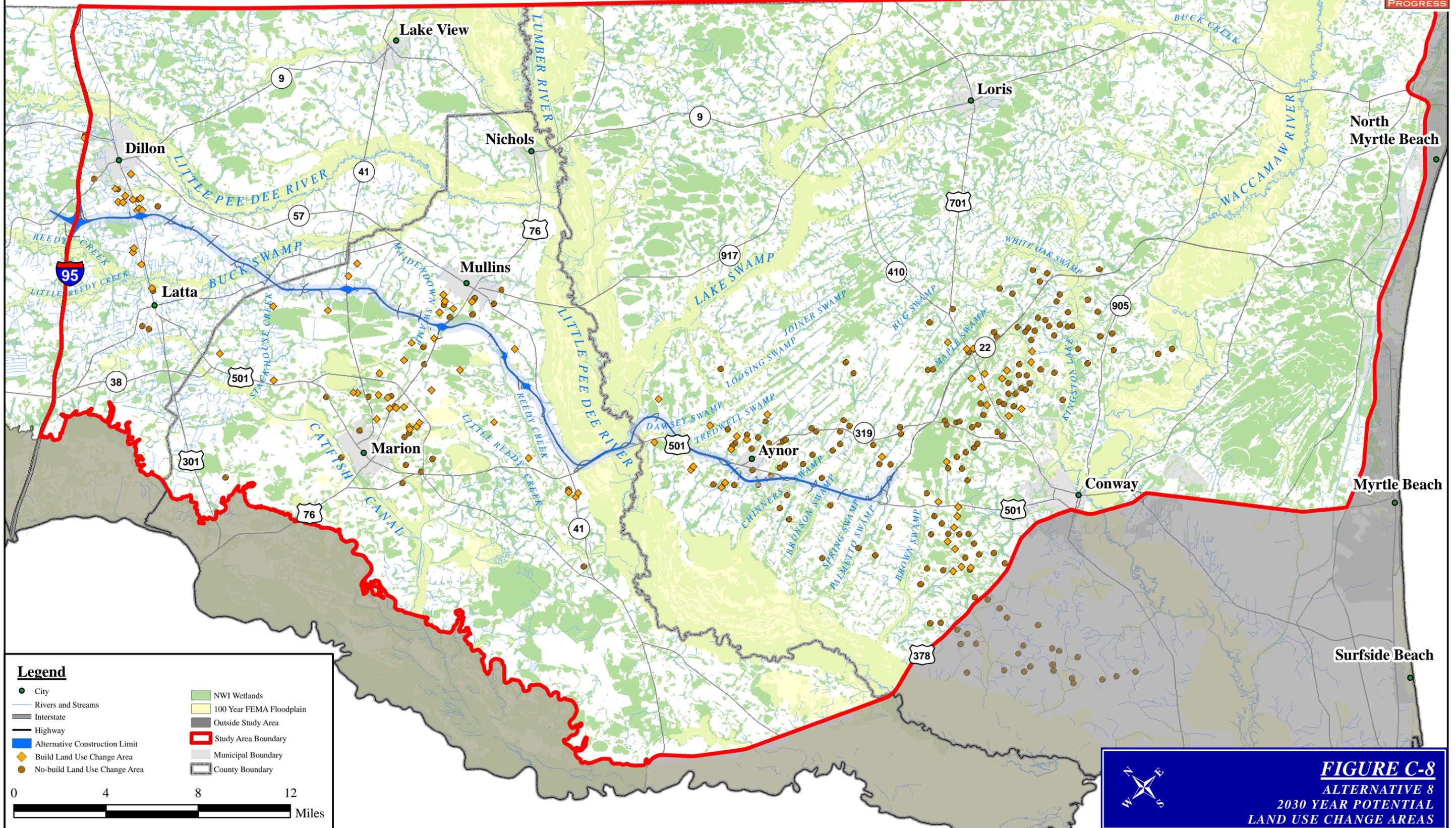


Legend

- 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 C-7
 ALTERNATIVE 7
 2030 YEAR POTENTIAL
 LAND USE CHANGE AREAS





U.S. Route 501 in proximity to Latta as a result of these alternatives, with a lower amount of growth expected around Dillon.

In comparison, Alternatives 2, 6, and 8 would have an interchange with I-95 near Dillon with a second interchange at the intersection with U.S. Route 501/301. Alternative 6 projects that less than 80 acres of development would take place near Dillon while Alternative 8 anticipates 91 acres of new development would occur in and near Dillon. Growth near Dillon is most likely expected to take place in areas surrounding the community, as well as along U.S. Route 301/501.

C.1.4.7 Marion County

Development in Marion County resulting from the project is expected to range from 595 (Alternative 3) to 867 (Alternative 8) acres. While each of the TAZs in Marion County is expected to grow, a substantial gap exists between the TAZs near Marion and Mullins in comparison to the remaining TAZs. In total, the TAZs that include Marion and Mullins account for over 89 percent of all new growth expected in the area

TAZ Name/Number	Alternatives							
	1	2	3	4	5	6	7	8
Dillon County	292	286	240	275	267	258	250	312
Latta (223)	74	59	61	69	69	54	64	65
Dillon (224)	95	111	78	90	87	99	81	119
Little Rock (225)	32	30	26	30	29	28	27	33
Hamer (226)	49	46	40	46	45	42	42	51
Lake View (227)	42	39	34	39	38	36	35	43
Marion County	1,201	1,158	969	1,135	1,117	1,007	1,043	1,241
Marion (228)	592	572	461	633	552	479	587	611
Mullins (229)	474	457	397	374	441	414	339	490
Centenary (230)	58	56	46	54	54	47	51	60
Brittons Neck (231)	78	73	64	73	71	67	66	80
Horry County	34,733	34,512	33,752	34,365	34,300	33,967	33,940	34,945
Aynor (281)	1,707	1,585	1,547	1,688	1,575	1,558	1,558	1,719
Floyds (282)	557	526	517	551	523	520	518	560
Conway (283)	5,850	6,101	5,953	5,786	6,061	5,994	5,994	5,885
Loris (284)	2,402	2,269	2,231	2,376	2,256	2,244	2,233	2,416
Conway East (285)	5,586	5,543	5,421	5,528	5,510	5,456	5,452	5,620
Longs (286)	993	985	964	983	980	970	969	999
Myrtle Beach (287)	12,992	12,892	12,609	12,857	12,814	12,689	12,681	13,071
Little River (288)	4,646	4,610	4,509	4,598	4,582	4,538	4,535	4,674
Total	36,226	35,955	34,961	35,775	35,684	35,233	35,233	36,498
Percent Above No-build	18%	17%	13%	16%	16%	14%	14%	18%



beyond the No-build Alternative. The eight alternatives result in three different development scenarios in Marion County.

Alternatives 1, 2, 5, and 8 would have four interstate interchanges including a connection with S.C. Alternate Route 41 followed by an intersection with U.S. Route 76 near Mullins. A third interchange is proposed to connect with S.C. Route 41 and a fourth would intersect with U.S. Route 501 just north of the Little Pee Dee River. The number of intersections coupled with proximity to Mullins would result in between 744 acres (Alternative 5) and 867 acres (Alternative 8) of new developed land in the county. In each of the four alternatives, significant development is expected to occur along U.S. Route 76. The relatively short distance between Marion and Mullins allows for significant growth to occur in Marion and still be located close to the interstate. Interchanges with S.C. Route 41 and U.S. Route 501 near the Little Pee Dee River are expected to see limited growth due in part to distance before reaching urban areas.

Alternatives 3 and 6 would have two interchanges within Marion County, including an interchange with S.C. Route 41A and a second connecting to U.S. Route 76. These alternatives provide the most limited possibility for growth in Marion County, with Alternative 3 anticipating only 595 acres of new development while Alternative 6 would be projected to have 633 acres of new development. Like prior alternatives, the large portion of new development is expected to occur between the communities of Mullins and Marion, particularly around U.S. Route 76.

Alternatives 4 and 7 provide the closest connection of the interstate to the community of Marion including interchanges with U.S. Route 501 Bypass north of the urban area and U.S. Route 76. While Alternative 4 is expected to create approximately 761 acres in new development in Marion County, Alternative 7 is expected to result in 669 acres. This is mainly due to the lack of connectivity along other aspects of the corridor in Dillon and Horry Counties. Like the other alternatives, the majority of development from Alternatives 4 and 7 is expected to be located between Marion and Mullins. However, due to location of Alternatives 4 and 7, most development is expected to drift towards Marion.

C.1.4.8 Horry County

The presence of the project, regardless of location, will result in substantial growth in Horry County. Growth resulting from the eight alternatives ranges from 3,403 (Alternative 3) to 4,596 (Alternative 8) acres. While this amount is far lower than anticipated development that will occur without the project, it remains substantially higher than the projected growth in Marion and Dillon Counties combined. Since growth is much more extensive in Horry County, pinpointing locations for new development becomes more complex, especially since the No-build Alternative anticipates substantial growth in the county. The alternatives result in three separate development scenarios in Horry County.

Alternatives 1, 4, and 8 propose two interchanges with U.S. Route 501, one located north of Aynor and one at S.C. Route 22. Alternatives 1, 4, and 8 would result in new growth ranging from 4,016 (Alternative 4) to 4,596 (Alternative 8) acres. In all three cases, connectivity with S.C. Route 22 would occur near the end of the existing corridor.



Alternatives 2, 5, and 7 would 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 would 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 projected to have the lowest amount of new development in Horry County beyond the No-build Alternative, ranging from 3,402 acres for Alternative 3 to 3,618 acres for Alternative 6. 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.

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.

C.1.5 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.

C.1.5.1 Infrastructure for Interstate Industrial Parks

In March 2006, the South Carolina General Assembly approved new incentives for development as part of the Fiscal Year 2006-2007 State Appropriation Bill (H. 4810). 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 of this funding would still be available once the proposed project is in place. However, this Bill 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.

C.1.5.2 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.

C.1.6 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.