



BOARD OF ZONING APPEALS

Town Council Chambers, Moncks Corner Municipal
Complex, 118 Carolina Avenue
TUESDAY, MAY 06, 2025 at 6:00 PM

AGENDA

CALL TO ORDER

ADOPTION OF MINUTES

1. Approval of Minutes for the March 4, 2025 meeting.

NEW BUSINESS

2. Consider a Special Exception (SE-25-02) request to expand a "Mini-warehouse & Outdoor Vehicle Storage" use in the General Commercial (C-2) zoning district located on Drive In Lane (123-00-04-009).

OLD BUSINESS

STAFF COMMENTS

MOVE TO ADJOURN

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (843) 719- 7900 within 48 hours prior to the meeting in order to request such assistance.



BOARD OF ZONING APPEALS

Town Council Chambers, Moncks Corner Municipal
Complex, 118 Carolina Avenue
TUESDAY, MARCH 4, 2025, at 6:00 PM

MINUTES

CALL TO ORDER

Meeting called to order at 6:01 p.m.

PRESENT

Chairman Thurman Pellum
Board Member Theresa McLaughlin
Board Member Pat Smith

STAFF PRESENT

Justin Westbrook, Development Director

ABSENT

Board Member Carolyn Haynes-Smith
Board Member Clayton Morton

APPROVAL OF MINUTES

1. Approval of Minutes for the December 3, 2025, meeting.

Motion made by Board Member McLaughlin, Seconded by Board Member Smith.

Voting Yea: Chairman Pellum, Board Member McLaughlin, and Board Member Smith.

NEW BUSINESS

2. Consider a Special Exception (SE-25-01) request to establish a "Churches " use in the General Commercial (C-2) zoning district located on 102 Gulledge Avenue (142-07-02-048).

Mr. Westbrook presented the request.

Chairman Pellum asked if there was room to accommodate additional landscaping around the property. Mr. Westbrook stated their might be, but would not be required per the Zoning Ordinance and would not recommend as a condition to this request. Chairman Pellum agreed with Staff.

Mr. Brandon Tomlison, 225 Saxony Loop in Summerville, spoke regarding his application. He explained that the church would use existing parking off-hours from the adjacent tenant on the property, as the attorney's office is not open on Sunday.

Chairman Pellum stated he had no concerns with the application, that this proposed use would be less intense with what could establish there by-right. Board Member McLaughlin agreed. Board Member Smith stated it is nice to see the property kept up with, and a new tenant would help ensure that.

Motion made by Board Member McLaughlin, Seconded by Board Member Smith.

Voting Yea: Chairman Pellum, Board Member McLaughlin, and Board Member Smith.

OLD BUSINESS

PLANNER'S COMMENTS

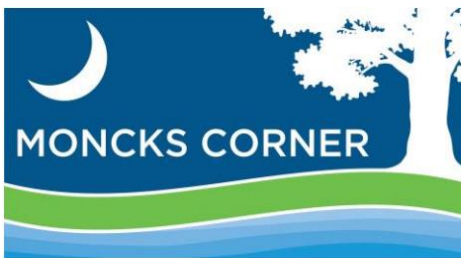
MOVE TO ADJOURN

Motion made by Board Member McLaughlin to adjourn, Seconded by Board Member Smith.

Voting Yea: Chairman Pellum, Board Member McLaughlin, and Board Member Smith.

Meeting was adjourned at 6:15 p.m.

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (843) 719- 7900 within 48 hours prior to the meeting in order to request such assistance.



The Lowcountry's Hometown

PO Box 700 | Moncks Corner, SC 29461 | 843.719.7900 | monckscorner.sc.gov

STAFF REPORT

TO: Board of Zoning Appeals

FROM: Justin Westbrook, Community Development Director

SUBJECT: Special Exception (SE-25-02) – SBV Companies – Mini-warehouse & Outdoor Vehicle Storage

DATE: May 6, 2025

Background: The applicant, Steve Witmer of SBV Companies, has applied for a **Special Exception** (SE-25-01) for a “mini-warehouse and outdoor vehicle storage” use on one (1) parcel (TMS # 123-00-04-009) within the General Commercial District (C-2), owned by Tail Race Crossing, LLC. The applicant is seeking to establish a “mini-warehouse and vehicle storage” use for the subject parcel within the C-2 – General Commercial zoning district, as prescribed in the Zoning Ordinance (Section 6-9).

Existing Zoning: The subject parcel is currently in the **C-2 – General Commercial** zoning district. Per the Town’s Zoning Ordinance, the General Commercial zoning district is intended to:

“...accommodate a variety of general commercial and nonresidential uses characterized primarily by retail, office, and service establishments and oriented primarily to major traffic arteries or extensive areas of predominately commercial usage and characteristics. Certain related structures and uses are permitted outright or are permissible as special exceptions subject to the restrictions and requirements intended to best fulfill the intent of this ordinance.”

Adjacent Zoning		Adjacent Land Use
North	C-2	Retail, Various
	Flex 1 (Berkeley County)	UNIMPROVED
South	C-2	Retail (Tractor Supply)
	Flex 1 (Berkeley County)	UNIMPROVED
East	C-2	Retail, Various
West	Flex 1 (Berkeley County)	UNIMPROVED

Existing Site Conditions: The subject parcel comprises approximately 7.97 acres, which is currently undeveloped. The parcel is served by a 25-foot access easement near the southeast corner of the Tractor Supply parcel (TMS# 123-00-04-141), which provides easement access to US Highway 52. The parcel does not have direct access to any public right-of-way. The parcel also is adjacent to the privately-owned parcel which Drive In Lane is on, however at the time of this Staff Report, it is unclear if there is an easement allowing the subject

parcel access to Drive In Lane. The parcels to the northwest, west, and southwest zoned Flex 1 within Berkeley County and are unimproved. The parcels to the northeast, east, and southeast are zoned **General Commercial (C-2)** and are occupied with buildings utilizing retail use types.

Proposed Request: The applicant has requested a **Special Exception** be issued for the property for a “mini-warehouse and outdoor vehicle storage” use. The applicant has provided a Site Plan showing a two-story, 60,000 ft² climate-controlled building to be built on the east side of the parcel near the privately-owned Drive-In Lane, adjacent to the Tailrace Crossing shopping center, where Walmart serves as an anchor tenant, along with Cato, Shoe Show and Dollar Tree.

The proposed use is more closely related to an industrial use type than a commercial or retail, which is of note as the area surrounding the subject parcel is predominantly retail, with the benefit of foot traffic, store fronts and similar use types that act cohesively.

Staff has only minimally reviewed the concept plan for zoning and land development regulations. The most recent Site Plan shows extensive parking (79 parking spaces total), most likely for boat trailer, moving trucks and other recreational vehicles. No parking lot landscaping has been shown, with the exception of minimal plantings to the rear of the parcel and adjacent to both the southwest property line and the southeast property line, approximate to Tractor Supply’s detention pond. Staff does not see any indication of landscaping along Drive In Lane. The Site Plan also does not show a dumpster enclosure, which as a commercial entity, the Town will not provide solid waste services for this use.

Transportation: The Site Plan shows the sole entrance to the property directly accessing the privately-owned Drive In Lane, which is not within a public right-of-way. While Drive In Lane is owned by (Tail Race Shops, LLC) a similarly named entity to the property owner of this request (Tail Race Crossing, LLC), Staff is unable to confirm if the two limited liability corporations are under the same ownership, and if the parcel in question has legal access to the privately-owned Drive In Lane. This question is vital to the ability for this use to establish and have reasonable access that isn’t in violation of the standards of a **Special Exception**. Previous versions of the applicant’s Site Plan show access being gained through the parking lot of another private entity, closer to Tractor Supply. Staff has concerns regarding access to the property, as well as design for trailers, moving trucks and similarly sized vehicles traversing through private property that may or may not meet minimum standards, especially with the presence of landscape islands on Drive In Lane.

Environmental: Per the National Wetlands Inventory, the parcel does appear to be subject to wetlands, primarily on the west side of the property. Based on the most recent Site Plan, the applicant is leaving the wetlands undisturbed, with stormwater intending to flow to two detention areas. One detention area appears on the northern corner of the parcel, most likely outflowing to those designated wetlands, while the other detention area to the east, does not have any clear outfall indicated.

The property currently has a pond on the property that does not have a clear purpose. The pond is clearly a man-made device, complete with an engineered wing-wall and outfall that runs towards with Drive In Lane for overflow purposes. This has significantly damaged Drive In Lane where pothole patches have occurred and the

narrow road is still in rough shape. Flooding occurs regularly by Staff accounts and continues to add to roadway damage. After several site visits by Staff, including the Town's Stormwater Division, it is believed that this feature serves a detention pond for the Tailrace Crossing shopping center, flowing through the shopping center ending up at the Walmart pond. This calls into question the applicant's Site Plan and feasibility of filling in a required device.

At this time, full civil plans area not required and may be premature for this request, however Staff does have concerns about environmental impacts per the requirements to issue a **Special Exception**.

Procedural Issues: As part of any Special Exception, the Board of Zoning Appeals shall hold a Public Hearing and may impose additional terms and conditions. Prior to granting the Special Exception, the Board of Zoning Appeals must determine the following standards were clearly demonstrated.

1. The proposed use is consistent with the purpose and intent of the Town's Comprehensive Plan as well as the character and intent of the underlying zoning district;
2. The proposed use is compatible with existing uses in the vicinity and will not adversely affect the general welfare or character of the immediate community;
3. Adequate provision is made for such items as setbacks, buffering (including fences and/or landscaping) to protect adjacent properties from the possible adverse influence of the proposed use, such as noise, vibration, dust, glare, odor, traffic congestion, and similar factors;
4. Where applicable, the proposed use will be developed in a way that will preserve and incorporate and important natural features;
5. The proposed use shall not destroy, create a loss, or cause damage to natural, scenic, or historic features of significant importance;
6. Vehicular traffic and pedestrian movement on adjacent roads shall not be hindered or endangered;
7. The proposed use complies with all applicable regulations and development standards of the Town.

Consistency with Plans: As part of the new 2024 Comprehensive Plan, the Future Land Use Map identifies the subject parcel as "Highway Commercial", which is described as,

"Intended for automotive dependent commercial uses such as gas stations, banks, fast food restaurants, auto sales, groceries, etc. While less common, light industrial uses such as auto shops, car washes and storage units, as well as conditional use/special exceptions."

The parcel is also within the "Highway Commercial Overlay", which is described as,

"A 1000 ft commercial buffer (2000 ft in total width) along the US 52 Corridor is approximately eleven miles in length and is intended to allow for low intensity (ideally service based) commercial businesses such as medical offices, banks, pharmacies, etc. along the highway corridor while permitting residential units behind. Higher density residential units such as multi-family apartments would be permitted, however, should be part of a larger planned development."

Staff Analysis: The applicant has met with Staff concerning their proposed use on multiple occasions. At the request of Staff, the applicant has provided an addendum to their application expressing how they believe their request meets all the standards of a **Special Exception**. Staff is concerned with the applicant's addendum as it heavily mentions the "need" for this use for the community, which is not an item that can be considered by the Board of Zoning Appeals for a **Special Exception**. The applicants have provided other necessary documents for this application, including an updated Site Plan, building elevations and even building renderings. At this time, the most recent Site Plan has only generally been reviewed, and serves as more of a conceptual plan than a civil plan. Therefore, Staff is unable to review the document for compliance regarding landscaping or other standards required in the Zoning Ordinance. Staff will ensure the applicant's civil plans will meet all standards of the Zoning Ordinance.

Regarding the applicant's addendum and justification, Staff must be clear that the Board of Zoning Appeals (BZA) may only consider the seven (7) criteria as laid out in the Zoning Ordinance. The BZA cannot consider communal need of this use, as a **Special Exception** is the proposed use on the proposed parcel, not the use in relation to the Town or public good.

1. The proposed use is consistent with the purpose and intent of the Town's Comprehensive Plan as well as the character and intent of the underlying zoning district;

*Staff believes that the proposed use is **not consistent** with the purpose and intent of the Highway Commercial land use designation as listed in the Town's 2024 Comprehensive Plan. This designation indicates that future growth in the area shall be "automotive dependent commercial", which Staff interprets as more retail and restaurants. While the future land use designation allows for rare industrial exceptions, Staff argues that the surrounding current land uses are far more compatible with the 2024 Comprehensive Plan desired retail than the proposed industrial-like use of a mini-warehouse with outdoor vehicle storage. Furthermore, Staff believes that proposed use is **not consistent** with the presence of the "Highway Commercial Overlay", as this too plans for commercial based uses with high density residential mixed in; two use types that are not conducive to the proposed industrial-like use. Staff views the Highway 52 corridor as the main commercial area for Moncks Corner and the proposed use does not fit with the purpose and intent of the overall highway commercial designations of the Town.*

2. The proposed use is compatible with existing uses in the vicinity and will not adversely affect the general welfare or character of the immediate community;

*Staff feels that the proposed use **is not compatible** with the existing uses in the vicinity, such as the retail and restaurant uses. As a vacant commercially zoned property, Staff believes the impact of the proposed use would be detrimental to the adjacent highway commercial use types, by detracting from the commercial district and not adding to the automotive dependent commercial uses. Staff also believes that the elevations show a visual disruption to the surrounding inviting storefronts by proposing a rear elevation that will be seen from Drive In Lane, that depicts a 35-foot x 145-foot wall, with a simple two-door entryway, and minimal glazing with Bahama shutters. This rear elevation, the most predominately viewed side of the 60,000ft² building, will directly detract from the retail and walkability character of the*

immediate commercial area and contrast with the commercial storefronts along Drive In Lane and the Tailrace Crossing shopping center.

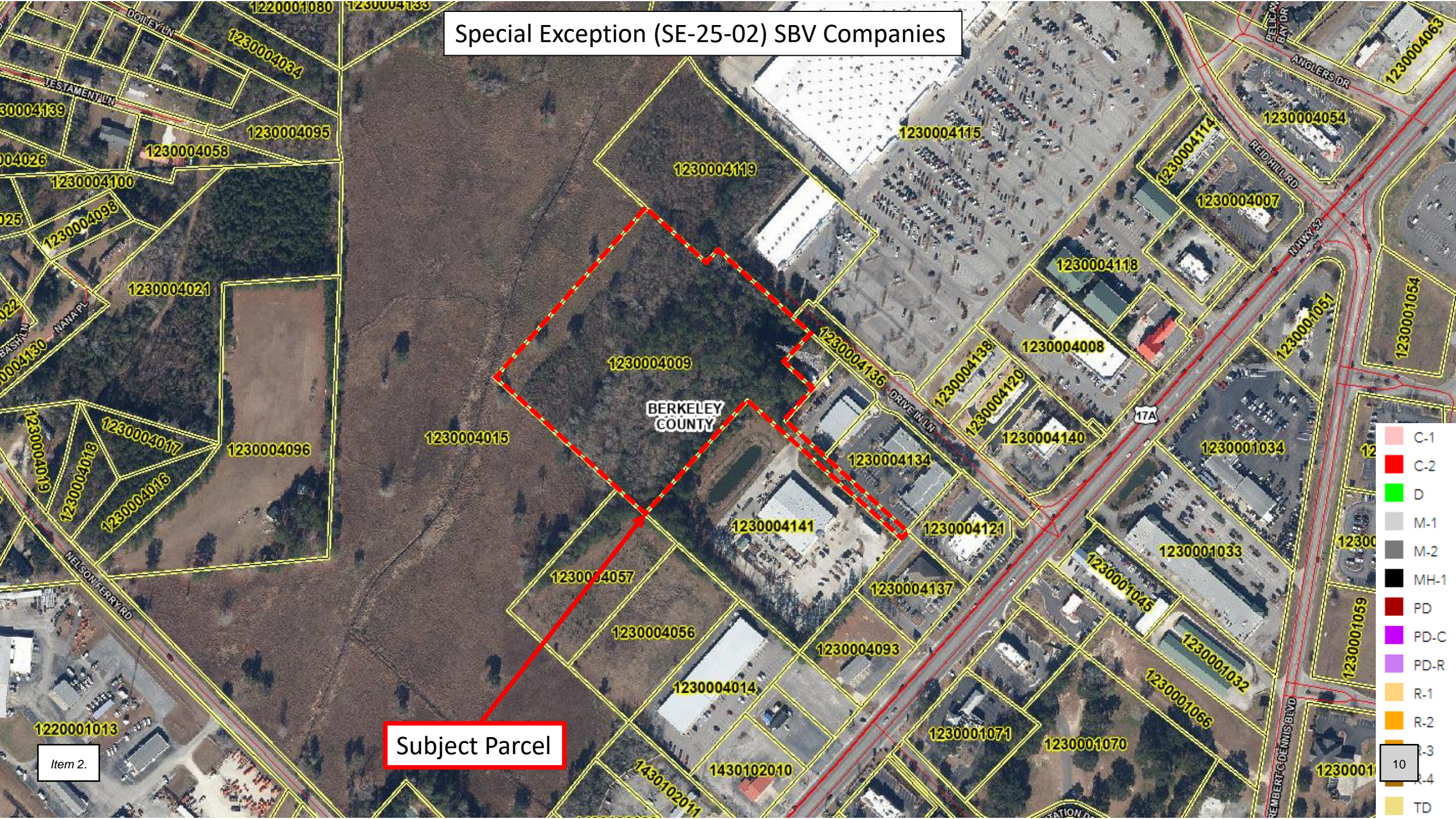
3. Adequate provision is made for such items as setbacks, buffering (including fences and/or landscaping) to protect adjacent properties from the possible adverse influence of the proposed use, such as noise, vibration, dust, glare, odor, traffic congestion, and similar factors;
*Staff believes the proposed industrial developed property **may have adequate provisions** for adverse influence. Staff is concerned about buffering for the proposed industrial use along Drive In Lane, a private-owned road predominately occupied with commercial storefronts. If the building is not to be similar in architectural style of walkable and approachable storefronts, then the lack of landscaping amplifies the misplacement of this industrial use in the immediate retail vicinity. Staff is also concerned with the traffic impact of the type of vehicles this use will invite, particularly the conflict of larger trailers, moving trucks and similar recreational vehicles on a mere 22-foot wide road. No plans to Staff's knowledge are in place to widen Drive In Lane, and the absence of a dedicated traffic signal at Drive In Lane and US Highway 52 presents turning issues for vehicles that have maneuverability challenges.*
4. Where applicable, the proposed use will be developed in a way that will preserve and incorporate and important natural features;
*Staff believes that with the proposed industrial property **may generally preserve and incorporate important natural features**. Staff is concerned about wetland encroachment, both with the physical built environment, and the stormwater impact from outfalls. The lack of thoughtful landscaping above and beyond the Zoning Ordinance is also troublesome to enhance important natural features with the loss of significant tree canopy and an increase in heat islands. As mentioned earlier, Staff is also concerned about the existence of a man-made detention pond, what purpose it serves currently, and where the water will go when filled in per the applicant's Site Plan.*
5. The proposed use shall not destroy, create a loss, or cause damage to natural, scenic, or historic features of significant importance;
*Staff believes, the proposed use **may destroy, create loss, or cause damage to natural, scenic, or historic features of significant importance** with the loss of significant tree coverage and filling in of a man-made detention pond. With the loss of a purpose built pond, coupled with the lack of additional landscaping along Drive In Lane, Staff believes that natural and scenic features of importance may be loss with the approval of this request.*
6. Vehicular traffic and pedestrian movement on adjacent roads shall not be hindered or endangered.
*Staff believes, the proposed use **may hinder** vehicular traffic or pedestrian movement on adjacent roads. Drive In Lane is a privately-owned road that is a mere 22-foot in width near the proposed use's driveway. Drive In Lane does expand, however with the addition of traffic islands closer to US Highway 52, along with the lack of a dedicated traffic signal for Drive In Lane from US Highway 52, Staff has concerns regarding boat trailers, moving trucks and other recreational vehicles adding to an already congested area, not from a numbers standpoint, but a safety aspect.*
7. The proposed use complies with all applicable regulations and development standards of the Town.

Staff will ensure **the required civil plan and building permit comply** with all applicable regulations and development standards.

Staff Recommendation: Staff recommends denial for the proposed use of the Board of Zoning Appeals. This is based on Staff's understanding of probable impacts of the proposal will cause on the surrounding commercial area, along with conflicts with the Town's 2024 Comprehensive Plan. Added with the lack of similar use types in the area, potential traffic impacts of a narrow privately-owned road with larger than typical vehicles seen on Drive In Lane, Staff believes the impacts are too great for the surrounding retail area.

Attachments: SIGNED - Application (SVB Properties, Applicant)(20250331)
Addendum (20240423)
Plat (20250331)
Site Plan v2 (20250423)
Elevations v2 (20250423)
Renderings v2 (20250423)

Special Exception (SE-25-02) SBV Companies



Subject Parcel

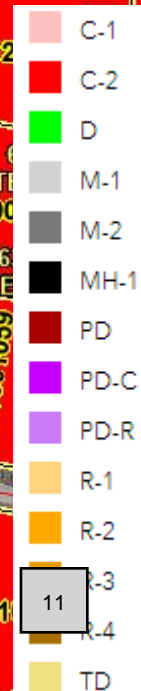
Item 2.

- C-1
- C-2
- D
- M-1
- M-2
- MH-1
- PD
- PD-C
- PD-R
- R-1
- R-2
- R-3
- R-4
- TD

Special Exception (SE-25-02) SBV Companies

Subject Parcel

Item 2.



Special Exception (SE-25-02) SBV Companies

Subject Parcel

Item 2.

LEGEND

Town Boundary

Town Proposed Expansion Area

FUTURE LAND USE DESIGNATIONS

- Parks and Open Space
- Rural-Town Transitional Residential
- Town Character Residential
- Suburban Character Residential
- Neighborhood Mixed-Use
- Highway Commercial
- Downtown Commercial
- Employment
- Institutional

EXPANSION AREA FUTURE LAND USE DESIGNATIONS

- Rural-Town Transitional Residential
- Town Character Residential
- Suburban Character Residential
- Town Character Mixed-Use
- Institutional
- Mixed Use Overlay (250' Buffer)
- Highway Commercial Overlay (1000ft Buffer)

12



Zoning Special Exception Application

PROPERTY OWNER

Tail Race Crossing, LLC

ADDRESS

0 Drive In Ln Moncks Corner 30327

OWNER PHONE

14049092601

Applicant Information

APPLICANT NAME

SBV Development, LLC

ADDRESS

3284 Northside Parkway Northwest Atlanta 30327

APPLICANT PHONE

4049092601

PROPERTY INTEREST

Buyer

PROPERTY LOCATION

Behind the Tractor Supply in Moncks Corner, SC. Titled tract W2 on the survey.

UPLOAD PLAT

[dGkpcTJR2H0B-16-088-MONCKS-CORNER-PLAT-18X24-8-Acres.pdf](#)

Property Information

TAX MAP #

1230004009

ZONING CLASSIFICATION

C-2

CURRENT USE OF PROPERTY

Vacant Land

LOT AREA

8 acres, 5 acres of upland

HAS ANY APPLICATION INVOLVING THIS PROPERTY BEEN CONSIDERED PREVIOUSLY BY THE MONCKS CORNER BOARD OF APPEALS?

No

I REQUEST A SPECIAL EXCEPTION FROM THE FOLLOWING PROVISIONS OF THE ZONING ORDINANCE SO THAT THE PROPERTY LISTED IN THIS APPLICATION CAN BE USED IN A MANNER INDICATED BELOW (CITE SECTION NUMBER): PLEASE EXPLAIN REASONS FOR REQUEST AND ANY SUPPORTING INFORMATION.

We request this special exception to allow self-storage at 0 Drive In Ln because it fulfills a critical need, aligns with the Comprehensive Plan's vision, and fits the C-2 and Highway Commercial Overlay's service-oriented intent. Its minimal impact, strategic location behind Tractor Supply, and ability to address an undersupply of storage in Moncks Corner with climate-controlled options make it a valuable addition to Moncks Corner. Market undersupply, growth trends, and site compatibility reinforce this as a practical, community-driven solution deserving approval.

SIGNATURE OF APPLICANT**DATE**

03/31/2025

The proposed self-storage facility on the 8-acre parcel at 0 Drive In Ln, zoned C-2 and located behind Tractor Supply within the Highway Commercial Overlay district, satisfies all conditions for a special exception as outlined in the Town of Moncks Corner’s zoning ordinance. This low-impact, service-oriented development addresses a critical community need, complements the existing commercial corridor, and aligns with the town’s planning and zoning frameworks. Below, we demonstrate how each condition is met, justifying approval for this project.

a. Consistency with the Comprehensive Plan and Underlying Zoning District

The proposed self-storage use is consistent with the purpose and intent of the C-2 zoning district and the Town’s Comprehensive Plan. The C-2 district accommodates a wide range of commercial uses serving broader community needs, including retail, service, and office activities, often along major roads like US 52. The 2024 Comprehensive Plan serves as a “blueprint” for managing growth while preserving Moncks Corner’s “hometown feel,” emphasizing balanced development, economic vitality, and community services. With a population projected to exceed 15,000 by 2030 and developments like Harmon Foxbank driving demand, the current storage supply of 3.9 square feet per capita within a 5-mile radius—far below the 9-square-foot saturation point—highlights a pressing need. The absence of climate-controlled storage locally further underscores this gap. Self-storage meets these needs, supporting the plan’s goals of enhancing quality of life and land use efficiency with minimal infrastructure strain.

The subject property is designated as “Highway Commercial” on the Future Land Use Map (“FLUM”) and also falls within the “Highway Commercial Overlay,” which spans a 1000-foot buffer on either side of US 52. The underlying Highway Commercial FLUM designation is “[i]ntended for automotive dependent commercial uses such as gas stations, banks, fast food restaurants, auto sales, groceries, etc. While less common, light industrial uses such as auto shops, car washes and storage units, as well as conditional use/special exceptions.” Modern, climate-controlled self-service storage facilities falls squarely within this description. The Highway Commercial Overlay encourages “low intensity (ideally service-based) commercial businesses” (e.g., medical offices, banks, pharmacies) along the corridor, with residential uses behind. The property is located behind Tractor Supply and several other retail businesses, giving it sufficient separation from the US 52. At this location, the proposed self-storage fits well as a transitional, service-based use on the internal portion of the overlay’s buffer zone, complementing the high-traffic frontage without competing for prominence. Though its low traffic (5-10 vehicles per day) deviates slightly from moderate to high traffic profile contemplated along the Highway Corridor, the

proposed use aligns well with the overlay’s service focus and the zoning ordinance’s flexibility for special exceptions ensures consistency. Thus, the proposed self-storage use supports both the Comprehensive Plan’s growth vision for this location and the underlying intent of the C-2 zoning district.

b. Compatibility with Existing Uses and Community Welfare

The proposed use is compatible with existing uses in the vicinity and will not adversely affect the general welfare or character of the immediate community. Positioned behind Tractor Supply—a high-traffic retail anchor—the self-storage facility integrates with the US 52 commercial corridor, which includes retail and service businesses, while residential areas transition further back per the overlay’s design. Self-storage enhances this ecosystem by offering a complementary service (especially climate-controlled storage, unavailable within 5 miles) without introducing noise, congestion, or visual disruption. Its minimal traffic (5-10 vehicles per day) ensures no strain on infrastructure, preserving the area’s functionality and small-town character. By addressing a storage shortage, it bolsters community welfare, supporting residents and businesses in a growing town, fully aligning with adjacent uses and the overlay’s transitional role.

c. Adequate Provision for Setbacks, Buffering, and Mitigation

Adequate provisions will be made for setbacks, buffering, and mitigation to protect adjacent properties from potential adverse influences such as noise, vibration, dust, glare, odor, or traffic congestion. Self-storage is inherently low-impact: it generates no vibrations, dust, or odors, and modern designs minimize glare with inward-facing lighting. The 8-acre site allows for setbacks exceeding C-2 requirements, and we propose buffering—such as opaque fencing and landscaping (e.g., evergreen shrubs)—along boundaries with residential or less-intensive uses. Traffic impacts are negligible (5-10 vehicles daily), and access via Drive In Ln will be engineered to avoid congestion, ensuring no adverse effects on neighboring properties. These measures exceed the ordinance’s standards, safeguarding the surrounding area.

d. Preservation and Incorporation of Natural Features

Where applicable, the proposed use will preserve and incorporate important natural features. The 8-acre parcel’s size provides flexibility to design around significant elements like mature trees or drainage features identified during site planning. Self-storage requires less impervious surface than many C-2 uses (e.g., retail plazas), enabling retention of green space or natural buffers. Our commitment to stormwater management and landscaping aligns with the Comprehensive Plan’s natural resources element, ensuring development

enhances the site's environmental context. This approach respects the overlay's transitional role and the town's growth management goals.

e. Protection of Natural, Scenic, and Historic Features

The proposed use will not destroy, cause loss, or damage natural, scenic, or historic features of significant importance. The 0 Drive In Ln parcel is not identified in the Comprehensive Plan or local records as containing historic landmarks or critical scenic assets. Its location behind Tractor Supply minimizes visual impact on the US 52 corridor's aesthetic, and the low-profile design of self-storage (typically single- or two-story with neutral facades) ensures it blends into the transitional landscape. Any site-specific natural features will be preserved per condition (d), guaranteeing no significant loss and maintaining the area's character as envisioned by the overlay and plan.

f. No Hindrance or Endangerment to Vehicular Traffic or Pedestrian Movement

Vehicular traffic and pedestrian movement on adjacent roads will not be hindered or endangered. Self-storage's low traffic generation (5-10 vehicles per day) is a fraction of what typical C-2 uses like restaurants or stores produce, posing no risk of congestion on US 52 or Drive In Ln. Access will be designed with a single, well-placed entry/exit to avoid conflicts with Tractor Supply's flow or nearby residential access, meeting town engineering standards. Pedestrian activity in this commercial zone is limited, and the site's setback from US 52 ensures no interference with existing or planned pathways. This minimal impact enhances safety and preserves capacity for the overlay's high-traffic frontage uses.

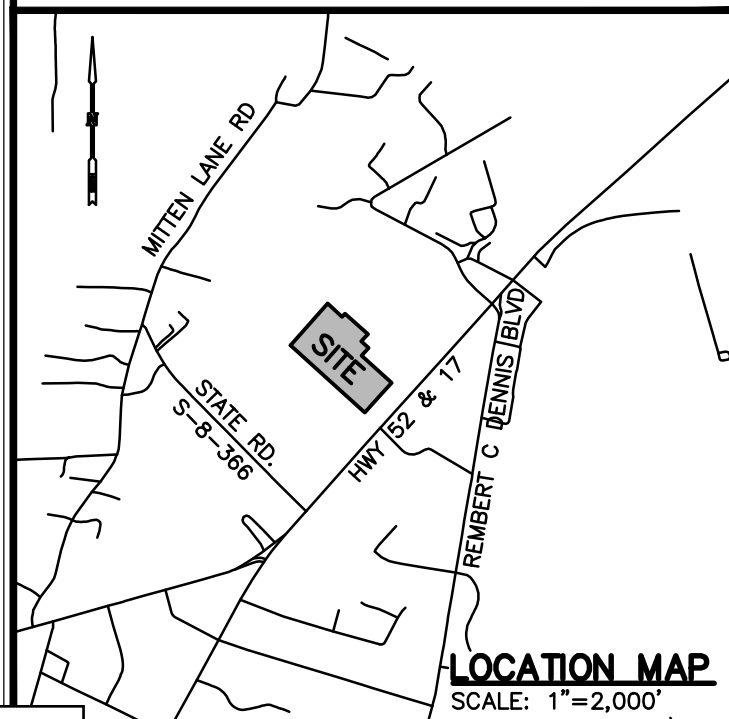
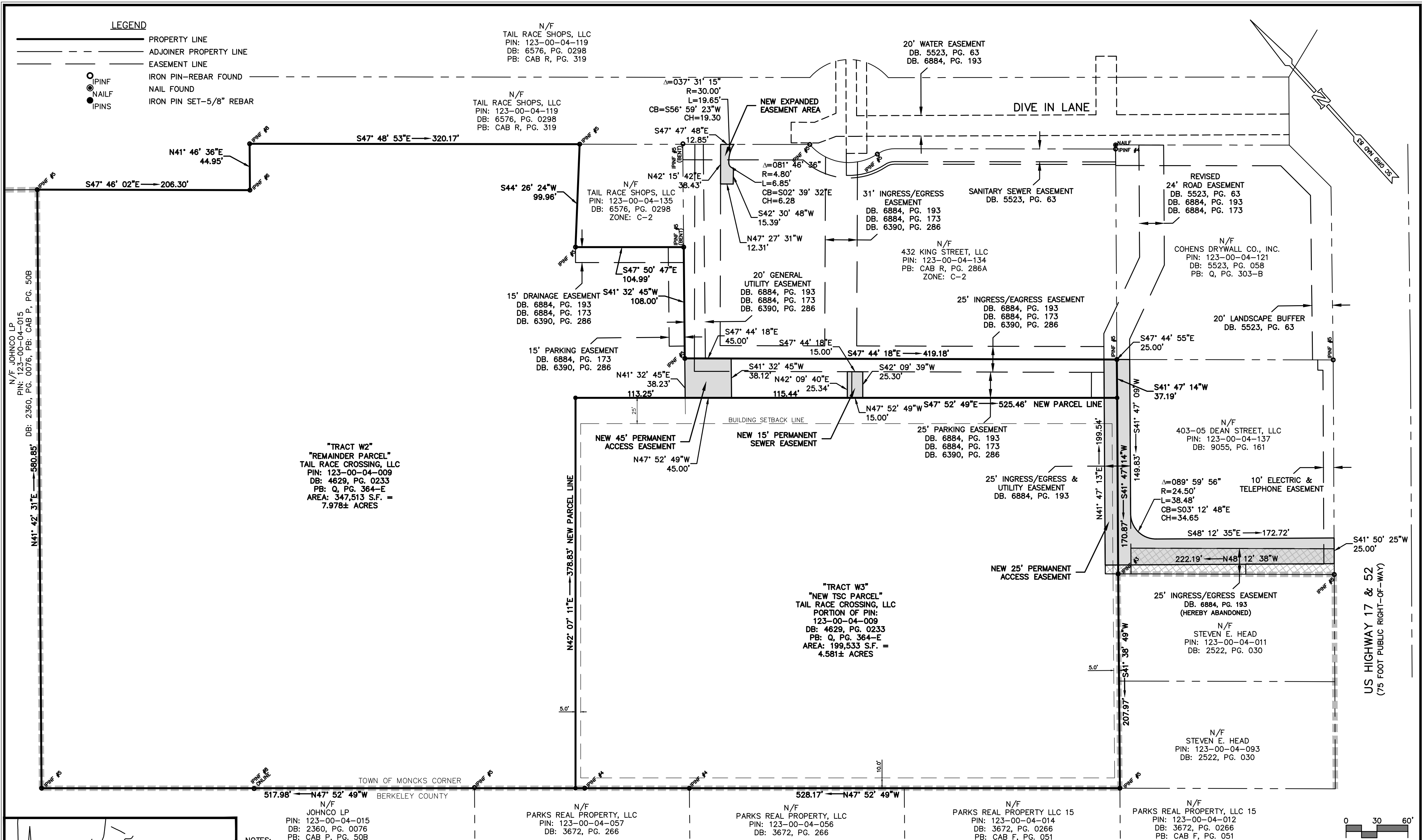
g. Compliance with Applicable Regulations and Development Standards

The proposed use complies with all applicable regulations and development standards of the Town. The project will adhere to C-2 zoning requirements (e.g., setbacks, height) and Highway Commercial Overlay guidelines, including design standards for commercial properties along US 52. We will secure required permits, conduct environmental reviews, and meet stormwater, parking, and landscaping mandates per the ordinance (amended October 2015). Climate-controlled units will comply with modern building codes, ensuring safety and durability. Any adjustments needed for the special exception will be detailed in our application, maintaining full compliance while addressing the storage shortage (3.9 vs. 9 square feet per capita).

Conclusion: All Conditions Met for Special Exception

The self-storage facility at 0 Drive In Ln meets all seven conditions for a special exception. It aligns with the Comprehensive Plan's growth and service goals, fits the C-2 district's commercial purpose and the overlay's transitional intent, and enhances community

welfare by addressing a storage undersupply and lack of climate-controlled options. With robust buffering, natural feature preservation, minimal traffic impact, and full regulatory compliance, it poses no adverse effects and complements the US 52 corridor. We urge the City Council to grant this special exception, recognizing its value as a low-impact, high-benefit solution for Moncks Corner's evolving needs.



- NOTES:
- NORTH ARROW AND BEARINGS ARE BASED UPON SC GRID NAD 83.
 - REFERENCE IS HEREBY MADE TO THE FOLLOWING MAPS:
A. PLAT CABINET R, PAGE 286-A BERKELEY COUNTY REGISTER OF DEEDS OFFICE.
 - THIS SURVEY MEETS THE REQUIREMENT FOR A CLASS "A" SURVEY (1:10,000) AS DEFINED FOR THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN THE STATE OF SOUTH CAROLINA.
 - THE AREA WAS DETERMINED BY DMD METHOD.
 - ALL HORIZONTAL DISTANCES ARE GROUND DISTANCES.
 - THE PROPERTY APPEARS TO BE IN FEMA ZONE X PER MAP NUMBER 45015C0405D WITH EFFECTIVE DATE 10/16/2003.
 - ZONING PROVIDED BY THE TOWN OF MONCK'S CORNER TO BE USED FOR INFORMATIONAL PURPOSES ONLY.
 - NEW PARCEL AREA = 199,581 S.F. = 4.581± ACRES

OWNER:

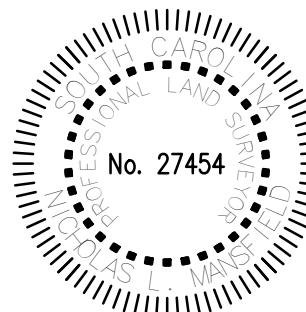
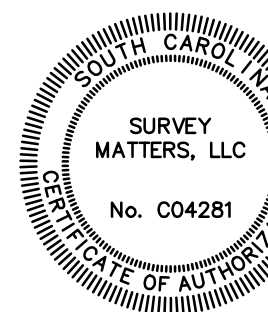
Tail Race Crossing, LLC
171 Church Street
Suite 340
Charleston, SC 29401
843-723-6605

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

NICHOLAS L. MANSFIELD

DATE: 2/28/2017

REGISTRATION #27454

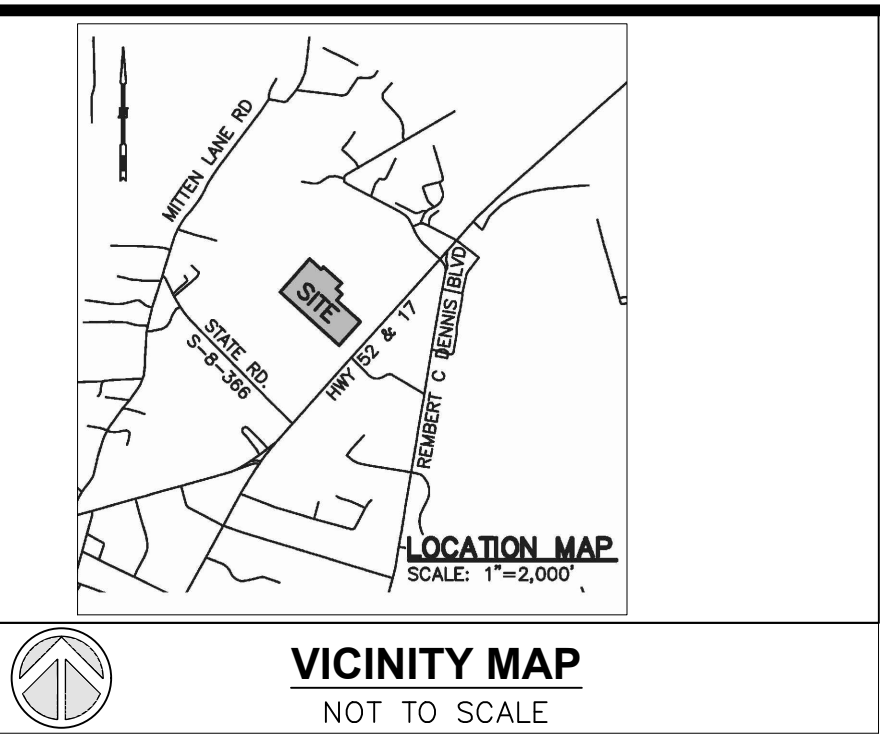


MINOR SUBDIVISION PLAT

PREPARED FOR:
TRACTOR SUPPLY COMPANY
PROPERTY OF:
TAIL RACE CROSSING, LLC
DRIVE IN LANE
TOWN OF MONCK'S CORNER, BERKELEY COUNTY, SOUTH CAROLINA

NLM	NLM	16-088
DRAWN	CHECKED	PROJECT NO.
SCALE	1" = 60'	1 OF 1
DATE	2/28/2017	SHEET NO.

SURVEY MATTERS, LLC
LAND SURVEYING SERVICES
107 Hillcrest Avenue
Simpsonville, South Carolina 29681
(864) 451-0176
nick@survey-matters.com



PROJECT INFORMATION

CONTRACTOR
VALSTON, LLC
337 REYNOLDS DR.
EATONTON, GA

PROJECT MANAGER
OMNI CONSULTING SERVICES
401 Westpark Court, Suite 200
Peachtree City, GA 30269
(850) 294-2501 - TOM DANIEL

ENGINEER
Peter Seckinger, PE
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Peachtree City, GA 30269

OMNI CONSULTING SERVICES
401 Westpark Court
Suite 200
Peachtree City, Ga 30269
ph: 770.302.1701
fax: 770.818.5663

Project Manager

26 YEARS
PROFESSIONAL EXCELLENCE
1999 - 2025

Construction Documents
PREPARED FOR:

VALSTON
DEVELOP • DESIGN • BUILD

VALSTON, LLC
337 REYNOLDS DRIVE
EATONTON, GA

CLIENT

#	DATE & BY

MONCK'S CORNER SELF-STORAGE

16-088 MONCK'S CORNER
US HIGHWAY 17 & 52
TOWN OF MONCK'S CORNER,
BERKELEY COUNTY, SOUTH CAROLINA

PROJECT

811

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SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 18075
PETER R. SECKINGER

SEAL

DATE: 3/27/2025
PROJECT NO. -----
DWG FILE - Moncks Corner Master.dwg
SCALE: AS SHOWN

SITE PLAN C 3.0

SHEET



CONCEPTUAL FRONT RENDERING



CONCEPTUAL SIDE RENDERING



CONCEPTUAL SITE RENDERING
