



**Case # BZA-05-22-00587**

**Charleston County BZA Meeting of July 11, 2022**

**Applicant/Property Owner:** Vernon Krause of RECH, LLC

**Representative:** Ross Appel, Esq. of McCullough, Khan, Appel

**Property Location:** 3140 Marginal Road – St. Andrews Area

**TMS#:** 307-09-00-054

**Zoning District:** Community Commercial (CC) Zoning District

**Request:** Variance request to site the parking spaces in front of the principal building for proposed vehicle sales use.

**Requirement:**

*The Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), Chapter 9 Development Standards, Article 9.3 Off-Street Parking and Loading, Section 9.3.4 Location of Required Parking, A.2. On-Site Parking states, "Parking lots in Office (O) and Commercial (C) districts containing more than ten parking spaces shall be located to the side or rear of the principal structure's front facade or within a courtyard surrounded by a structure on at least three sides."*



Lots containing more than one use must provide parking and loading in an amount equal to the total of the requirements for all uses.

**B. Fractions**

When measurements of the number of required spaces result in a fractional number, any fraction of one-half or less will be rounded down to the next lower whole number and any fraction of more than one-half will be rounded up to the next higher whole number.

**C. Area Measurements**

Unless otherwise expressly stated, all square-footage-based parking and loading standards must be computed on the basis of gross floor area. Storage areas or common areas incidental to the principle use shall be exempt from this measurement when the following conditions are met:

1. The storage area or common area is a minimum of two hundred fifty (250) square feet; and
2. The applicant has provided documentation that such areas will not be used as space for employees, customers, or residents.

**D. Occupancy-Based Standards**

For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

**E. Unlisted Uses**

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or require parking spaces in accordance with a parking study prepared by the applicant.

Effective on: 11/20/2001, as amended

### **§9.3.4 Location of Required Parking**

**A. On-Site Parking**

1. Except as expressly stated in this Section, all required off-street parking spaces must be located on the same lot as the principal use and shall be arranged and laid out so as to ensure that no parked or maneuvering vehicle will encroach upon a sidewalk, public right-of-way or property line.
2. Parking lots in Office (O) and Commercial (C) districts containing more than ten parking spaces shall be located to the side or rear of the principal structure's front facade or within a courtyard surrounded by a structure on at least three sides.

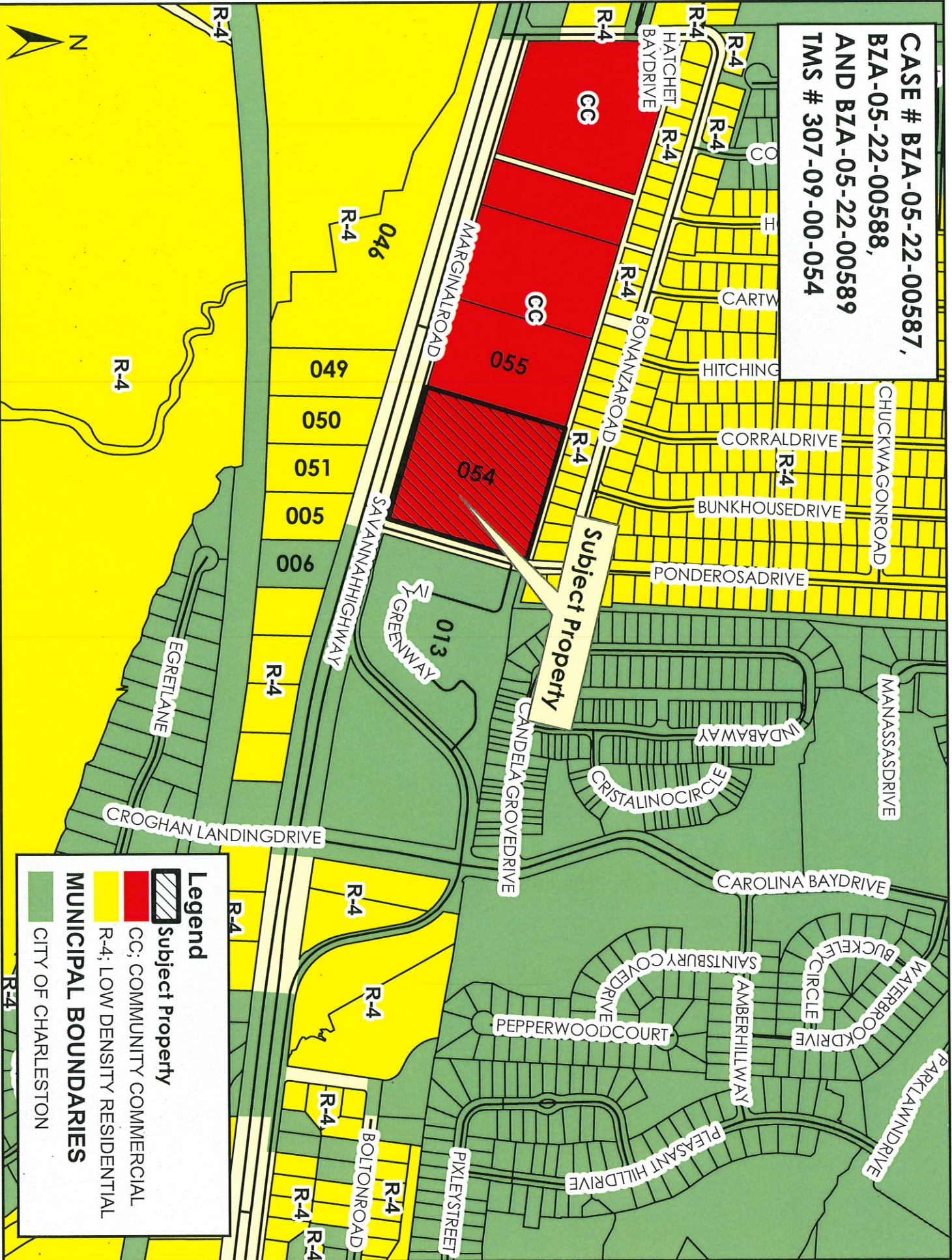
**B. Off-Site and Shared Parking**

Off-site parking is defined as the required parking not located on the parcel which the principal use is located. Shared parking is parking for uses with different operating hours or peak business periods that share required off-street parking spaces. Shared parking may or may not be off-site parking. Off-site and shared parking are allowed provided they meet the following standards. If any one of the following applicable standards cannot be met, Special Exception approval shall be required:

1. A maximum of fifty percent (50%) of the required parking spaces may be off-site however, off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), restaurants, convenience stores or other convenience-oriented uses unless approved as part of a mixed use development. Required parking spaces reserved for persons with disabilities shall not be located off site.
2. Shared or off-site parking must be located within 600 feet from the primary entrance of the use served, unless shuttle bus service is provided to the remote parking area. Shared or off-site parking spaces may not be separated from the use that it serves they serve by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway is provided, or other traffic control or shuttle bus service is provided to the remote parking area.



CASE # BZA-05-22-00587,  
BZA-05-22-00588,  
AND BZA-05-22-00589  
TMS # 307-09-00-054



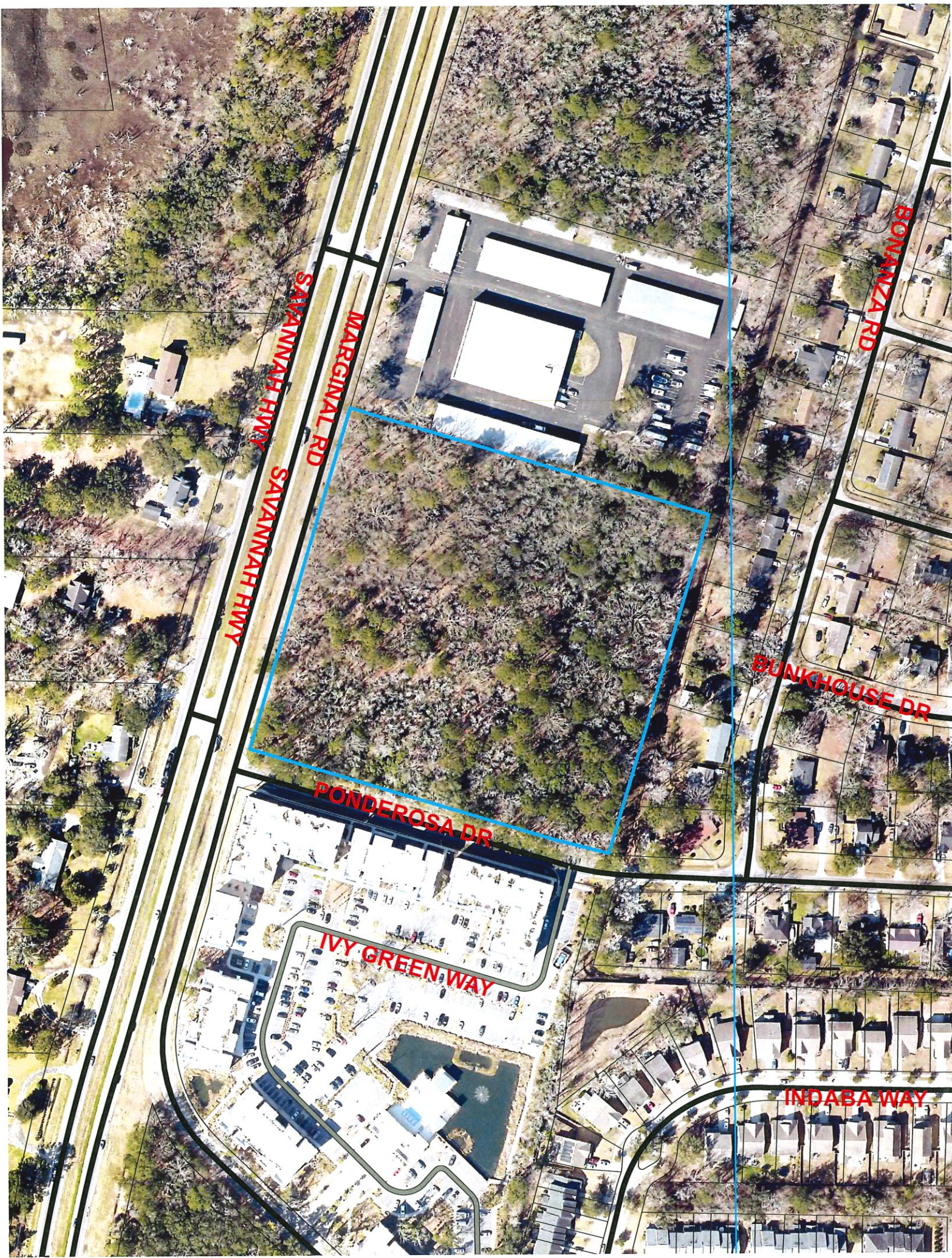
**Legend**

- Subject Property
- CC; COMMUNITY COMMERCIAL
- R-4; LOW DENSITY RESIDENTIAL

**MUNICIPAL BOUNDARIES**

- CITY OF CHARLESTON





SAVANNAH HWY  
MARGINAL RD  
SAVANNAH HWY

BONANZA RD

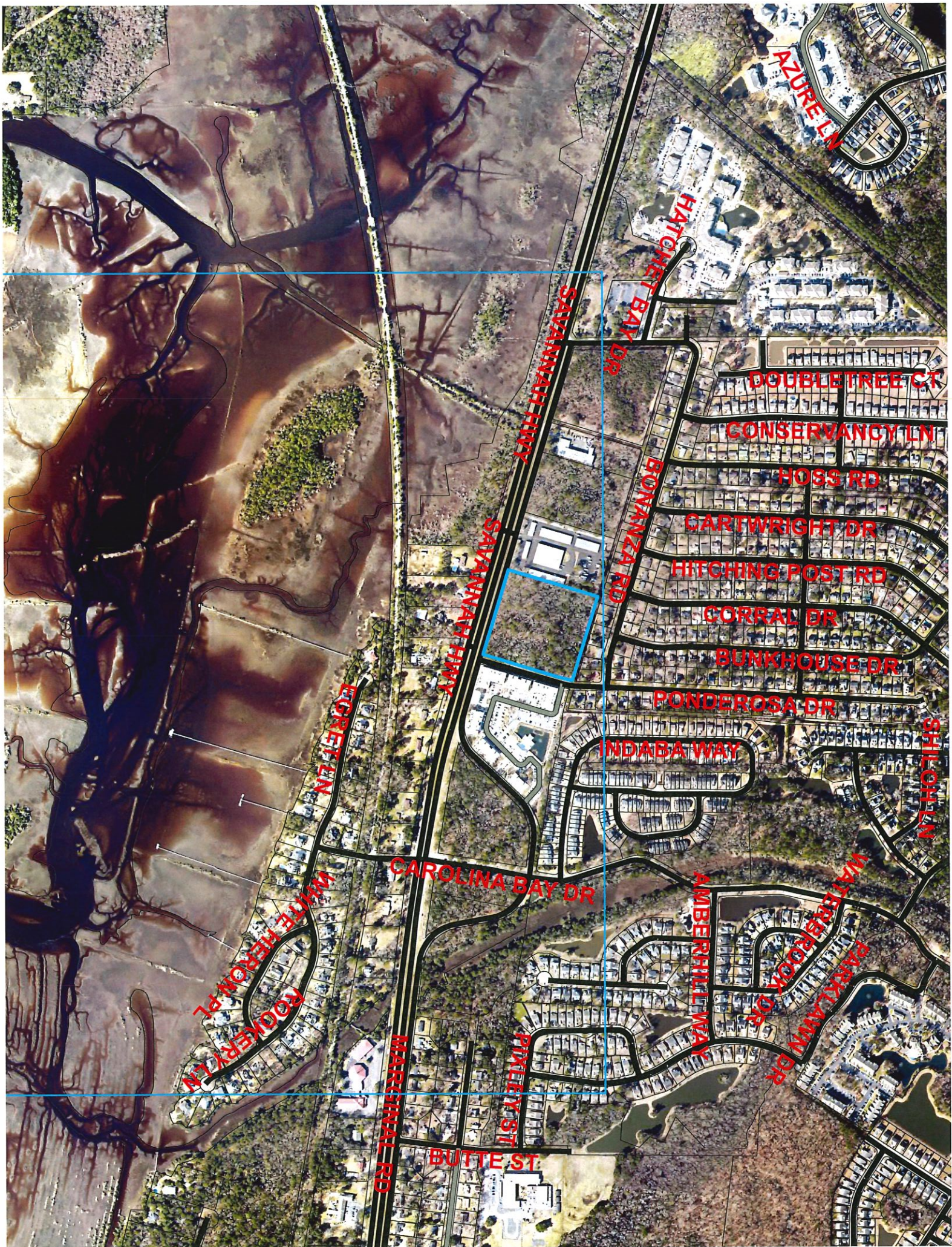
BUNKHOUSE DR

PONDEROSA DR

IVY GREEN WAY

INDABA WAY





AZURE LN

HATCHET BAY DR

DOUBLETREE CT

CONSERVANCY LN

HOSS RD

CARTWRIGHT DR

HITCHING POST RD

CORRAL DR

BUNKHOUSE DR

PONDEROSA DR

INDABA WAY

SHILOH LN

CAROLINA BAY DR

AMBERHILL WAY

WATERBROOK DR

PARKLAWN DR

PIKE ST

BUTTE ST

MARTINAL RD

SAVANNAH HWY

SAVANNAH HWY

EGRET LN

WHITE HERON PL

ROCKERY LN



# Case # BZA-05-22-00587

## BZA Meeting of July 11, 2022

### Subject Property: 3140 Marginal Road – St. Andrews Area

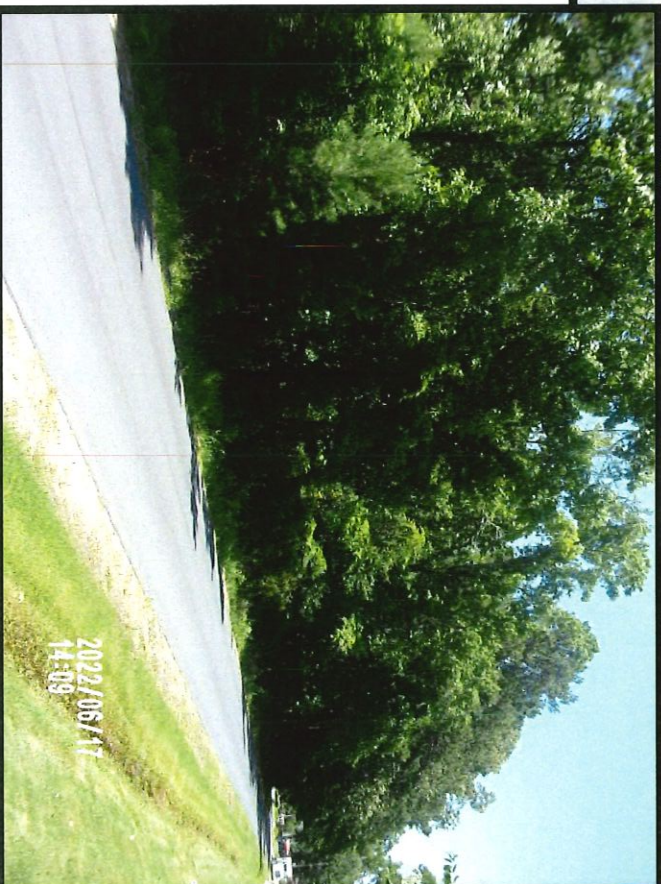
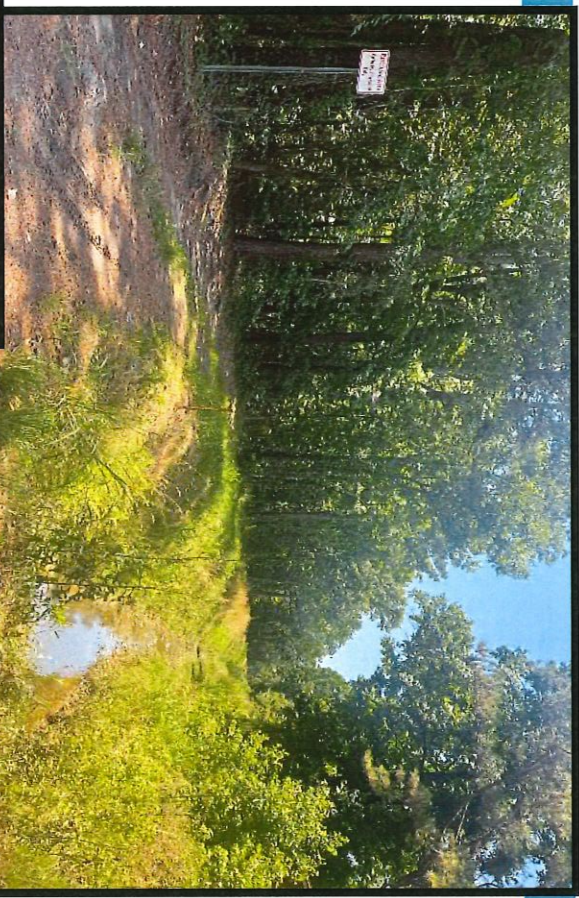
Proposal: Variance request to site the majority of the parking spaces in front of the principal building for proposed vehicle sales use.



2022/06/17  
14:12

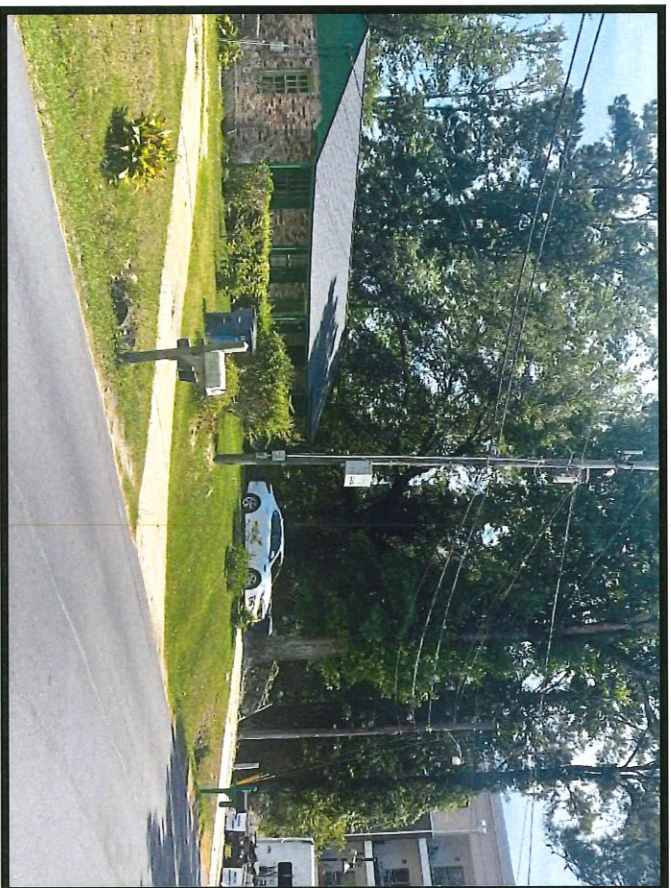


# Subject Property



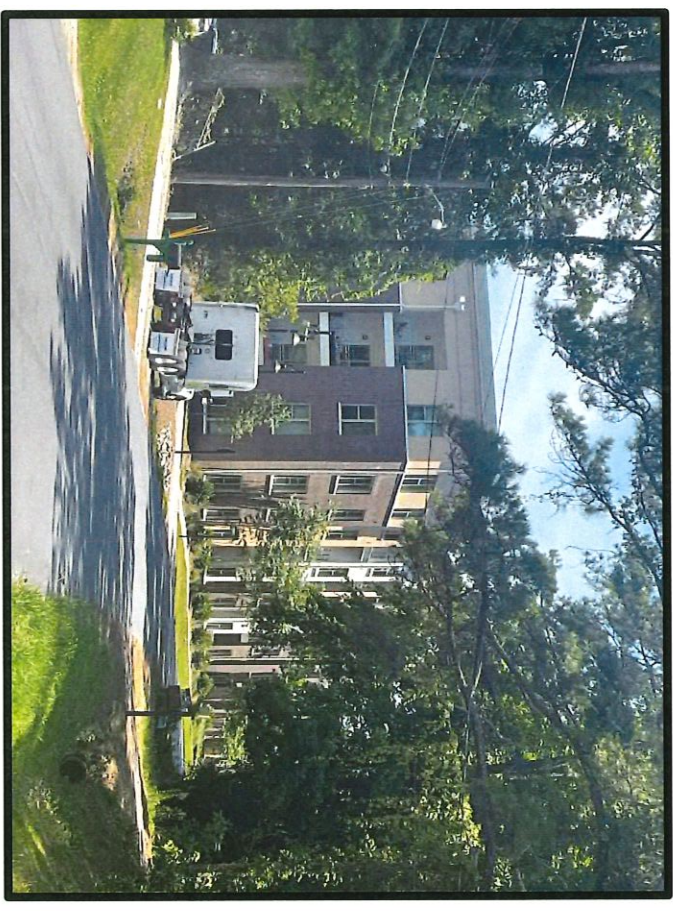


# Adjacent Properties





# Ponderosa Drive

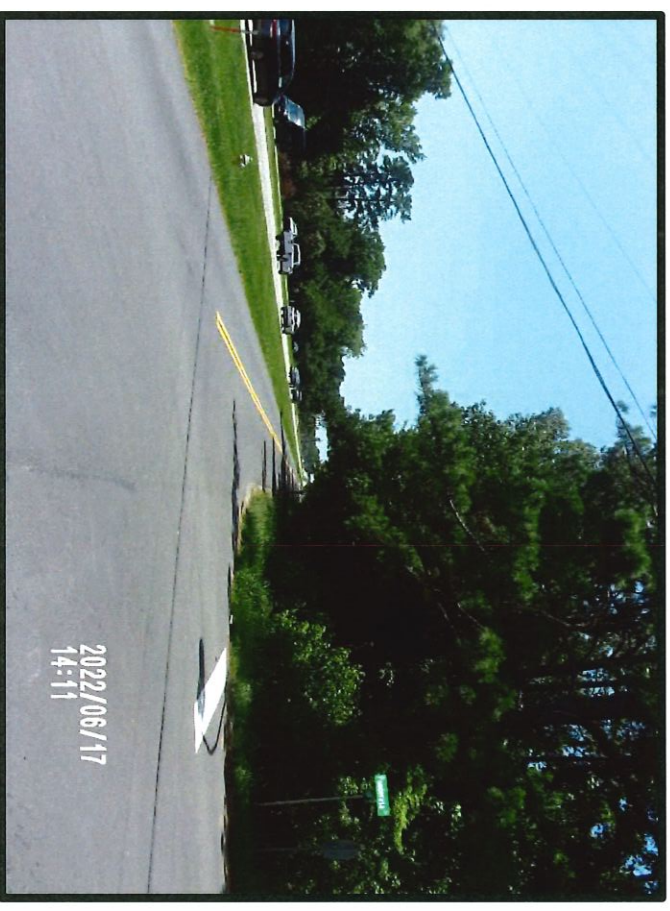




## Savannah Highway



## Intersection of Ponderosa Dr & Marginal Rd





**Staff Review:**

The applicant and property owner, Vernon Krause of RECH, LLC, represented by Ross Appel, Esq. of McCullough, Khan, Appel, is requesting a variance to site the parking spaces in front of the principal building for proposed vehicle sales use at 3140 Marginal Road (TMS # 307-09-00-054) in the St. Andrews Area of Charleston County. The subject property is located in the Community Commercial (CC) Zoning District. The adjacent property to the west is also located in the CC Zoning District and contains a self-service storage facility. The property to the east across Ponderosa Drive is located in the City of Charleston's jurisdiction (General Business – GB zoning) and contains a multi-family apartment complex. The adjacent properties to the north are located in unincorporated Charleston County in the Low Density Residential (R-4) Zoning District and contain single-family homes (The Ponderosa Subdivision).

The proposed car dealership project is currently in the Site Plan Review process (ZSPR-10-21-00651). The site is 8.1 acres total and is currently heavily wooded and vacant. The parcel is a corner lot that borders Marginal Road and Ponderosa Drive. Marginal Road is a frontage road for Savannah Highway (Hwy 17 South). The applicant is proposing to build a 30,729 sq. ft. car dealership building and a 18,606 sq. ft. car dealership building. There are two proposed detention ponds that will be located along the northern property line. There is an existing 25' wide Charleston County drainage easement that separates the parcel from the single-family residences to the north. The total impervious surface area is 60.1%.

The applicant's letter of intent explains, *"RECH along with its engineers and architects with Buckel Design Group and Pro Building Systems have worked closely with the County staff for several months on plans for a Hyundai and Genesis automobile dealership on the Property (the "Dealership"). The automobile dealership use is allowed by-right in the Community Commercial District. RECH has developed many similar projects throughout the United States and has a proven record of high-quality projects."*

The applicant is requesting a total of three (3) variances:

**1. Case # BZA-05-22-00587:** Variance request to site the parking spaces in front of the principal building for proposed vehicle sales use.

**2. Case # BZA-05-22-00588:**

Variance request to remove seven (7) Grand Trees for proposed vehicle sales use.

**3. Case # BZA-05-22-00589:**

Variance request from the following required Architectural Design Guidelines for proposed vehicle sales use:

- Structures with walls of more than 1,500 sq. ft. should incorporate multidimensional design features to break up large wall surfaces on their street facing elevations. Wall surfaces shall be visually divided by such features into areas of 750 sq. ft. or less;
- To allow loading areas/doors to be oriented toward and visible from Residential districts and from the Marginal Road/Savannah Highway and Ponderosa Drive rights-of-way; and
- Site Lighting: maximum foot-candles for outdoor sales lot exceeds 30 foot-candles; exceeds one-half foot-candles at rights-of-way; and light sources are visible.



**Applicable ZLDR requirement Case # BZA-05-22-00587:**

The Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), Chapter 9 Development Standards, Article 9.3 Off-Street Parking and Loading, Section 9.3.4 Location of Required Parking, A.2.On-Site Parking states, "Parking lots in Office (O) and Commercial (C) districts containing more than ten parking spaces shall be located to the side or rear of the principal structure's front facade or within a courtyard surrounded by a structure on at least three sides."

Staff conducted a site visit on the subject property on June 17, 2022. Please review the attachments for further information regarding this request.

**BZA-05-22-00587: Planning Director Review and Report regarding Approval Criteria of §3.10.6:**

§3.10.6(1): *There are extraordinary and exceptional conditions pertaining to the particular piece of property;*

**Response:** **There are no extraordinary or exceptional conditions pertaining to the vacant 8.1-acre property. Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "...the Property – unlike those other commercially zoned properties in the vicinity – is bordered by two public rights of way, namely Ponderosa Drive and Marginal Road, which runs parallel to Highway 17. The Property, unlike those in the vicinity, is a corner lot. Therefore, the requirement to locate all vehicle parking to the side and behind the principal structure, pursuant to Section 9.3.4(A)(2), ZLDR, is extremely complicated. The Dealership, like all automobile dealerships, has considerable on-site parking needs both for customers and, of course, inventory. The Dealership can supply all required parking – the location is the only issue. To mitigate A knee wall is proposed in areas where parking is situated between the building and right-of-way buffers to create a courtyard effect, similar to other developments with similar parking arrangements, and as suggested by the ordinance. The majority of the parking is located to the rear/sides of the principal structures. As the building has functions on all 4 sides, the front façade areas are primarily intended for customers and the general public. Having available parking spaces as shown provides the dealership a distinct area for customer parking when they arrive on-site and separated from service and inventory parking areas on the sides and rear of the buildings. The Dealership will simply not be able to be operated in a reasonable manner without relief from the strict application of Section 9.3.4(A)(2), ZLDR. Moving the parking to the front of the Property will mitigate perceived adverse impacts to the neighborhoods to the north of the Property."**

§3.10.6(2): *These conditions do not generally apply to other property in the vicinity;*

**Response:** **These conditions generally apply to other property in the vicinity. Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "The Property's natural condition and configuration relative to both Ponderosa Drive, Marginal Road, and Highway 17 constitute unique and exceptional circumstances absent from properties in the vicinity, generally, and properties zoned Community Commercial, specifically. All parcels bordering the Property are developed."**



§3.10.6(3): *Because of these conditions, the application of this Ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property;*

**Response:** **The application of this Ordinance, Chapter 9 Development Standards, Article 9.3 Off-Street Parking and Loading, Section 9.3.4 Location of Required Parking, A.2.On-Site Parking does not unreasonably restrict the utilization of the property. The Ordinance requirements may be met if the property is used for an alternative use that is allowed in the Community Commercial (CC) Zoning District. Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "*The Dealership simply cannot be located on the Property and operated in a reasonable manner without the requested variances for the reasons set forth above. The Dealership has strict operating parameters both from a corporate and pro forma perspective. As previously stated, RECH is proposing a development well below the permitted building lot coverage permitted in the Community Commercial District. Any other development of comparable size will have the same conditions and highly likely similar variances needed to develop.*"**

§3.10.6(4): *The authorization of a variance will not be of substantial detriment to adjacent property or to the public good, and the character of the zoning district will not be harmed by the granting of the variance;*

**Response:** **The authorization of the variance will be of substantial detriment to the adjacent properties and to the public good, and the character of the CC Zoning District may be harmed if the variance is granted. Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "*The proposed use is allowed by-right in the Community Commercial District. The parcel to the east is an apartment complex and the parcel to the west is a self storage business. The properties to the rear are predominantly single family residences, and the site design has been configured to minimize impacts to these homes. Also, the Property is located along Highway 17 home to a number of automobile dealerships. This request is not out of the ordinary and will not adversely impact neighboring properties.*"**

§3.10.6(5): *The Board of Zoning Appeals shall not grant a variance the effect of which would be to allow the establishment of a use not otherwise permitted in a zoning district, to extend physically a nonconforming use of land, or to change the zoning district boundaries shown on the official zoning map. The fact that property may be utilized more profitably, should a variance be granted, may not be considered grounds for a variance;*

**Response:** **The variance does not allow a use that is not permitted in this zoning district, nor does it extend physically a nonconforming use of land or change the zoning district boundaries. Therefore, the request meets this criterion.**



§3.10.6(6): *The need for the variance is not the result of the applicant's own actions;*  
**Response:** **The need for the variance may be the result of the applicant's own actions. As previously mentioned, the Ordinance requirements may be met if the property is used for an alternative use that is allowed in the Community Commercial (CC) Zoning District. The Savannah Highway corridor contains several vacant parcels that do not contain many trees, that can be redeveloped for the proposed use, and would be better suited for vehicle sales use because variances may not be required. Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "RECH is neither responsible for the Property's natural condition nor configuration relative to both Ponderosa Drive, Marginal Road, and Highway 17. These are the unique and exceptional conditions of the Property driving the need for the first three variance requests. As for the aesthetic regulations, RECH is not in control over the corporate architectural requirements at issue here."**

§3.10.6(7): *Granting of the variance does not substantially conflict with the Comprehensive Plan or the purposes of the Ordinance;*  
**Response:** **Granting of the variance may substantially conflict with the Comprehensive Plan or the purposes of the Ordinance. ZLDR, Chapter 9 Development Standards, Article 9.1 Purpose and Intent states, "The purpose of the regulations contained in this Chapter is to protect the public health, safety, and general welfare; to promote harmonious and orderly development; and to foster civic beauty by improving the appearance, character, and economic value of civic, commercial and industrial development within unincorporated areas." Therefore, the request does not meet this criterion. However, the applicant's letter of intent contends, "The proposed use along with the requested variances do not conflict with the Comprehensive Plan. The Property is zoned Community Commercial and the proposed use is in line with the Future Land Use Map and commercial policies for this area."**

**Board of Zoning Appeals' Action:**

According to Article 3.10 Zoning Variances, Section §3.10.6 Approval Criteria of the Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), (adopted July 18, 2006), The Board of Zoning Appeals has the authority to hear and decide appeals for a Zoning Variance when strict application of the provisions of this Ordinance would result in unnecessary hardship (§3.10.6A). A Zoning Variance may be granted in an individual case of unnecessary hardship if the Board of Zoning Appeals makes and explains in writing their findings (§3.10.6B Approval Criteria).



In granting a variance, the Board of Zoning Appeals may attach to it such conditions regarding the location, character, or other features of the proposed building or structure as the Board may consider advisable to protect established property values in the surrounding area or to promote the public health, safety, or general welfare (§3.10.6C).




The Board of Zoning Appeals may approve, approve with conditions or deny Case BZA-05-22-00587 [Variance request to site the parking spaces in front of the principal building for proposed vehicle sales use at 3140 Marginal Road (TMS # 307-09-00-054) in the St. Andrews Area of Charleston County] based on the BZA's "Findings of Fact", unless additional information is deemed necessary to make an informed decision. In the event the BZA decides to approve the application, Staff recommends the following conditions:

- 1. Prior to zoning permit approval, the applicant shall complete the Site Plan Review process.**
- 2. An architectural wall of at least thirty (30) inches shall be required within the Right-of-Way Buffer along Marginal Road and Ponderosa Drive to screen the parking areas.**





**ZONING VARIANCE APPLICATION**  
**Charleston County Board of Zoning Appeals (BZA)**

<b>Property Information</b>			
Subject Property Address: 3140 Savannah Highway.			
Tax Map Number(s): 307-09-00-054			
Current Use of Property: Undeveloped Land			
Proposed Use of Property: Hyundai/Genesis Automobile Dealership			
<b>Applicant Information (Required)</b>			
Applicant Name (please print): Vernon Krause			
Name of Company (if applicable): RECH, LLC			
Mailing Address: 3900 Clemson Blvd.			
City: Anderson	State: SC	Zip Code: 29621	
Email Address: vlk@krauseauto.com		Phone #:	
Applicant Signature: 		Date: 4-14-22	
<b>Representative Information</b> (Complete only if applicable. Attorney, Builder, Engineer, Surveyor etc.)			
Print Representative Name and Name of Company: Ross Appel, Esq.			
Mailing Address: 2036 eWall Street			
City: Mt. Pleasant	State: South Carolina	Zip Code: 29464	
Email Address: ross@mklawsc.com		Phone #: 843-937-9798	
<b>Designation of Agent</b> (Complete only if the Applicant listed above is not the Property Owner.)			
I hereby appoint the person named as Applicant and/or Representative as my (our) agent to represent me (us) in this application.			
Property Owner(s) Name(s) (please print): RECH, LLC			
Name of Company (if applicable, LLC etc.): RECH, LLC			
Property Owner(s) Mailing Address: 3900 Clemson Blvd.			
City: Anderson	State: SC	Zip Code: 29621	Phone #:
Property Owner(s) Email Address: vlk@krauseauto.com			
Property Owner(s) Signature: 			Date: 4-14-22
<b>FOR OFFICE USE ONLY:</b>			
Zoning District: CC	Flood Zone: A6 9/10/2017 187K	Date Filed: 5/25/2022	Fee Paid: \$250
Application #: BZA-05-22-00587	TMS #: 307.09.00.054	Staff Initials: 	



**Description of Request**

*Please describe your proposal in detail. You may attach a separate sheet if necessary. Additionally, you may provide any supporting materials that are applicable to your request (photographs, letter of support, etc.)*

RECH, LLC seeks a variance from Article 9.3, Section 9.3.4(A)(2) to site the majority of parking towards front of the building.

**Applicant's response to Article 3.10 Zoning Variances, §3.10.6 Approval Criteria**

**Zoning Variances may be approved only if the Board of Zoning Appeals finds that the proposed use meets all 7 of the approval criteria. In evaluating your request, the members of the board will review the answers below as a part of the case record. You may attach a separate sheet if necessary.**

1. Are there extraordinary and exceptional conditions pertaining to the subject property? Explain:

See Letter of Support Attached

2. Do these conditions generally apply to other property in the vicinity or are they unique to the subject property? Explain:

See Letter of Support Attached

3. Because of these extraordinary and exceptional conditions, does the application of this Ordinance to the subject property effectively prohibit or unreasonably restrict the utilization of the property? Explain:

See Letter of Support Attached



4. Will the authorization of a variance be a substantial detriment to adjacent property or to the public good? Will the character of the zoning district be harmed if this variance is granted? Explain:

See Letter of Support Attached

5. The BZA shall not grant a variance the effect of which would be to allow the establishment of a use not otherwise permitted in a zoning district, to extend physically a Nonconforming Use of land, or to change the zoning district boundaries shown on the Official Zoning Map. The fact that property may be utilized more profitably if a Zoning Variance is granted shall not be considered grounds for granting a Zoning Variance. Does the variance request meet this criterion?

See Letter of Support Attached

6. Is the need for the variance the result of applicant's own actions? Explain:

See Letter of Support Attached

7. Does the variance substantially conflict with the Charleston County Comprehensive Plan or the purposes of the Ordinance? Explain:

See Letter of Support Attached

In granting a variance, the Board of Zoning Appeals may attach to it such conditions regarding the location, character, or other features of the proposed building or structure as the Board may consider advisable to protect established property values in the surrounding area or to promote the public health, safety, or general welfare.





Ross A. Appel  
Direct: (843) 937-9798  
Fax: (843) 937-0706  
ross@mklawsc.com

May 23, 2022

**VIA E-MAIL ONLY**

Charleston County Planning and Zoning Department  
c/o Jenny J. Werking, AICP  
4045 Bridge View Drive  
N. Charleston, SC 29405  
[bza@charlestoncounty.org](mailto:bza@charlestoncounty.org)

**Re: RECH, LLC / Variance Letter of Support**

Dear Ms. Werking,

I hope this finds you well. Our firm represents RECH, LLC (“RECH”). RECH owns certain real property located at 3140 Savannah Highway, Charleston, SC 29414 and bearing TMS No. 307-09-00-054 (the “Property”). The Property is base zoned CC (Community Commercial). The Property is undeveloped.

RECH along with its engineers and architects with Buckel Design Group and Pro Building Systems have worked closely with the County staff for several months on plans for a Hyundai and Genesis automobile dealership on the Property (the “Dealership”). The automobile dealership use is allowed by-right in the Community Commercial District. RECH has developed many similar projects throughout the United States and has a proven record of high-quality projects.

The initial site plan review application was submitted on October 8, 2021,<sup>1</sup> and a resubmittal, incorporating the County’s comments, was submitted on February 24, 2022. The County provided comments to the latest site plan review submission on March 17, 2022. On May 3, 2022, representatives from the County and RECH met on the Property to further review trees. County staff has confirmed<sup>2</sup> the need for the following variances:

- **Variance Application # 1: Article 9.3, Section 9.3.4(A)(2) - Majority of parking in front**

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<sup>1</sup> RECH’s site plan application was submitted under the prior version of the ZLDR.

<sup>2</sup> County staff confirmed the variances needed via e-mails dated May 12, 2022; May 19, 2022; and May 20, 2022.



- **Variance Application # 2: Article 9.4, Section 9.4.5(B) - Grand Tree removal**
- **Variance Application # 3: Article 9.6**
  - **Section 9.6.3(A)(1) - Architectural Standards**
  - **Section 9.6.3(E)(3) - Loading areas facing the right of way**
  - **Section 9.6.4(C) - Lighting Standards**

RECH intends to move forward with the above variance requests. This letter shall serve as RECH's letter in support of these variances.

### **Variance Criteria**

#### **1. Are there extraordinary and exceptional conditions pertaining to the subject property? Explain:**

##### **a. Grand Tree Removal - Section 9.4.5(B)**

The Property is undeveloped, raw land. All adjacent properties, however, are developed. The property to the east is an apartment complex, single family residential neighborhoods are to the north, and a storage facility is located to the west. Therefore, the natural character of the Property is extraordinary and exceptional when compared to its developed neighbors, especially given the Property's proximity to Highway 17.

Great care has been taken by RECH and its team, including Mike Russell with Natural Directions, to avoid removal of and impacts to grand trees. However, it is impossible to develop this site, in its natural state, in a reasonable manner and pursuant to its Community Commercial zoning without impacting some trees, including grand trees. Great care has been taken to eliminate grand tree encroachment issues. RECH and its team have revised its plan on several occasions, in close coordination with the County, to eliminate all previous encroachment issues around the access points to the property and the stormwater retention ponds to the rear. There are no grand tree encroachment variances being sought at this time, as confirmed by the County on May 19, 2022.

While there are no longer any grand tree encroachment issues, due to careful engineering and design changes incorporated by RECH, unfortunately there are seven (7) grand trees graded "B" or better that must be removed in order to develop the Property.

Development of this site includes two proposed buildings that represent 13.9% lot coverage, significantly less than the allowable 35% building coverage permitted in the Community Commercial District zone. Placement of the buildings on the property consider the county design guidelines desiring to have buildings placed close to the frontage road with parking located to the rear or sides of the building. Other design elements also considered for the location of buildings include placing fill for drainage, vehicular and pedestrian access, utility entrances, and sidewalks. The building placement is the most critical aspect and dictates other elements of the site layout and drainage design.



Considering the county development guidelines, the buildings were placed to the front of the site (Marginal Road) side as close as possible respecting the required 20' right-of-way buffers and providing minimal parking spaces in the front of the buildings that will service customers and provide a nice presentation to the street. All of the requested grand tree variances are directly associated with the building placements and design elements in closest proximity to the buildings to facilitate their construction and business operations. Where the site design has more flexibility outside the building pad, the design was tailored to preserve all remaining grand trees located on the site. This includes the design of the parking lot, storm drainage and detention systems, driveways and utilities. Specifically, seven grand trees are saved in the northern (back) half of the site are preserved by designing around them.

There are in addition areas of construction within drip lines of trees to remain around the site. The construction of some elements to support the project encroach within drip lines of larger protected trees to remain within the site and buffer areas. These primarily include new pedestrian sidewalks along the property frontages and the storm water management system. The applicant has proposed alternative sidewalk details to include pervious concrete and placement on existing grade to avoid excavation within root zones. This project lies within a Special Protection Area as defined by Charleston County Public Works that places much more stringent stormwater storage requirements than other areas not located in such an area. The effect of these requirements is a significant increase in the size of stormwater management facilities to comply with the requirements. The main stormwater pond on the norther portion of the site is configured to preserve existing trees to the largest extent possible, including grand trees, but require construction within drip lines. The applicant proposes to work with the county arborist to develop a tree care plan to best ensure the long term health of these protected trees in lieu of requesting a variance to remove the trees for these required site elements.

**b. Majority of Parking Towards the Front of the Property - Section 9.3.4(A)(2)**

As previously mentioned, the Property – unlike those other commercially zoned properties in the vicinity – is bordered by two public rights of way, namely Ponderosa Drive and Marginal Road, which runs parallel to Highway 17. The Property, unlike those in the vicinity, is a corner lot.

Therefore, the requirement to locate all vehicle parking to the side and behind the principal structure, pursuant to Section 9.3.4(A)(2), ZLDR, is extremely complicated. The Dealership, like all automobile dealerships, has considerable on-site parking needs both for customers and, of course, inventory. The Dealership can supply all required parking – the location is the only issue. To mitigate A knee wall is proposed in areas where parking is situated between the building and right-of-way buffers to create a courtyard effect, similar to other developments with similar parking arrangements, and as suggested by the ordinance. The majority of the parking is located to the rear/sides of the principal structures. As the building has functions on all 4 sides, the front façade areas are primarily intended for customers and the general public. Having available parking spaces as shown provides the dealership a distinct area for customer parking when they arrive on-site and separated from service and inventory parking areas on the sides and rear of the buildings.



The Dealership will simply not be able to be operated in a reasonable manner without relief from the strict application of Section 9.3.4(A)(2), ZLDR. Moving the parking to the front of the Property will mitigate perceived adverse impacts to the neighborhoods to the north of the Property.

**c. Loading Areas Facing Right of Way - Section 9.6.3(E)(3)**

The Dealership, like all automobile dealerships, must have loading doors for purposes of, among other things, vehicle service and inventory loading. The Property, unlike the Community Commercial zoned properties to the west, is bordered by two public rights of way, namely Ponderosa Drive and Marginal Road (Highway 17). Therefore, the prohibition on loading doors fronting public rights of way per Section 9.6.3(E)(3), ZLDR creates an extraordinary and exceptional condition for the Property. Simply put, the Property cannot be used for a Dealership without relief from the strict application of Section 9.6.3(E)(3), ZLDR.

RECH and its team have worked extensively with the County on screening the loading doors fronting Highway 17. The development intends to provide for full compliance regarding landscaping within right-of-way buffers. This will mitigate the potential for adverse impacts to neighboring properties and rights of way. As well, the doors facing the main frontage of Marginal Road are primary customer service check-in and do not open to a garage that may otherwise be unsightly when open. The overhead doors contain glazing and aesthetically designed to complement the building architecture and presentation to the street.

**d. Other Architectural Standards - Section 9.6.3(A)(1)**

RECH has taken all the steps it can to address as many of the County's architectural and other aesthetic regulations in Article 9.6, ZLDR ("Architectural and Landscape Design Standards"). However, when it comes to the design and layout of the Hyundai dealership buildings themselves, RECH must comply with strict corporate architectural guidelines. The plans submitted and reviewed by the County are the only plans RECH has the option of proceeding with. Put another way, RECH cannot comply with each and every one of the architectural guidelines contained in Article 9.6. This constitutes an extraordinary and exceptional condition under these circumstances.

**e. Lighting - Section 9.6.4(C)**

RECH needs a variance from the lighting regulations found in Section 9.6.4(C) for the same reasons outlined above in the section on Article 9.6 architectural standards generally. RECH is under strict corporate guidelines regarding site lighting. That said, the enclosed lighting plan attempts to minimize lighting impacts to neighboring properties as much as possible.

**2. Do these conditions generally apply to other property in the vicinity or are they unique to the subject property?**

The Property's natural condition and configuration relative to both Ponderosa Drive, Marginal Road, and Highway 17 constitute unique and exceptional circumstances absent from



properties in the vicinity, generally, and properties zoned Community Commercial, specifically. All parcels bordering the Property are developed.

- 3. Because of these extraordinary and exceptional conditions, does the application of this Ordinance to the subject property effectively prohibit or unreasonably restrict the utilization of the property?**

The Dealership simply cannot be located on the Property and operated in a reasonable manner without the requested variances for the reasons set forth above. The Dealership has strict operating parameters both from a corporate and *pro forma* perspective. As previously stated, RECH is proposing a development well below the permitted building lot coverage permitted in the Community Commercial District. Any other development of comparable size will have the same conditions and highly likely similar variances needed to develop.

- 4. Will the authorization of a variance be a substantial detriment to adjacent property or to the public good? Will the character of the zoning district be harmed if this variance is granted? Explain:**

The answer to both questions is “no.” The proposed use is allowed by-right in the Community Commercial District. The parcel to the east is an apartment complex and the parcel to the west is a self storage business. The properties to the rear are predominantly single family residences, and the site design has been configured to minimize impacts to these homes. Also, the Property is located along Highway 17 home to a number of automobile dealerships. This request is not out of the ordinary and will not adversely impact neighboring properties.

- 5. The BZA shall not grant a variance the effect of which would be to allow the establishment of a use not otherwise permitted in a zoning district, to extend physically a Nonconforming Use of land, or to change the zoning district boundaries shown on the Official Zoning Map. The fact that property may be utilized more profitably if a Zoning Variance is granted shall not be considered grounds for granting a Zoning Variance. Does the variance request meet this criterion?**

The requested variances do not seek an extension of any nonconformity or change to a zoning district map boundary. The proposed variances are not being sought to utilize the Property “more profitably.” Rather, for the reasons outlined above, but for the granting of these variances the Property cannot be used for the Dealership – at all.

- 6. Is the need for the variance the result of applicant’s own actions? Explain:**

RECH is neither responsible for the Property’s natural condition nor configuration relative to both Ponderosa Drive, Marginal Road, and Highway 17. These are the unique and exceptional conditions of the Property driving the need for the first three variance requests. As for the aesthetic regulations, RECH is not in control over the corporate architectural requirements at issue here.

- 7. Does the variance substantially conflict with the Charleston County Comprehensive Plan or the purposes of the Ordinance? Explain:**



The proposed use along with the requested variances do not conflict with the Comprehensive Plan. The Property is zoned Community Commercial and the proposed use is in line with the Future Land Use Map and commercial policies for this area.

Given the foregoing, we respectfully request staff's support and BZA approval. We are happy to provide additional information and answer any questions the County may have. RECH reserves all rights. If you have any questions, please do not hesitate to contact me.

With kind regards,

MCCULLOUGH ▪ KHAN ▪ APPEL

A handwritten signature in blue ink, appearing to read 'R Appel', with a long horizontal flourish extending to the right.

Ross A. Appel

Enclosures – as stated

cc: Client (*via e-mail only*)



**Existing Tree Preservation Plan**  
**Site Plan**  
**Grading Plan**  
**Photometric (Lighting) Plan**  
**Plat**

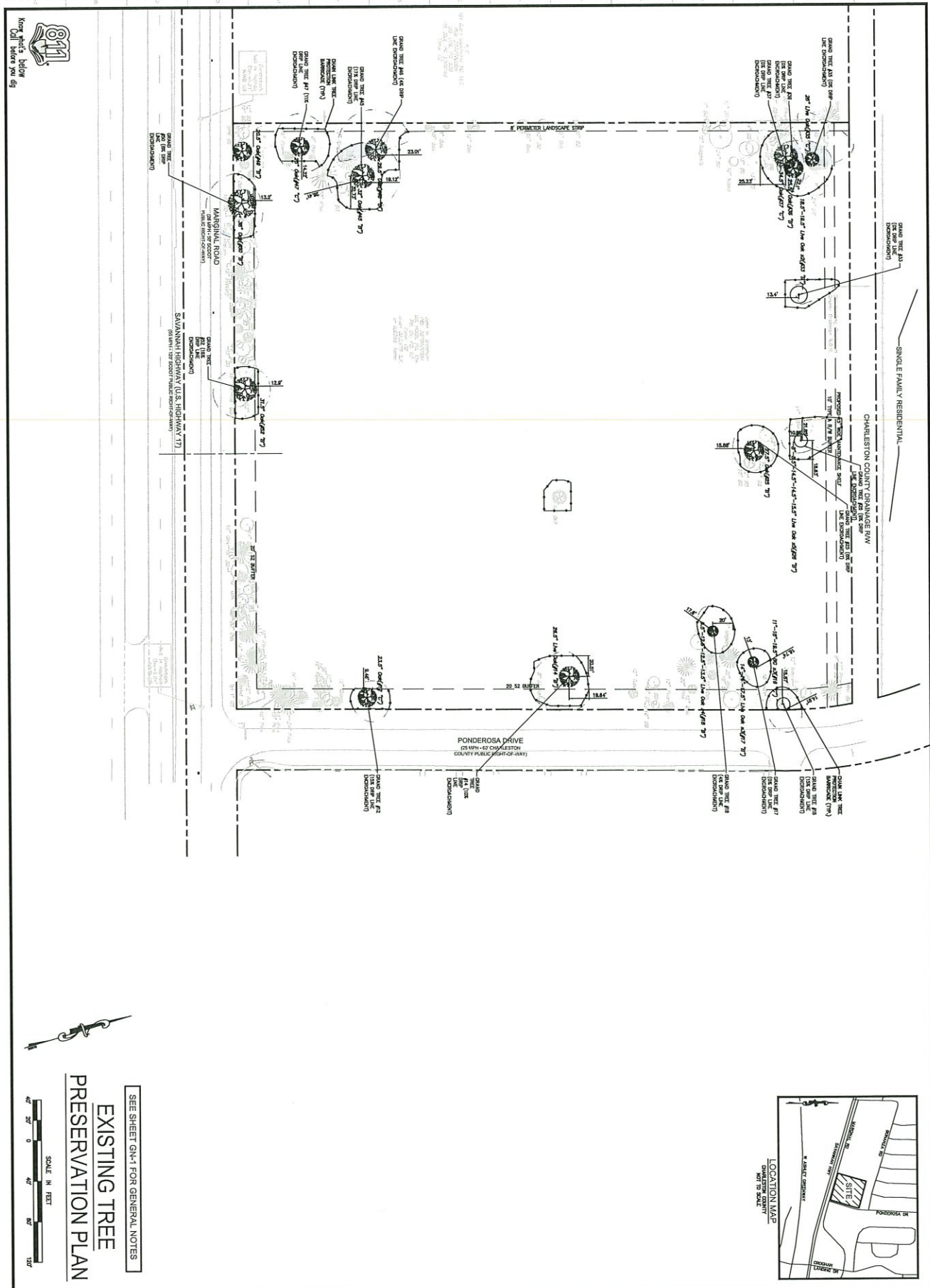
**BZA-05-22-00587**

**BZA-05-22-00588**

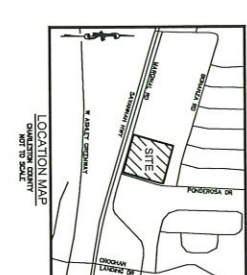
**and**

**BZA-05-22-00589**





811  
 Know what's below  
 Call before you dig



SEE SHEET GN-1 FOR GENERAL NOTES  
**EXISTING TREE**  
**PRESERVATION PLAN**

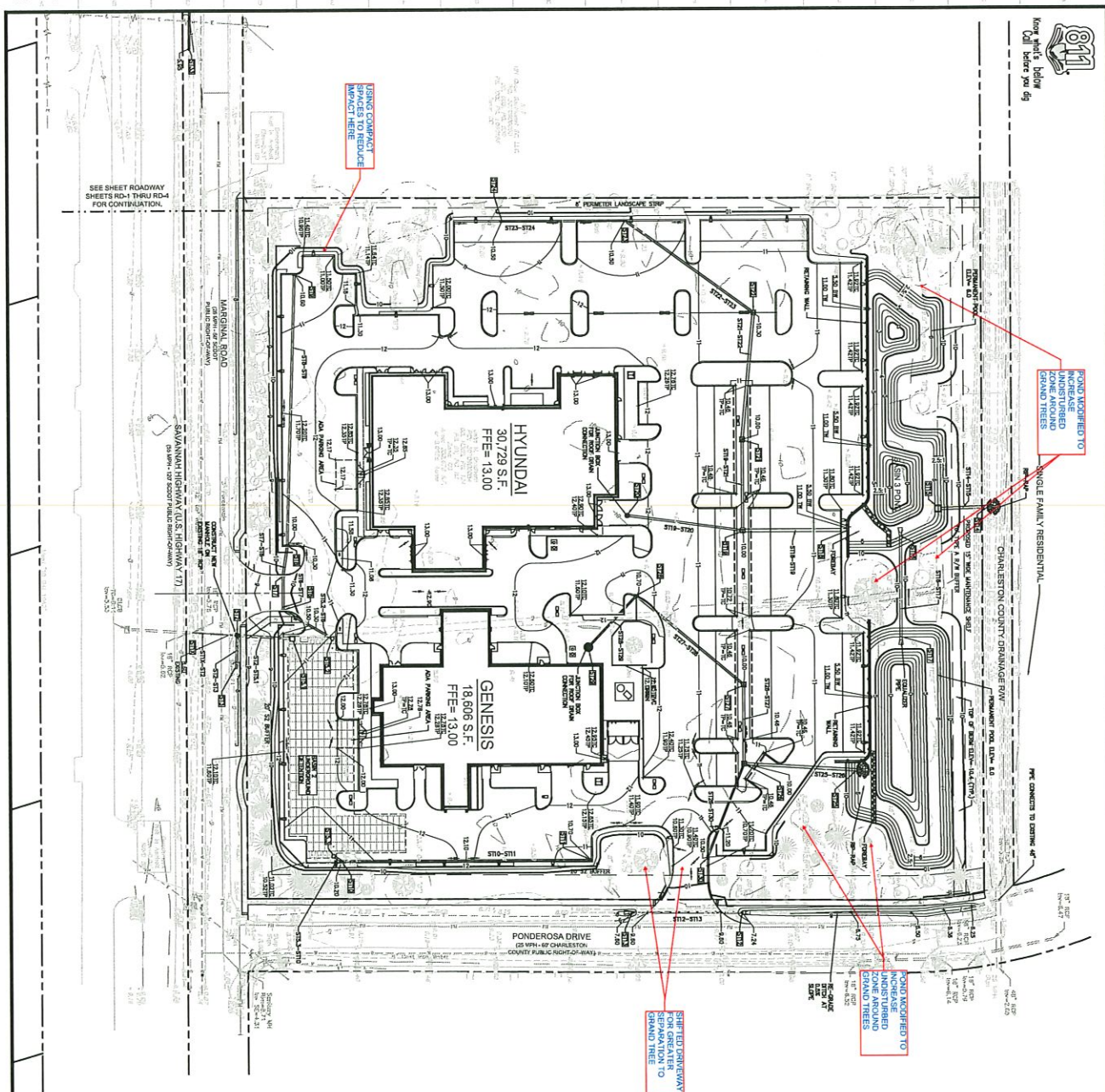


<b>DE-3</b> SHEET	DRAWN SC	CHECKED JAM	ISSUED DATE 5/18/22	PROJECT NO. 21-04	<b>BDG</b> Buckel Design Group, LLC. 3471 DONAVILLE ST DULUTH, GA 30096 PHONE: 404-567-5701 FAX: 404-567-5703 WWW.BDGSE.COM
	REVISION 1 5/18/22	BY JAM	FOR: KRAUSE AUTO GROUP N. CHARLESTON, SC 29406	PROPOSED HYUNDAI & GENESIS OF CHARLESTON CHARLESTON, CHARLESTON CO., SC	
































Storm Event (Year)	Inflow (cfs)	Outflow (cfs)	Elevation (ft)	Storage (cuft)
2	1786	0.33	8.33	10665
10	2804	2.11	9.17	13017
25	2734	5.41	9.49	132920
50	3603	10.99	9.61	13804
100	4147	19.7	9.81	142238

[illegible]

**SHADING/DRAINAGE PLAN LEGEND**

	STORM SEWER PIPING
	MANHOLE BOX/STREET MANHOLE
	DRAINAGE STRUCTURE INDICATOR
	SLOPE ARROW
	CONCRETE SLAB
	PER-AP PAVEN
	PRECINCT NEIGHBOR STRUCTURE
	W/ DRAINAGE OBSERVATION
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**SEE SHEET GN-1 FOR GENERAL NOTES**

Figure 1 consists of two cross-sectional diagrams of structural elevations. The left diagram shows a 'PAVEMENT' layer on top of a 'GRAVEL DRAIN INLET' structure. The right diagram shows a 'PAVEMENT' layer on top of a 'GRAVEL INLET' structure. Both diagrams have labels for 'TOP OF CASTING', 'PAVEMENT SPOT SHOT ON PLAN', and 'TOP OF CURB'.



## GRADING PLAN

SCALE IN FEET

PROPOSED HYUNDAI & GENESIS OF CHARLESTON  
CHARLESTON, CHARLESTON CO., SC

FOR: KRAUSE AUTO GROUP  
N. CHARLESTON, SC 29406

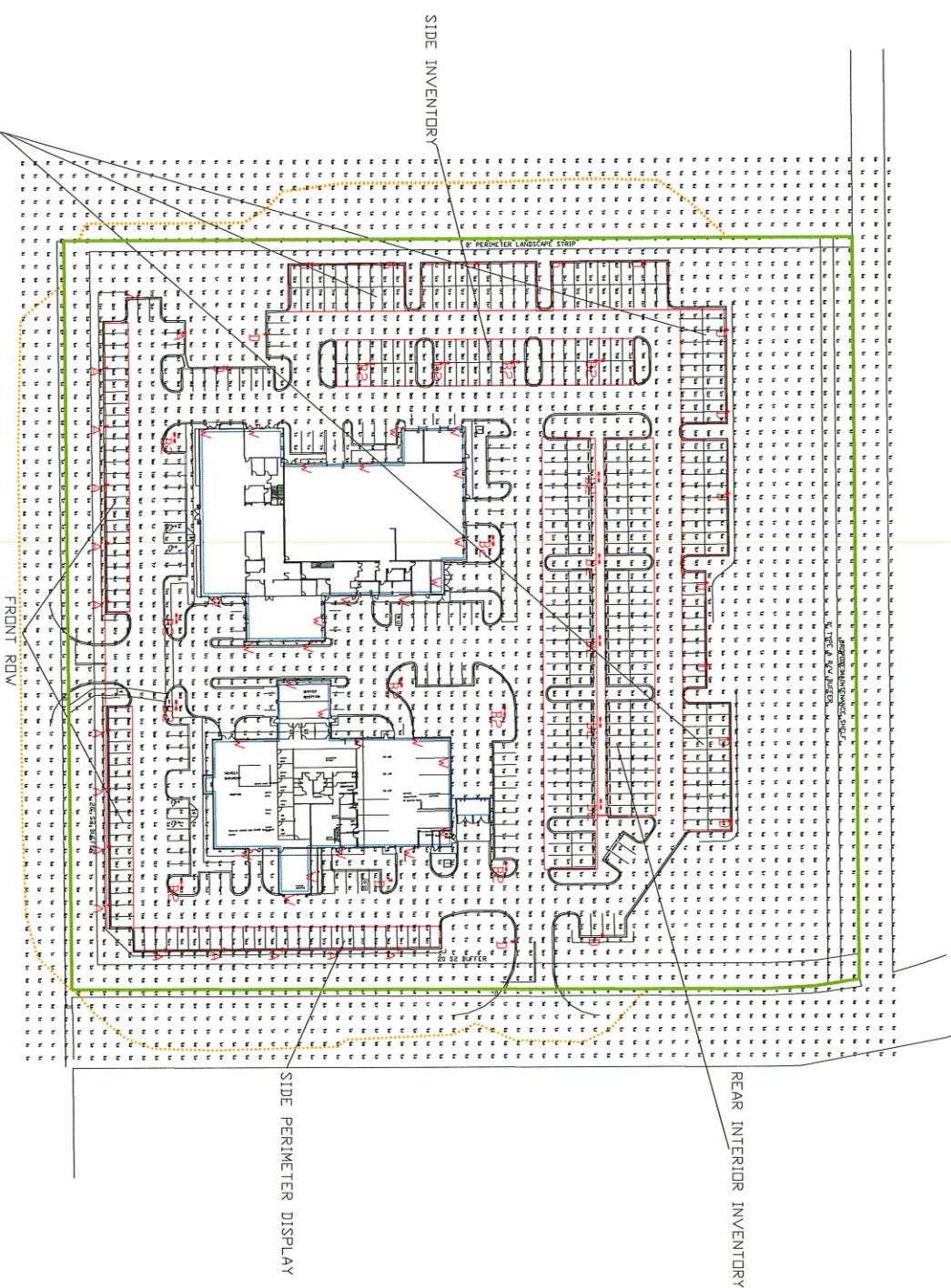


**BDG**  
Buckel Design Group, LLC

3471 DONAVILLE ST  
DULUTH, GA 30096  
PHONE: 404-567-570  
FAX: 404-567-5703  
WWW.BDGSE.COM

C-2

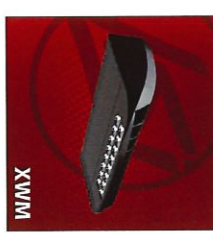




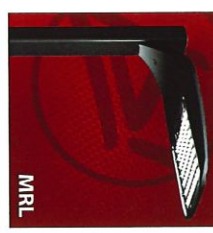
# PHOTOMETRIC EVALUATION NOT FOR CONSTRUCTION

Based on the information provided, all lighting and luminaire calculations and photometric evaluations were performed using the following assumptions:  
 The lighting design was based on the information provided in the project brief and the lighting design was based on the information provided in the project brief.  
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Calculation Summary									
Label	Qty	Label	Unit	Foot	Inc	Inc	Inc	Inc	Inc
REAR PERIMETER DOUBLE ROWS	16	REAR PERIMETER DOUBLE ROWS	FC	16.0	16.0	16.0	16.0	16.0	16.0
FRONT ROW	17	FRONT ROW	FC	17.0	17.0	17.0	17.0	17.0	17.0
REAR INTERIOR INVENTORY	17	REAR INTERIOR INVENTORY	FC	17.0	17.0	17.0	17.0	17.0	17.0
REAR PERIMETER DOUBLE ROWS	17	REAR PERIMETER DOUBLE ROWS	FC	17.0	17.0	17.0	17.0	17.0	17.0
SIDE PERIMETER DISPLAY	27	SIDE PERIMETER DISPLAY	FC	27.0	27.0	27.0	27.0	27.0	27.0
SIDE PERIMETER DISPLAY	27	SIDE PERIMETER DISPLAY	FC	27.0	27.0	27.0	27.0	27.0	27.0



XWM



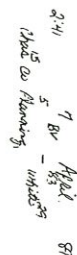
MRL





1. PLAY BY E. M. STANROOK, JR. DATED JANUARY 5, 1964. RECORDED IN P.B. 73, 83.
2. PLAY BY GEORGE A. JOHNSON, JR., INC. DATED JANUARY 5, 1964. RECORDED IN P.B. 73, 83.
3. PLAY BY E. M. STANROOK, JR. DATED DECEMBER 15, 1964. RECORDED IN P.B. 74, 82.
4. PLAY BY E. M. STANROOK, JR. DATED DECEMBER 15, 1964. RECORDED IN P.B. 74, 82.
5. PLAY BY E. M. STANROOK, JR. DATED DECEMBER 15, 1964. RECORDED IN P.B. 74, 82.
6. PLAY BY GEORGE A. JOHNSON, JR. INC. DATED JANUARY 5, 1964. RECORDED IN P.B. 73, 83.
7. PLAY BY GEORGE A. JOHNSON, JR. INC. DATED NOVEMBER 11, 1964. PLAY BOOK BY NAME TITLED "THE

NO	BLANKING	LENGTH
1	N 24°42'09" E	93.72'
2	N 19°03'37" E	36.76'
3	S 84°02'32" E	08.83'
4	S 70°20'31" E	4.02'
5	S 70°50'31" E	49.91'
6	N 71°24'08" E	72.01'
7	S 24°18'38" E	24.25'
8	S 32°55'00" E	87.81'
9	S 31°22'54" W	05.84'
10	S 34°14'51" W	124.83'
11	S 05°31'52" W	32.80'
12	S 65°31'52" W	84.22'
13	N 03°18'06" W	105.20'



I, F. Steven Johnson, a Registered Professional Land Surveyor in the State of South Carolina, certify to (myself) mean herein that this Plot is correct, to the best of my knowledge and belief, that the easterly line thereon are true, that the area thereon is correct, that the necessary corners have been measured, that the area was determined by coordinate method, and that the value of precision of the undisturbed survey exceeds 1:10,000.

S.C. Registration Number 10028

ENGINEERING FROM CLIMATE CHANGE

I, P. Byron Johnson, a Registered Land Surveyor in the State of South Carolina, twenty-eighth day of May, 1908, have taken the foregoing shown hereon, that the Paul Street E. 1/2 line dimensions, that all measurements have been made and that the Perimeter of the Survey is 110,000.



BY THE RECORDING OF THIS PLAT  
WE HEREBY DEDICATE THE 20'  
MAINTENANCE EASEMENT SHOWN  
HEREON TO CHARLESTON COUNTY

TRACT B-1 FOR AGRICULTURAL USE ONLY; NOT TO BE USED FOR BUILDING PURPOSES

SAVANNAH HWY.

120' R/W

PLAT SHOWING THE SUBDIVISION OF A 22.12 ACRE TRACT, TRACT B, INTO TRACTS B-1, C AND EXISTING TRACT A, BEING PART OF "THE BOLTON PLANTATION TRACT."

ST ANDREWS PARISH, CHARLESTON COUNTY, SOUTH CAROLINA

SCALE : 1" = 100'

DECEMBER 15, 1986

J.N. 0308 SDR2 DHF 4574 A 7040 F.B. 562

**GEORGE A.Z. JOHNSON, JR., INC.**  
ENGINEERS • PLANNERS • LAND SURVEYORS  
207 CALHOUN ST.  
CHARLESTON, S.C.  
(803) 722-3482



**Case # 8, 9, and 10**

**Public Comments  
Received before  
6/29**

**BZA-05-22-00587**

**BZA-05-22-00588**

**And**

**BZA-05-22-00589**



## Jennifer Werking

---

**From:** Charlie Smith <csmith@csarealestate.com>  
**Sent:** Tuesday, June 28, 2022 4:30 PM  
**To:** Jennifer Werking; Joel Evans  
**Subject:** July 11, 2022 BZA meeting: Cases BZA-05-22-00587, BZA-05-22-00588, BZA-05-22-00589

**CAUTION:** This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Dear Chairman and Members of the Board of Zoning Appeals:

The expansion of automobile dealership uses along Savannah Highway from Markfield Road to Main Road has long been opposed by residents of the adjoining neighborhoods. The clear cutting acres of land for what amounts to a surface parking lot with the requisite sales office at 3140 Marginal Road removes the natural buffering between the adjoining neighborhoods and US Highway 17. Buffering the neighborhoods from road noise, light pollution and vehicle fumes is essential to the health of those who live there.

For those members of the board who have not had the experience of living adjacent to an automobile dealership, I'd like to share some of my 27 years of experience with you. When an automobile dealership is imposed on an adjoining neighborhood, that neighborhood becomes the test driving track for the dealership. Before each car is sold by the dealership it is test-driven multiple times by people unfamiliar with the car and more importantly, unfamiliar with the roads and road patterns of the adjacent neighborhoods. The test drivers are generally oblivious to speed limits, the locations of schools, the existence (or non-existence) of sidewalks or stop signs or even whether they are speeding into a cul-de-sac. The test-driver is paying attention only to the performance of the vehicle. Add to this scenario neighborhood children, pets, other pedestrians and bicycles and anyone can clearly see the problem. Of the dozens of streets, circles and cul-de-sacs in the neighborhoods adjacent to this site, not a single street provides a direct route between Marginal Road and any other collector street of its scale. Not one. This leaves only one logical place to test drive these cars...and it's dangerous.

The waiving of any architectural standard designed to protect adjacent residents from having to look at the back end of an 8 acres car dealership, rather than at a natural vegetative buffer complete with seven existing grand trees, would be detrimental to the health and livability of those neighborhoods and to the value of the homes there. The granting of any variance that in any way would facilitate an automobile dealership in this location would be contrary to the many years of effort that the County, as well as the City, have invested in properly developing this area. Both Plan West Ashley and the DuPont Wappoo Plan were citizen-driven collaborative efforts between the County and City that in part sought to stop the proliferation of automobile dealerships beyond the "Savannah Highway Auto Mile". If further steps need to be taken to require a BZA Special Exception for proposed automobile dealerships that adjoin residentially zoned areas, or to remove them from the list of allowable uses in CC, I would ask that you give the matter consideration. In the meantime I urge you to vote against these three variance requests.

Sincerely,  
Charlie Smith  
333 Wappoo Road  
Charleston, SC 29407  
843-813-0352



**Jennifer Werking**

---

**From:** Lauren Daley <laurenambrosia@gmail.com>  
**Sent:** Tuesday, June 28, 2022 6:23 PM  
**To:** BZA  
**Subject:** West Ashely car dealership

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Dear councilman,

I am writing in objection to the proposed car dealerships that are planned to be built on marginal Road in West Ashley. I live in Carolina Bay and I do not want this to happen. Please listen to your constituents Lauren Daley Sent from my iPhone



**Savannah D. Murray**

---

**From:** Liz Tate <liztate.rn@gmail.com>  
**Sent:** Tuesday, June 28, 2022 7:27 PM  
**To:** BZA  
**Subject:** Marginal Rd

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Hi,

I have heard there is an auto dealership proposed to go in at Marginal Rd in West Ashley. With so many car dealerships close by, this does not seem like an ideal location for this. Also, as it is centered in the Carolina Bay/Ponderosa/Croghan Landing, it would be nice to have something more useful to residents out this way. A car dealership wouldn't bring any appeal to this area. Please reconsider an auto dealership for this location.

Thanks,

Jon & Liz Tate  
2649 Doubletree Ct  
Charleston, SC 29414



**Savannah D. Murray**

---

**From:** Brian Gottlieb <bgottlieb@sfxvisions.com>  
**Sent:** Tuesday, June 28, 2022 8:15 PM  
**To:** BZA  
**Subject:** Marginal road zoning opposition

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

To whom it may concern,

As a home and business owner in Charleston I am directly opposed to zoning that would allow car dealerships on Marginal Road.

As a homeowner in the Carolina Bay neighborhood I am apposed to this idea as it will most certainly have multiple negative effects to our community.

Allowing these dealerships would also go against the "Plan West Ashley"

I strongly oppose allowing the zoning to be changed to allow these dealerships.

Sincerely,

Brian D Gottlieb



## Savannah D. Murray

---

**From:** arthur klein <ajklein31@gmail.com>  
**Sent:** Tuesday, June 28, 2022 8:34 PM  
**To:** BZA  
**Cc:** bradyk@charleston-sc.gov  
**Subject:** Car Dealerships on Marginal Road/ West Ashley

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Dear County Council Members,

It has come to my attention that one or more car dealers would like to locate a sales facility on Marginal Road, near the Carolina Bay development in West Ashley (and along Savannah Hwy). This would not be an appropriate location for a car dealership, and I believe would be in contradiction to some sort of West Ashley "master plan" that was written quite awhile ago. Marginal Road, near Carolina Bay, is a residential area which is much more suitable to businesses such as a self-storage facility, or a carpet & tile store, which is already there. These are "quiet" businesses which do not draw as much in and out traffic as a car dealership would, nor do they require auto transport trucks to be parked along the side of the road. Also, it would not be appropriate to put a large lighted car lot in a residential neighborhood, which would draw traffic and customers after dark. How would you like it if suddenly a large, lighted lot was built next to your house, and the lights were on after dark for much of the year? It seems that it would make a lot more sense for a new auto dealership to locate along Savannah Hwy. where there are already multiple dealerships, like from near Hendrick Chevrolet to Dobbin Road. There is certainly plenty of space for one or more new car dealerships in this area.

Also, any new car dealership should be required to have a driveway and lot area large enough so that auto transport trucks can load and unload on the dealership property, and not be parked in the "death lane" on Savannah Hwy. A serious safety hazard is created whenever an auto transport truck is parked either in the "death lane," or on the side of Savannah Hwy. This practice should be outlawed.

At any rate, we know the growth rate here in Charleston is rapid, and we need to make a concerted effort to keep residential neighborhoods RESIDENTIAL. That's the way it should be along Marginal Road.

Regards,

—Art Klein  
1937 Gammon St.  
Charleston, SC 29414  
843.872.6167  
ajklein31@gmail.com

**Savannah D. Murray**

---

**From:** dan8434755410@gmail.com  
**Sent:** Tuesday, June 28, 2022 8:40 PM  
**To:** BZA  
**Cc:** My Love  
**Subject:** Marginal Rd

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

To whom it may concern;

I would like to object to the rezoning of Marginal Rd to allow for an auto dealership.

Such a business would negatively impact the Carolina Bay property values and cause increased traffic in an already congested intersection.

My neighbors and I purchased our homes knowing that small business, that would benefit our neighborhood, would eventually be occupying that space. We consider these beneficial business to be childcare centers, medical offices, food vendors, coffee shops, etc.

If this rezoning is allowed, I will be starting a petition.

Thank you.

Dan Miller  
2924 Amberhill Way  
Charleston, SC 29414  
843-475-5410



## Savannah D. Murray

---

**From:** Amanda M <amanda71010@gmail.com>  
**Sent:** Tuesday, June 28, 2022 8:52 PM  
**To:** BZA  
**Subject:** Opposition to car dealership on Marginal Road

**CAUTION:** This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

To whom it may concern;

I would like to object to the rezoning of Marginal Rd to allow for an auto dealership.

Such a business would negatively impact the Carolina Bay property values and cause increased traffic in an already congested intersection.

My neighbors and I purchased our homes knowing that small business, that would benefit our neighborhood, would eventually be occupying that space.

Thank you.

Amanda Miller  
2924 Amberhill Way  
Charleston, SC 29414  
732-673-7879

## Savannah D. Murray

---

**From:** MICHELLE T KERR <kerr42603@bellsouth.net>  
**Sent:** Tuesday, June 28, 2022 9:36 PM  
**To:** BZA  
**Subject:** Opposition to Case No.: BZA-05-22-00589

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

In regards to the above-referenced request for omitting the architectural guidelines for 3140 Marginal Road, I respectfully ask this change be absolutely denied to allow for an auto dealership anywhere in or near this area. As a long-time resident in this area, since 2008, this is absolutely not in the Plan West Ashley (which proscribes that this location should be used for a more low intensive use like medical offices or a service oriented business that would benefit being close to a residential area and auto dealers should be located on the Auto Mile on Savannah Highway. Changing this zoning in this area would greatly impact our beautiful West Ashley in such a negative way and these kind of horrible decisions need to be absolutely squashed so that West Ashley can be a beautiful area for people entering our City. I am really tired of these decisions adversely effecting our neighbors and neighborhood, West Ashley deserves better.

Please ensure that this zoning change is defeated.

Michelle Kerr  
1812 Luna Court  
Charleston, SC 29414

-Michelle Kerr  
Sent from my iPhone



## Savannah D. Murray

---

**From:** jessica gordon <jessica.l.gordon@hotmail.com>  
**Sent:** Tuesday, June 28, 2022 11:34 PM  
**To:** BZA  
**Subject:** Rezoning Marginal Road

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Regarding the zoning on Marginal Road, City residents (namely those of us in Carolina Bay) will be adversely impacted by this type of business being in close proximity to our neighborhood. It should also be noted that having an auto dealer in this location goes against Plan West Ashley (which proscribes that this location should be used for a more low intensive use like medical offices or a service oriented business that would benefit being close to a residential area and that auto dealers should be located on the Auto Mile on Savannah Highway). No dealership! This is not what I want.

Thank you,  
Jessica Gordon  
2171 Gammon St  
Charleston SC 29414