

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.