



LETTER OF COMMENT

DATE: June 30, 2025
PROJECT: Benny Ernesto's
PROPERTY: 337 E. Main Street, Moncks Corner
RE: Parking Variance Standards

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1. There are extraordinary and exceptional conditions pertaining to the particular piece of property.

The existing two-story commercial building is currently in use but does not have sufficient open, unobstructed area on site to accommodate the required parking. As a result, the building cannot be utilized to its full potential due to zoning code requirements that prohibit occupancy without meeting minimum parking standards.

2. These conditions do not generally apply to the other property in the vicinity.

The majority of the adjacent buildings are single story structures. In contrast, the existing two story building on our site faces a significantly greater challenge in meeting zoning code parking requirements, as it requires twice the amount of parking compared to neighboring properties due to its larger usable floor area.

3. Because of these conditions, the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property.

The existing two-story building is a cornerstone of historic downtown Moncks Corner and plays a vital role in the district's ongoing success. Its highest and best uses — including a restaurant, salon, and public assembly space — naturally require significant street parking. However, these are precisely the uses that draw people into downtown. If the requested parking variance is not granted, about 30% of the building would remain vacant, undermining

its contribution to the area. As the largest and most substantial structure on Main Street, its ability to operate fully is crucial for the continued growth of the downtown community.

4. The authorization of the variance will not be of substantial detriment to adjacent property or to the public good, and the character of the district will not be harmed by the granting of the variance.

This area of Moncks Corner functions as a traditional urban downtown, where on site parking is not commonly provided. Instead, the area is supported by multiple modes of transportation, and street parking is the typical means of vehicle access. As such, the site remains accessible without dedicated on site parking, consistent with the character and infrastructure of the surrounding area.