



Lafayette County Development Services
Planning, Zoning & Building Inspection

To: Lafayette County Planning Commission
From: Tristan Riddell, Planner
Meeting Date: September 28, 2026
Case: 26-316

Applicant: Ty Schopp
Request: Rezone from Residential Low Density (R-1) to Commercial High Density (C-3)

Location: 600 Block MS Hwy 6 W (westbound)
Parcel Number(s): 148-27-050.00 and 148-27-051.00
PPIN(s): 7545 and 7546

Existing Zoning District: Residential Low Density (R-1)
Adjacent Zoning Districts: Residential Low Density (R-1) and Commercial Medium Density on the opposite side of MS Hwy 6 (Williams Equipment)

Background

Ty Schopp requests the rezoning of approximately 1.81 acres of property currently zoned Residential Low Density (R-1) to Commercial High Density (C-3). The subject property is located on the north side of MS Hwy 6 W near the crossover that leads into Cumberland Drive.

If the rezone is granted, the applicant proposes to apply for a conditional use permit to construct and operate an automotive repair shop on the property.

The Planning Commission unanimously voted during its August meeting to recommend approval of a rezone from R-1 to C-3 on property just to the west of this request. Planning Staff had recommended denial of said request for the same reasons cited in this report.

Criteria for Rezoning

In accordance with Article XXI, Section 2106.03, LCZO, a rezone of property shall only be approved if:

- A. There was a mistake in the original zoning; or
- B. The character of the neighborhood has changed to such an extent as to justify reclassification, and that there is a public need for the rezoning.

Furthermore, as outlined in Article XXI, Section 2106.04, LCZO, all rezoning requests shall be consistent with all four elements of the Lafayette County Comprehensive Plan.

The applicant states that the rezoning request is based on the need to relocate an existing business (Desoto Collision) to property owned by the current operator. It is stated that the rezone

is a public need in that it will retain jobs, local tax base and provide continuity in service to Lafayette County residents.

The applicant asserts that Hwy 6 is an established and growing commercial corridor and references the existence of a number of commercial operations (discussed further below). The applicant further states that there has been a change in the character in the neighborhood with specific reference to development of the Roundabout Oxford RV Resort and the recent recommendation to approve a rezone on neighboring property.

Since the adoption of the LCZO, a few conditional use permits authorizing commercial uses have been approved further to the west of the subject property, as mentioned above. It is important to note that the conditional use granted to establish Kizer Flooring was issued in November 2018 and the site was contiguous with two existing commercial properties, both of which were in operation prior to the adoption of the LCZO. The uses in the general vicinity of the proposed rezone are strictly residential.

Rezoning must also be consistent with the Lafayette County Comprehensive Plan (LCCP). The Future Land Use Map does not show any projected change in the existing zoning classifications at or adjacent to the subject property. Furthermore, the Future Land Use Map fails to identify any new commercial use classifications along the entirety of the MS Hwy 6 corridor outside of the current City of Oxford corporate limits.

In addition to the Future Land Use Plan, any rezone request must be consistent with the goals and objectives set forth in Chapter III, LCCP. Planning staff finds the proposed rezone generally inconsistent with the following goals and objectives:

Visual Perception and Image:

Goal 1: Enhance and promote a community image unique to and supportive of Lafayette County's assets as well as the City of Oxford's and the University of Mississippi's assets.

Objective: Preserve the best of Lafayette County's rural resources (scenic views, rivers, streams, wetlands, tree canopy, and farmland) to the greatest extent possible in preparing for anticipated future growth and development.

Goal 2: Create and promote a community image unique to and supportive of Lafayette County's assets through adoption of proper ordinances and regulations.

Objective: Adopt a Zoning Ordinance for Lafayette County to help manage growth in urbanizing areas and rural areas alike.

Land Use Development:

Goal 3: Protect property values for future growth and assessed values for tax revenue.

Objective: Identify and determine a distribution of land uses that guide and control future residential, commercial and industrial growth.

Objective: Identify prime commercial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses.

Based on the goals and objectives and the adoption of the Official and Future Land Use Map, the creation of commercial corridors along the major throughfares leading into the City of Oxford's municipal boundaries should be discouraged.

Public Notice/Public Comments

Rezone requests shall be heard at a properly notified public hearing (Article XXI, Section 2106.05, LCZO). Notice of this public hearing was posted on the subject property and printed in the Northeast Mississippi Daily Journal. Adjacent landowners were properly notified by certified mail. To date, Planning Staff has not received any written public comment.

Planning Staff Recommendation

Due to the lack of change in character of the neighborhood and the inconsistency with the Lafayette County Comprehensive Plan, specifically the above referenced Goals and Objectives and the Future Land Use Plan, Planning Staff recommends denial of the rezone request.

Enc.:

1. Application Materials



To the Board of Supervisors,

I understand that hardship, by itself, is not a legal basis for granting a zoning change. However, I respectfully ask that you consider the unique circumstances surrounding this property.

I purchased this property nearly a decade ago with the sole intention of constructing a first-class collision repair facility that would be an asset to Oxford and Lafayette County. At the time of the purchase, my realtor was Dick Marchbanks, who was also serving on the Planning Commission. Before purchasing the property, and on multiple occasions thereafter—even before the current zoning ordinances were adopted, I was assured that locating my body shop on this Highway 6 property would not be an issue and that the property should not have been designated as residential.

Unfortunately, the timeline for construction was delayed by circumstances beyond my control. The COVID-19 pandemic significantly impacted my ability to move forward, and I later postponed construction after receiving an extension on the lease for my current location on West Oxford Loop. I have now been informed by my landlord that the property has been sold and that my lease will not be renewed.

Without the ability to construct and occupy this new facility within the next 12 months, Desoto Collision Center will be forced to cease operations in Oxford. This would not only affect my family but also the livelihoods of my employees and the customers who rely on our business.

I respectfully ask that you consider these circumstances, along with the history of this property and the representations made when it was purchased, as you evaluate my request. I sincerely appreciate your time, consideration, and any assistance you can provide in helping Desoto Collision Center remain a thriving business in Lafayette County.

Thank you for your consideration.

Respectfully,

Ty P Schopp

Owner

Desoto Collision Center

Desoto Collision Center
2659 W Oxford Loop
Oxford, MS 38655
PH (662) 234-4950

REZONING JUSTIFICATION REPORT

Request for Amendment to the Official Zoning Map

Residential → Commercial 3 (C-3) — Automotive Repair Facility

Prepared for submission to the
Lafayette County Planning Commission, Mississippi

Applicant: Ty Schopp

Prepared by Place Associates
Ben Wieseman, RLA, AICP — Principal
3505 Clayton Place, Birmingham, AL 35216 • (205) 837-4456

1. Introduction and Request Summary

This report has been prepared by Place Associates on behalf of Ty Schopp (the “Applicant”) in support of a request to amend the Official Zoning Map of Lafayette County, Mississippi, for the Applicant's property fronting U.S. Highway 278 / Mississippi Highway 6, west of Oxford. The Applicant requests reclassification from the property's current Residential zoning district to Commercial 3 (C-3), Commercial High Density District, to allow relocation and development of an established automotive repair business.

The Applicant has owned the property since 2017. The parcel was rezoned to residential in a prior county action; the Applicant is now seeking the commercial designation needed to relocate his automotive repair business to land he already owns. Following approval of this map amendment, the Applicant will separately apply for the conditional use (special exception) approval required to operate automotive repair in the C-3 district; Section 8 of this report begins building the record for that subsequent application.

As demonstrated in the sections that follow, this request is well aligned with 4 points:

1. The surrounding development pattern
2. The corridor's designated function as a regional highway
3. The economic development goals of the County's adopted Comprehensive Plan
4. The rezoning request addresses a pressing, time-sensitive public need: keeping a long-established local business and its jobs in Oxford.

2. Business Continuity and Public Need

The Applicant has spent twelve years building one of the largest and most trusted automotive repair businesses in the City of Oxford, with a loyal customer base developed over that time. That business is now at risk of being lost to the community entirely.

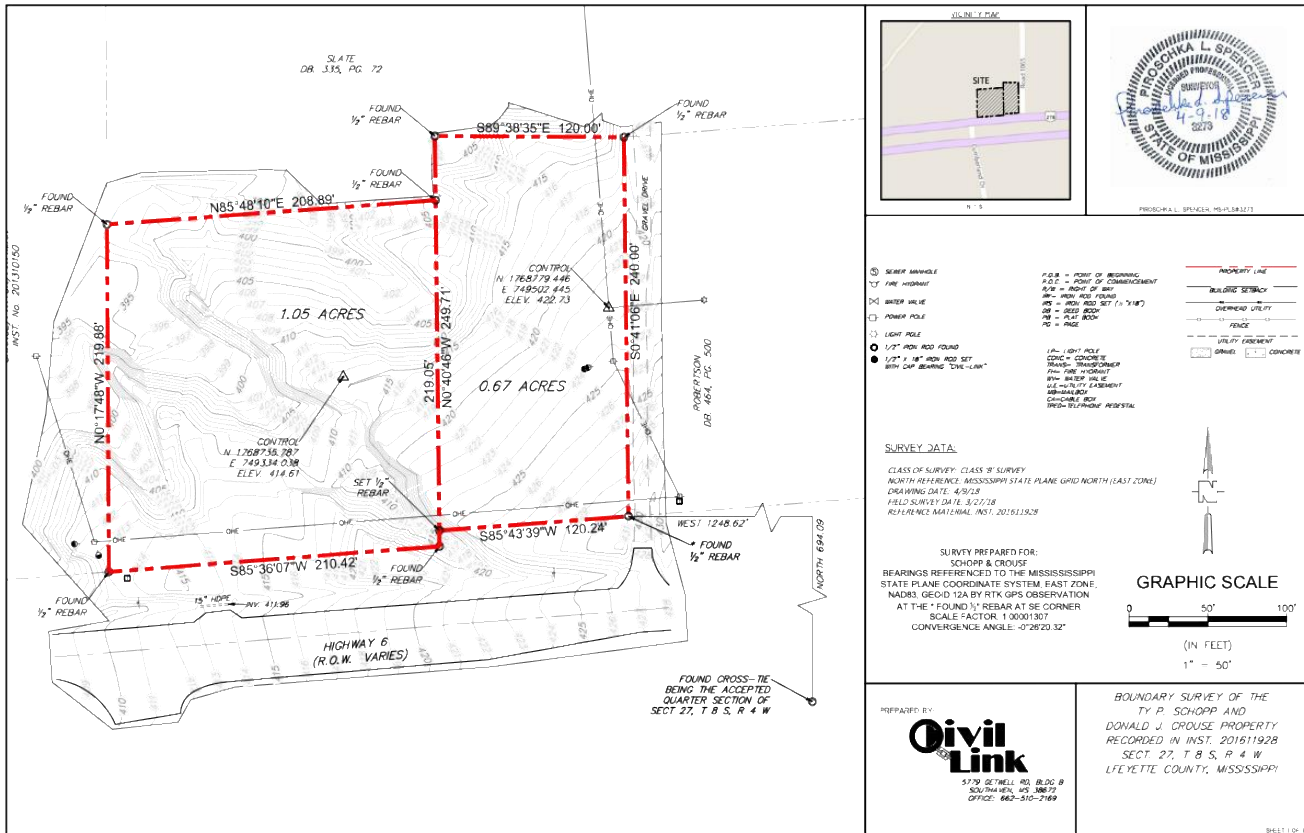
The business currently operates on leased property in Oxford. The Applicant has attempted, without success, to purchase the site or renegotiate lease terms that would allow continued operation. The property owner's asking price is \$2,000,000, for sites recently appraised at approximately \$900,000 — a gap that makes continued operation at the current location financially unworkable.

Relocating the business to the Applicant's own, already-owned parcels along Highway 278 is the path that keeps this business, its employees, and its established customer base within the City of Oxford, rather than losing the operation to another jurisdiction. This is not a speculative commercial rezoning; it is a relocation of an existing, operating business made necessary by circumstances outside the Applicant's control. Approving the requested C-3 designation directly serves the public need this report documents throughout: retaining local jobs, local tax base, and a service Oxford residents already rely on.

3. Site and Ownership Background

The Applicant has held the property since 2017. The site and two adjoining Schopp-owned tracts (0.78 and 1.03 acres, currently undeveloped) sit along the Highway 278/MS 6 corridor, one of the two principal arterial highways serving Lafayette County.

The property was recently rezoned to a residential classification. This report does not allege any error in that prior action; rather, it demonstrates that conditions along the corridor have evolved since that zoning was applied, to the point that a commercial designation is now the more appropriate and needed classification (see Section 9).



4. Proposed Use — Automotive Repair Facility

The Applicant proposes to relocate his existing, established automotive repair business to this site, consistent with typical commercial service uses found along the corridor. Key features of the proposed operation include:

- Customer vehicles received and repaired within the primary structure, with overflow / awaiting-parts storage screened behind the building.
- A defined point of access from Highway 278, with on-site signage directing customers and on-site customer parking.
- Ingress/egress improvements coordinated with the Mississippi Department of Transportation (MDOT), for which the Applicant has already secured preliminary design input.
- Operations and appearance consistent with other owner-operated commercial service businesses already located along this stretch of Highway 278, and consistent with the twelve-year operating history of the business at its current Oxford location.

Upon approval of the C-3 map amendment, the Applicant will separately apply for the conditional use permit required for automotive repair. Section 8 of this report sets out, in advance, why this use is properly understood as a commercial rather than an industrial use — reasoning the Applicant intends to carry forward into that subsequent application.

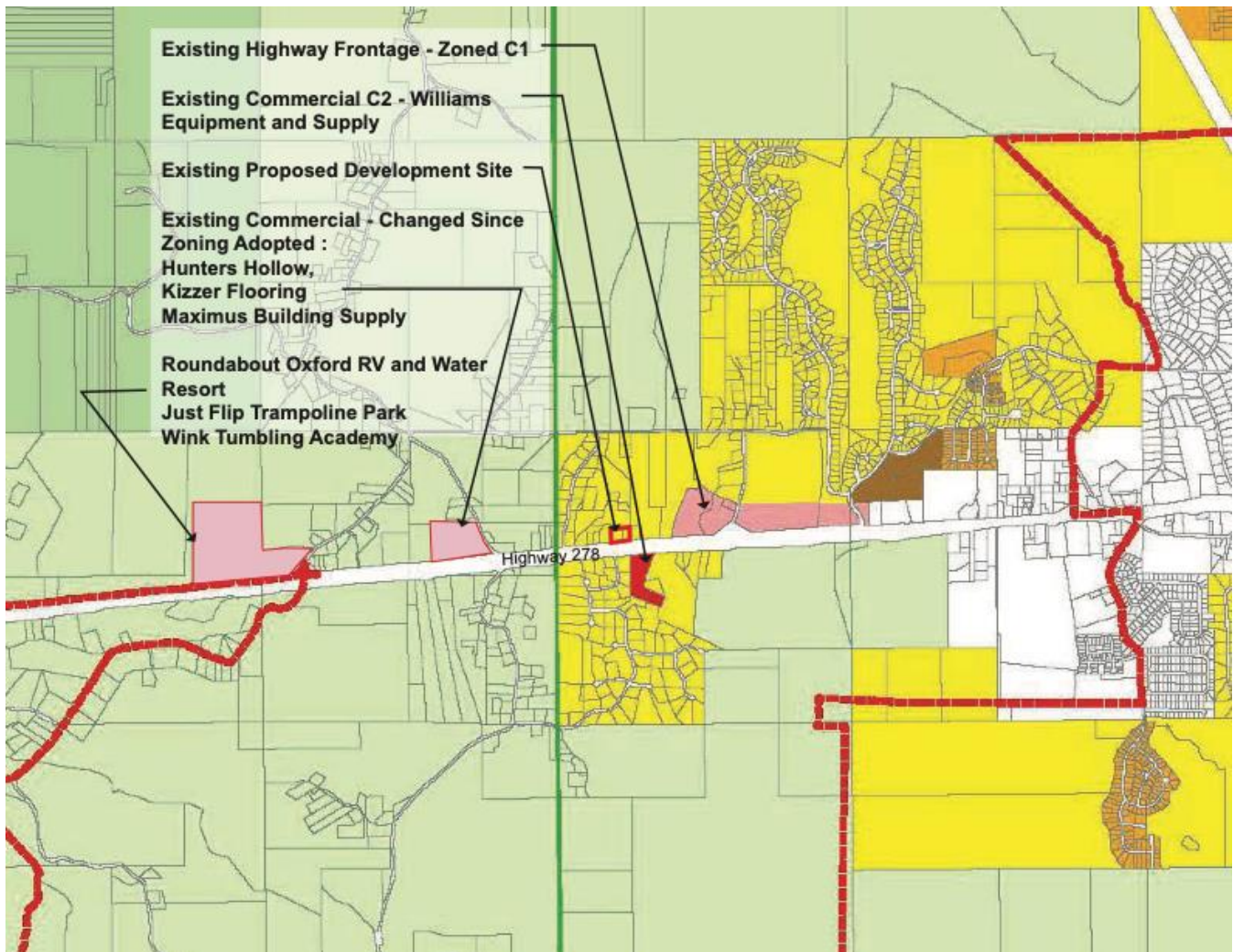


5. Surrounding Land Use and Zoning Context

The subject property is embedded within an established and growing commercial corridor. Existing commercial development lies directly across Highway 278 at the property's median break (Williams Equipment and Supply), and a cluster of additional commercial uses — Hunters Hollow, Kizzer Flooring, and Maximus Building Supply — sits within a half mile to the west. The site is also within roughly 800 feet of existing Commercial 1 (C-1) zoning. Further west, within about a mile, sit newer commercial destinations including the Roundabout Oxford RV and Water Resort, Just Flip Trampoline Park, and Wink Tumbling Academy.

A separate rezoning request for a property approximately 500 feet from the subject site, also seeking Commercial 3 (C-3) classification, is pending before the County at the time of this report. If approved, that action will provide additional, contemporaneous evidence of the corridor's shift toward commercial character. This report references that pending request as context; it will be updated with the specific site and decision once final action is taken, and the Applicant does not rely on it as a precedent until it is approved.

To the east, the corridor transitions toward Oxford, with the Wellsgate residential subdivision (approximately 0.8 miles east) reflecting the corridor's typical development pattern: commercial frontage along the highway with residential development set back behind it.



Adjacent and Nearby Properties

The table below summarizes ownership and use of properties immediately adjacent to and surrounding the subject site, based on current county records compiled for this application.



Location	Owner of Record	Acres ±	Current Use
Subject Parcel 1	Ty Schopp	0.78	Undeveloped
Subject Parcel 2	Ty Schopp	1.03	Undeveloped
9 County Road 1065, Oxford, MS 38655	Issac Slate	4.79	Single-family home
610 Highway 6 W, Oxford, MS 38655	Frank Orange	1.44	Single-family home
500 Cumberland Pl, Oxford, MS 38655	Gerald Lynn Shepard	0.86	Single-family home
501 Cumberland Pl, Oxford, MS 38655	Brian and Stephanie Young	1.54	Single-family home
597 Highway 6 W, Oxford, MS 38655	Williams Investments of Oxford	7.40	Commercial business
598 Highway 6 W, Oxford, MS 38655	Robert Jay Andrews	1.10	Single-family home
Adjacent tract	AA Hunt Club of Oxford	21.32	Undeveloped

6. Highway Corridor and Transportation Context

The subject property fronts U.S. Highway 278, which runs concurrently with Mississippi Highway 6 through Lafayette County and is officially designated the Military Order of the Purple Heart Highway. Highway 278/MS 6 is one of only two major arterial highways identified in the County's Comprehensive Plan, linking Lafayette County to Tupelo, Oxford, Batesville, and Clarksdale, and serving a level of regional through-traffic well beyond that of a typical local or residential street.

Because the property fronts a designated major arterial, it is precisely the type of location the Comprehensive Plan identifies as appropriate for its most intensive, vehicle-oriented commercial category (see Section 7).

The Applicant has coordinated with MDOT on ingress/egress design for the site and will complete any access-related improvements MDOT requires as a condition of operating the automotive repair use.



7. Economic Need and Comprehensive Plan Consistency

The subject property lies within a federally designated Opportunity Zone. As a currently vacant site, its development for commercial use represents a direct addition to the County's tax base and retail sales activity — both of which the Comprehensive Plan identifies as priorities. The Plan notes that Lafayette County has been among the fastest-growing counties in Mississippi, and that commercial and industrial development in the unincorporated county remains limited relative to demand, with the County specifically seeking to “expand these options and create more economic development.”

The 2017 Lafayette County Comprehensive Plan (adopted November 6, 2017) sets out several Land Use Goals and Objectives directly supporting this request:

- Goal 3 (protect property values and tax revenue) directs the County to “identify prime commercial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses” — a description that matches this site's highway frontage and its position among an existing cluster of commercial uses.
- Goal 4 (promote commercial and industrial growth) calls for identifying tracts with transportation access for commercial and industrial opportunity, including sites suited for redevelopment.

The alignment with the Plan's Future Land Use categories is direct: the Plan's “Commercial High Density” land use category — the same designation the requested C-3 zoning district implements — is defined as land intended for “vehicle-oriented commercial activities which typically require direct auto traffic access and visibility from major transportation corridors” and uses that function independently of pedestrian traffic. That is an accurate description of the proposed automotive repair use and its Highway 278 frontage. The Plan's residential land use categories, by contrast, are intended for areas served by (or soon to be served by) municipal sewer, without the same highway-oriented access requirement.

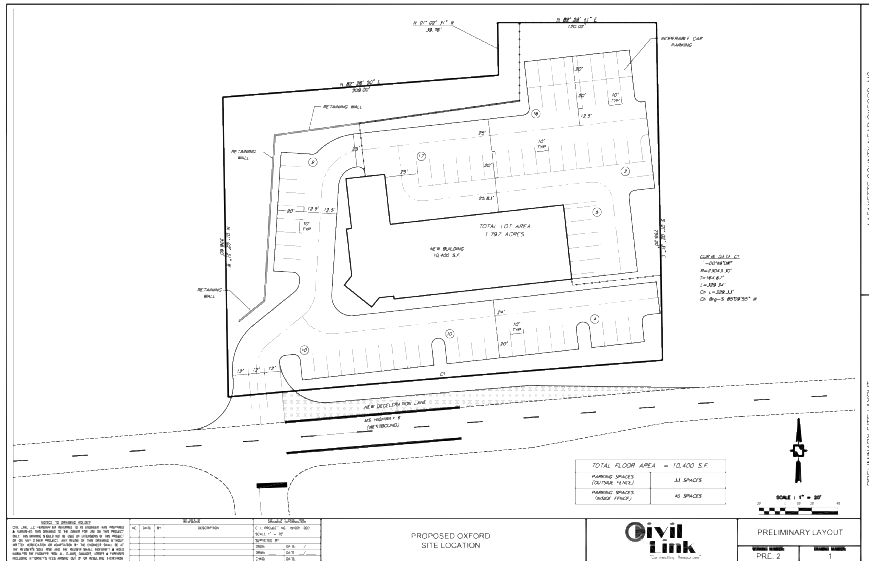
Taken together, the Comprehensive Plan's own goals, objectives, and land use definitions point toward Commercial High Density (C-3) classification for a highway-fronting, currently vacant Opportunity Zone parcel already surrounded by commercial development — not toward continued residential zoning.

8. Why This Use Is Commercial, Not Industrial

Because the Applicant will need a conditional use (special exception) approval to operate automotive repair once C-3 is granted, this report builds that record now. The Lafayette County Zoning Ordinance defines “Garage, Mechanical (Repair Shop)” as a building or portion thereof, other than a private or storage garage, used for servicing, repairing, or equipping motor-driven vehicles, including selling, renting, or leasing vehicles in conjunction with repair work. That definition — not the Ordinance's industrial-use definitions — governs the proposed use, for the following reasons:

- Customer-facing and retail-adjacent: the business receives individual customers and their vehicles directly, sells parts and services at retail, and depends on highway visibility and access — the same operating characteristics the Ordinance and Comprehensive Plan use to define commercial, vehicle-oriented uses, not industrial ones.
- Fully enclosed operations: repair work is conducted within a primary structure, distinguishing the use from the Ordinance's definition of Light or Heavy Industry, which turns on manufacturing activity, processing of raw or secondary materials, and (for heavy industry) uses that are not fully enclosed or that generate substantial noise, vibration, or odors.
- Not a salvage or wrecking use: the proposed business is not an automobile or metal salvage operation or junkyard — categories the Ordinance treats as prohibited outright in several districts — because no vehicles are dismantled for parts, stored long-term as inoperable, or processed for scrap.
- Consistent with existing conditional commercial uses in the corridor: mechanical repair shops are a routine, long-recognized conditional use within commercial districts along highway corridors statewide, reflecting their function as consumer services rather than production or manufacturing activity.

On this basis, the Applicant's position — to be developed further in the forthcoming conditional use application — is that automotive repair is properly classified and reviewed as a commercial conditional use in the C-3 district, consistent with the Ordinance's own definitions, and not as an industrial use requiring I-1 or I-2 zoning.



Proposed Site Plan

Note: This plan has been reviewed by MSDOT for the purpose of approving access and lane requirements along Highway 6.

This plan also demonstrates the client's proposed layout and how the building and its uses will be commercial in nature, with access, parking, and customer-facing uses, with all work to happen within and behind the structure.



Existing Business Location Images

Image 1: Is the front entrance of the existing Olive Branch location at 6185 Goodman Rd. Olive Branch, MS 38654

Image 2: Is the front façade of the existing Southaven Location at 6751 Elmore Road, Southaven, MS 38671

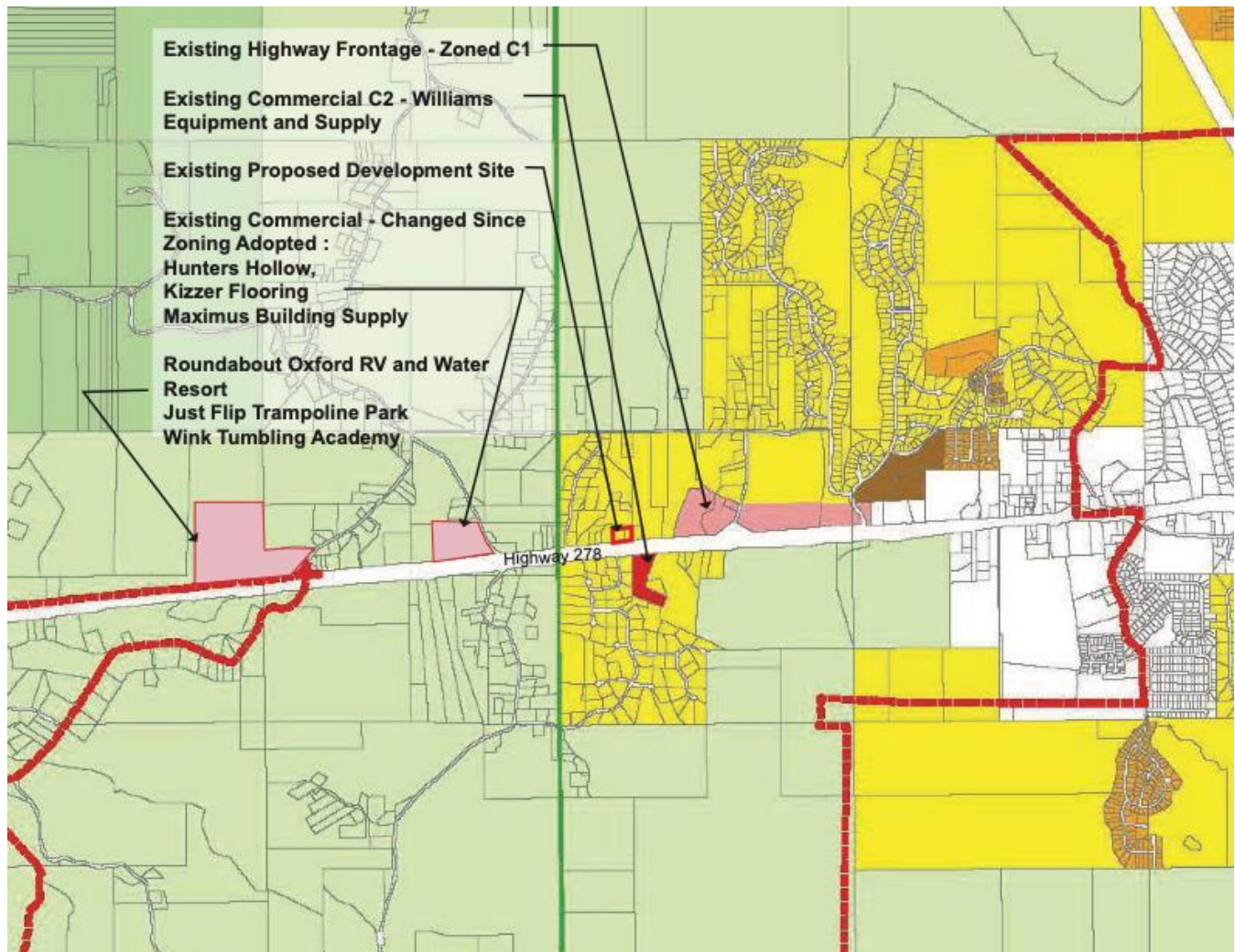
Both images represent the applicant's current development standards, high-end building materials, and customer entrance at the front of the building. These existing businesses represent the style and quality of what is being proposed for this site.



9. Response to Rezoning Criteria (Zoning Ordinance § 2106)

Lafayette County's Zoning Ordinance (§ 2106, Amendments to the Zoning Ordinance Text or the Official Zoning Map) requires a rezoning applicant to address two criteria. The Applicant's position on each is summarized below and detailed in the paragraphs that follow.

Ordinance Criterion (§ 2106)	Applicant's Position
(A) Mistake in the original zoning	Not applicable. The applicant does not allege a clerical or administrative error in the prior residential zoning action. The request is instead based entirely on Criterion (B).
(B) Changed neighborhood character and public need	Applies. The corridor's character has shifted from rural/agricultural to a mixed commercial-and-industrial pattern along Highway 278, reinforced by a pending, separate C-3 rezoning request approximately 500 feet from the site. The requested Commercial 3 designation meets a demonstrated public need: retaining an established local business, its jobs, and its tax base within Oxford.



Changed Character of the Neighborhood

Since the property's residential zoning was applied, the immediate corridor has continued to develop with commercial and industrial-pattern uses on both sides of the highway and directly across from the site at its median break. New commercial destinations — including a regional RV resort, a trampoline park, and a tumbling academy — have located within a mile of the property, and existing C-1 zoning sits within roughly 800 feet. A separate, pending request for C-3 zoning approximately 500 feet from the site, once decided, will provide further contemporaneous evidence of this shift. This pattern — commercial and industrial frontage along the regional highway, with residential development (such as Wellsgate) set back behind it — mirrors the established growth pattern found elsewhere along Highway 278 approaching Oxford. The neighborhood's character, in short, has shifted from a purely rural, agricultural corridor toward a mixed commercial corridor with residential areas behind the highway frontage.

Public Need for the Rezoning

The public need for this rezoning follows from four factors documented above: (1) the Comprehensive Plan's stated goals to expand commercial and industrial development options in the unincorporated County; (2) the site's location within a federal Opportunity Zone intended to spur exactly this type of investment; (3) the practical need for automotive repair services along a high-traffic regional corridor already serving RV, recreation, and building-supply customers; and (4) the immediate, time-sensitive need to retain an established, twelve-year-old local business — and the jobs and customer relationships built with it — within the City of Oxford, where the Applicant has been unable to secure a workable path to remain at his current leased location. Granting the requested C-3 classification converts a vacant parcel into a tax-generating, service-providing use consistent with the corridor's trajectory, at negligible cost or disruption to the surrounding residential areas set back from the highway.

10. Conclusion and Request

For the reasons set out above, the Applicant respectfully requests that the Lafayette County Planning Commission and Board of Supervisors approve an amendment to the Official Zoning Map reclassifying the subject property from Residential to Commercial 3 (C-3). The request is consistent with the surrounding development pattern, the corridor's function as a designated major arterial highway, and the economic development goals of the County's adopted Comprehensive Plan — and it addresses an urgent public need to keep an established local business and its jobs in Oxford. The Applicant will appear at the Planning Commission meeting as required and will pursue the associated conditional use approval for automotive repair, on the record begun in Section 8 of this report, upon approval of this map amendment.

Sources cited in this report:

- Lafayette County, Mississippi Comprehensive Plan, adopted November 6, 2017. lafayettems.com/wp-content/uploads/2020/03/Comp-Plan-Reduced.pdf
- Zoning Ordinance of Lafayette County, Mississippi, adopted January 18, 2018. lafayettems.com/wp-content/uploads/2020/03/Lafayette-County-Zoning-Ordinance-Adopted-01182018.pdf
- Lafayette County Land Development Standards and Regulations, Revision 2018-1. lafayettems.com/wp-content/uploads/2020/03/Land-Development-Standards-and-Regulations.pdf

Appendix A:

Appendix A contains the legal descriptions for both tracts, a boundary map of the 2 tracts owned by the applicant, and the proposed Site plan, which has been reviewed and approved by MSDOT, for access management to the site from Highway 6.

SURVEY DESCRIPTION

DESCRIPTION OF TY P. SCHOPP AND DONALD J. CROUSE PROPERTY RECORDED IN INSTRUMENT NO. 201611928 IN THE OFFICE OF THE CHANCERY CLERK, LAFAYETTE COUNTY, MISSISSIPPI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT I

COMMENCING AT A FOUND CROSS-TIE BEING THE COMMONLY ACCEPTED QUARTER SECTION OF SECTION 27, TOWNSHIP 8 SOUTH, RANGE 4 WEST IN LAFAYETTE COUNTY, MISSISSIPPI; THENCE N00°00'00"W A DISTANCE OF 694.09 FEET TO A POINT; THENCE N90°00'00"W A DISTANCE OF 1,248.62 FEET TO A FOUND ½" IRON ROD, SAID ROD ALSO BEING THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT 1; THENCE S85°43'39"W A DISTANCE OF 120.24 FEET ALONG THE NORTH RIGHT OF WAY OF MISSISSIPPI HIGHWAY 6 (R.O.W. VARIES) TO A SET ½" IRON ROD; THENCE LEAVING SAID MISSISSIPPI HIGHWAY 6 NORTH RIGHT OF WAY N00°40'46"W A DISTANCE OF 249.71 FEET TO A GOUND ½" IRON ROD ON THE SOUTH LINE OF THE SLATE TRACT RECORDED IN DEED BOOK 335, PAGE 72 IN THE OFFICE OF THE CHANCERY CLERK, LAFAYETTE COUNTY, MISSISSIPPI; THENCE ALONG SAID SLATE TRACT SOUTH LINE S89°38'35"E A DISTANCE OF 120.00 FEET TO A FOUND ½" IRON ROD, SAID POINT BEING THE NORTHWEST CORNER OF THE ROBERTSON TRACT RECORDED IN DEED BOOK 464, PAGE 500 IN THE OFFICE OF THE CHANCERY CLERK, LAFAYETTE COUNTY, MISSISSIPPI; THENCE ALONG SAID ROBERTSON TRACT WEST LINE S00°41'06"E A DISTANCE OF 240.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 0.67 ACRES, MORE OR LESS.

SUBJECT TO ALL RIGHTS OF WAY AND EASEMENTS OF RECORD IN EFFECT FOR DESOTO COUNTY, MISSISSIPPI. ALL BEARINGS REFERENCED TO MISSISSIPPI STATE PLANE COORDINATES, EAST ZONE, NAD 83, GEOID G12A BY RTK GPS OBSERVATION.

TRACT II

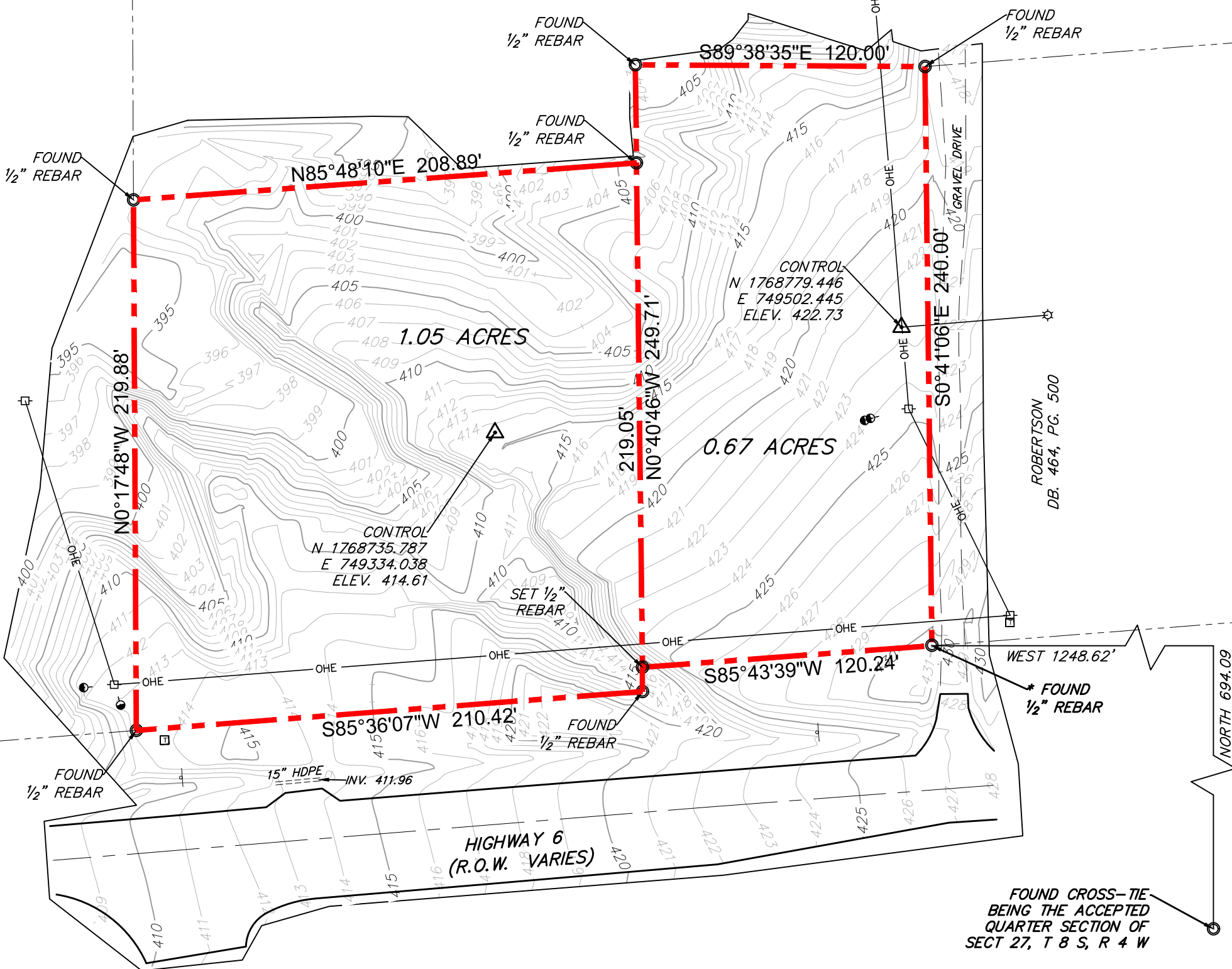
COMMENCING AT A FOUND CROSS-TIE BEING THE COMMONLY ACCEPTED QUARTER SECTION OF SECTION 27, TOWNSHIP 8 SOUTH, RANGE 4 WEST IN LAFAYETTE COUNTY, MISSISSIPPI; THENCE N00°00'00"W A DISTANCE OF 694.09 FEET TO A POINT; THENCE N90°00'00"W A DISTANCE OF 1,248.62 FEET TO A FOUND ½" IRON ROD ON THE NORTH RIGHT OF WAY OF MISSISSIPPI STATE HIGHWAY 6 (R.O.W. VARIES) ; THENCE ALONG SAID MISSISSIPPI STATE HIGHWAY 6 NORTH RIGHT OF WAY S85°43'39"W A DISTANCE OF 120.24 FEET TO A SET ½" IRON ROD; THENCE N00°40'46"W A DISTANCE OF 10.02 FEET TO A FOUND ½" IRON ROD, SAID ROD BEING THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT II; THENCE S85°36'07"W A DISTANCE OF 210.42 FEET TO A FOUND ½ IRON ROD; THENCE LEAVING SAID MISSISSIPPI STATE HIGHWAY 6 NORTH RIGHT OF WAY N00°17'48"W A DISTANCE OF 219.88 FEET TO A FOUND ½" IRON ROD AT THE SOUTHWEST CORNER OF THE SLATE TRACT RECORDED IN DEED BOOK 335, PAGE 72 IN THE OFFICE OF THE CHANCERY CLERK, LAFAYETTE COUNTY,

MISSISSIPPI; THENCE ALONG SAID SLATE TRACT SOUTH LINE N85°48'10"E A DISTANCE OF 208.89 FEET TO A FOUND ½" IRON ROD; THENCE LEAVING SAID SLATE TRACT SOUTH LINE S00°40'46"E A DISTANCE OF 219.05 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.05 ACRES, MORE OR LESS.

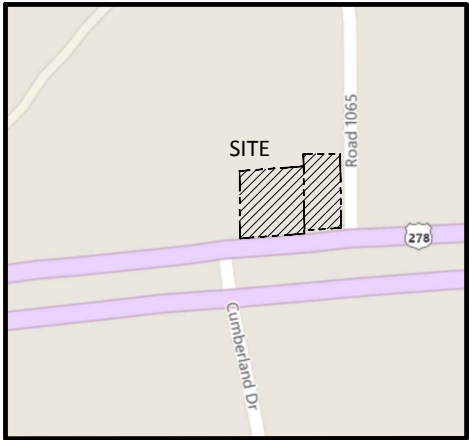
SUBJECT TO ALL RIGHTS OF WAY AND EASEMENTS OF RECORD IN EFFECT FOR DESOTO COUNTY, MISSISSIPPI. ALL BEARINGS REFERENCED TO MISSISSIPPI STATE PLANE COORDINATES, EAST ZONE, NAD 83, GEOID G12A BY RTK GPS OBSERVATION

INST. No. 201310150

SLATE
DB. 335, PG. 72



VICINITY MAP

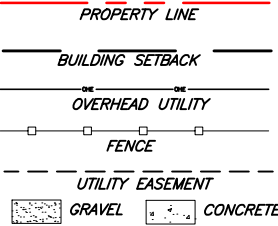


PIROSHKA L. SPENCER, MS-PLS#3273

- ⊙ SEWER MANHOLE
- ⊕ FIRE HYDRANT
- ⊗ WATER VALVE
- POWER POLE
- ⊙ LIGHT POLE
- 1/2" IRON ROD FOUND
- 1/2" X 18" IRON ROD SET WITH CAP BEARING "CIVIL-LINK"

P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT
R/W = RIGHT OF WAY
IRF = IRON ROD FOUND
IRS = IRON ROD SET (1/2" X 18")
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE

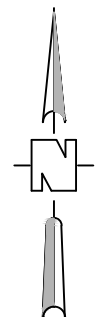
LP = LIGHT POLE
CONC = CONCRETE
TRANS = TRANSFORMER
FH = FIRE HYDRANT
WV = WATER VALVE
U.E. = UTILITY EASEMENT
MB = MAILBOX
CA = CABLE BOX
TPED = TELEPHONE PEDESTAL



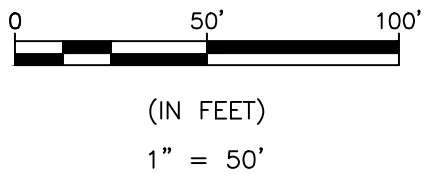
SURVEY DATA:

CLASS OF SURVEY: CLASS 'B' SURVEY
NORTH REFERENCE: MISSISSIPPI STATE PLANE GRID NORTH (EAST ZONE)
DRAWING DATE: 4/9/18
FIELD SURVEY DATE: 3/27/18
REFERENCE MATERIAL: INST. 201611928

SURVEY PREPARED FOR:
SCHOPP & CROUSE
BEARINGS REFERENCED TO THE MISSISSIPPI
STATE PLANE COORDINATE SYSTEM, EAST ZONE,
NAD83, GEOID 12A BY RTK GPS OBSERVATION
AT THE * FOUND 1/2" REBAR AT SE CORNER
SCALE FACTOR: 1.00001307
CONVERGENCE ANGLE: -0°26'20.32"



GRAPHIC SCALE

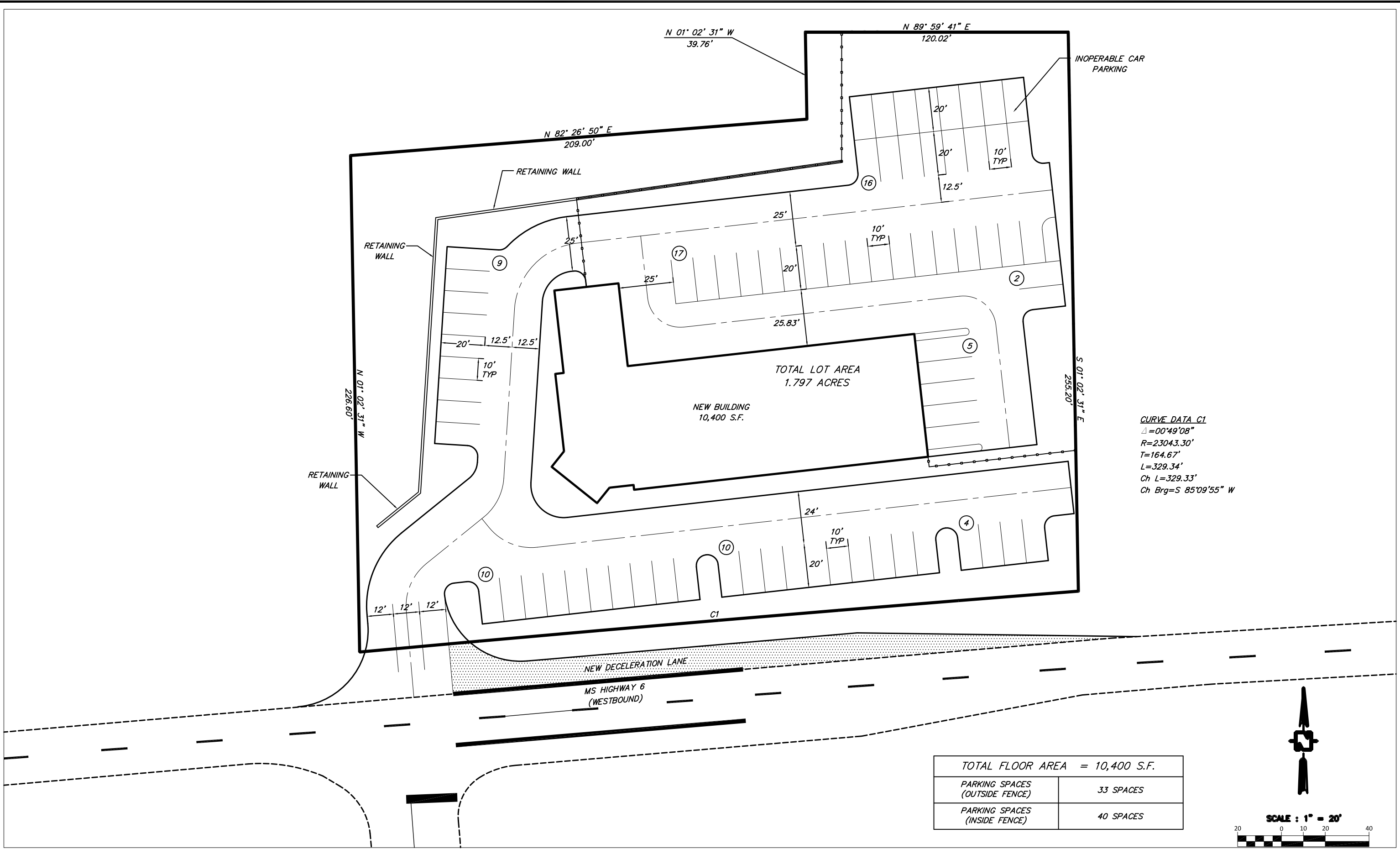


PREPARED BY:



5779 GETWELL RD, BLDG B
SOUTHAVEN, MS 38672
OFFICE: 662-510-2169

BOUNDARY SURVEY OF THE
TY P. SCHOPP AND
DONALD J. CROUSE PROPERTY
RECORDED IN INST. 201611928
SECT. 27, T 8 S, R 4 W
LFEYETTE COUNTY, MISSISSIPPI



NOTICE TO DRAWING HOLDER

CIVIL LINK, LLC, HEREINAFTER REFERRED TO AS ENGINEER, HAS PREPARED & FURNISHED THIS DRAWING TO THE OWNER FOR USE ON THIS PROJECT ONLY. THIS DRAWING SHOULD NOT BE USED ON EXTENSIONS OF THIS PROJECT OR ON ANY OTHER PROJECT. ANY REUSE OF THIS DRAWING WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY THE ENGINEER SHALL BE AT THE REUSER'S SOLE RISK AND THE REUSER SHALL INDEMNIFY & HOLD HARMLESS THE ENGINEER FROM ALL CLAIMS, DAMAGES, LOSSES & EXPENSES INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING THEREFROM.

REVISIONS				DRAWING INFORMATION	
NO.	DATE	BY	DESCRIPTION	C-L PROJECT NO.	151021-002
				SCALE:	1" = 20'
				SURVEYED BY:	
				DSGN:	DATE: --/--
				DRWN:	DATE: --/--
				CHKD:	DATE: --/--

**PROPOSED OXFORD
SITE LOCATION**



Civil Link
"Connecting Resources"

PRELIMINARY LAYOUT	
WORKING NUMBER	DRAWING NUMBER
PRE. 2	1

Legal Description

TRACT 1

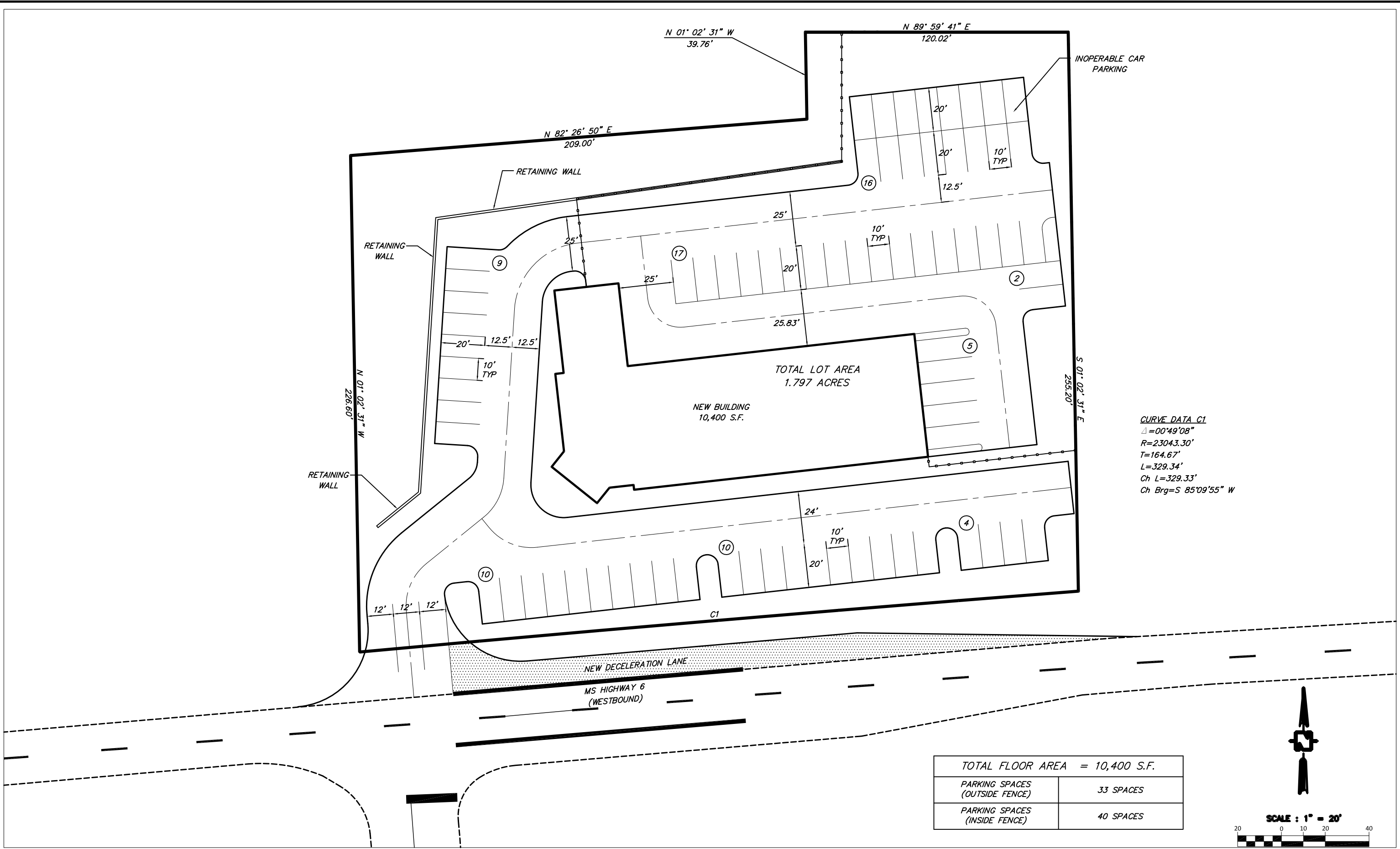
Property located in Section 27, Township 8 South, Range 4 West

Beginning at the N R.O.W. line of Mississippi State Highway No. 6 at the SW corner of O.D. Burt's land. Run thence W along the N R.O.W. line of said Highway No. 6 a distance of 209 feet, thence N a distance of 209 feet, run thence E a distance of 209 feet, run thence S a distance of 209 feet to the point of beginning, containing 1 acre, more or less.

TRACT 2

Property located in the Northwest Quarter of Section 27, Township 8 South, Range 4 West, Lafayette County, Mississippi, containing 0.674 acres, more or less:

Beginning at a 1/2" iron pin set on the North right of way line of MS Hwy 6, said iron pin being located 3244.81 feet north of and 1194.52 feet East of an existing plow blade accepted as the Southwest corner of said Section 27, run thence North 01 deg. 02 min. 31sec. West, leaving said right of way, for a distance of 249.70 feet to a 1/2" iron set; run thence due East for a distance of 120.00 feet to a 1/2" iron pin set; run thence South 01 deg. 02 min. 31 sec. East for a distance of 240.00 feet to a 1/2" iron pin set on the North right of way line of MS Hwy No. 6; run thence South 85 deg. 22 min. 14 sec. West along said right of way, for a distance of 120.24 feet to the point of beginning.



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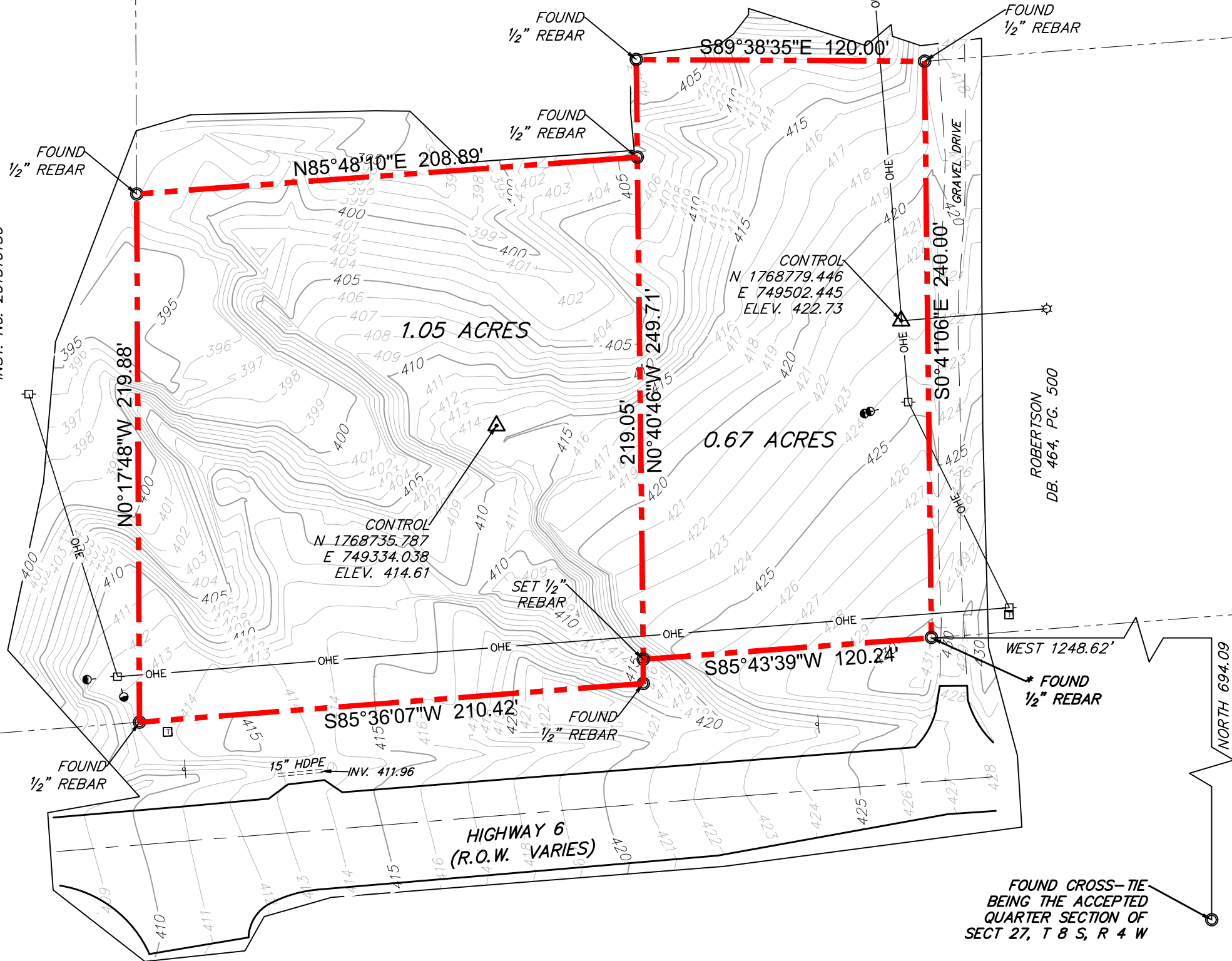
**PROPOSED OXFORD
SITE LOCATION**

Civil Link
"Connecting Resources"

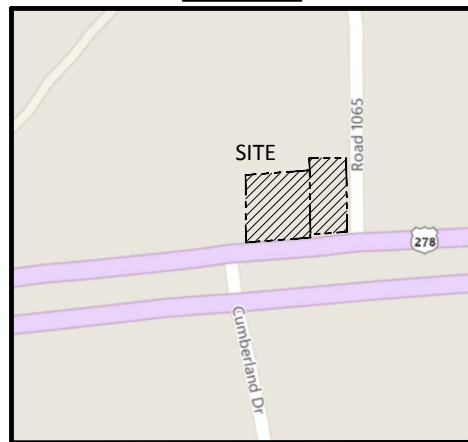
PRELIMINARY LAYOUT	
WORKING NUMBER	DRAWING NUMBER
PRE. 2	1

INST. No. 201310150

SLATE
DB. 335, PG. 72



VICINITY MAP



N.T.S.

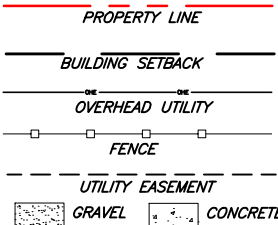


PIROSHKA L. SPENCER, MS-PLS#3273

- SEWER MANHOLE
- FIRE HYDRANT
- WATER VALVE
- POWER POLE
- LIGHT POLE
- 1/2" IRON ROD FOUND
- 1/2" X 18" IRON ROD SET WITH CAP BEARING "CIVIL-LINK"

P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT
R/W = RIGHT OF WAY
IRF = IRON ROD FOUND
IRS = IRON ROD SET (1/2" X 18")
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE

LP = LIGHT POLE
CONC = CONCRETE
TRANS = TRANSFORMER
FH = FIRE HYDRANT
WV = WATER VALVE
U.E. = UTILITY EASEMENT
MB = MAILBOX
CA = CABLE BOX
TPED = TELEPHONE PEDESTAL

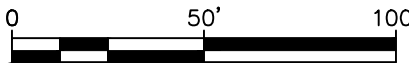


SURVEY DATA:

CLASS OF SURVEY: CLASS 'B' SURVEY
NORTH REFERENCE: MISSISSIPPI STATE PLANE GRID NORTH (EAST ZONE)
DRAWING DATE: 4/9/18
FIELD SURVEY DATE: 3/27/18
REFERENCE MATERIAL: INST. 201611928

SURVEY PREPARED FOR:
SCHOPP & CROUSE
BEARINGS REFERENCED TO THE MISSISSIPPI
STATE PLANE COORDINATE SYSTEM, EAST ZONE,
NAD83, GEOID 12A BY RTK GPS OBSERVATION
AT THE * FOUND 1/2" REBAR AT SE CORNER
SCALE FACTOR: 1.00001307
CONVERGENCE ANGLE: -0°26'20.32"

GRAPHIC SCALE



(IN FEET)

1" = 50'

PREPARED BY:

Civil Link

5779 GETWELL RD, BLDG B
SOUTHAVEN, MS 38672
OFFICE: 662-510-2169

BOUNDARY SURVEY OF THE
TY P. SCHOPP AND
DONALD J. CROUSE PROPERTY
RECORDED IN INST. 201611928
SECT. 27, T 8 S, R 4 W
LFEYETTE COUNTY, MISSISSIPPI

ARTICLE XV: COMMERCIAL HIGH DENSITY DISTRICT (C-3)

SECTION 1500 – PURPOSE OF THIS DISTRICT

The purpose of this district is to provide relatively spacious areas for the development of vehicle-oriented commercial activities which typically require direct auto traffic access and visibility from major transportation. This district is intended to encourage those commercial activities which function relatively independent of intensive pedestrian traffic and proximity to other commercial establishments. In accordance with the adopted Goals and Objectives of the Comprehensive Plan of Lafayette County, the outdoor commercial uses (i.e., those in which all or much of the business is conducted out-of-doors) first permitted outright in this district shall be located well away from all residential uses.

These districts are appropriate for the fringes of retail districts and only along major transportation designated as arterial roads on the adopted Transportation Plan. Uses first permitted in I-1 Light Industrial districts, and I-2 Heavy Industrial districts shall not be permitted in C-3 districts.

SECTION 1501 – LAND USES PERMITTED

- A. Any use permitted in the C-2 Commercial Medium Density District, subject to all regulations of that District.
- B. Boat and marine sales, rental/lease, and service.
- C. Warehousing and storage, provided that all storage is within enclosed structures; such as mini-warehouses.
- D. Country stores.
- E. Veterinary Clinics and hospitals with outside dog runs.
- F. Other similar enterprises or businesses of the same nature which are not more obnoxious or detrimental to the welfare of the particular area than the enterprises permitted above, not to include those uses which are first permitted in the I-1 District.

SECTION 1502 – CONDITIONAL USES AND STRUCTURES AS PROVIDED UNDER SECTION 2105

- A. Commercial recreational and entertainment enterprises in which all or part of the activities are conducted out-of-doors, such as golf driving or putting courses, water amusement parks, drive-in theaters, etc.
- B. Heavy construction equipment sales and service.
- C. Manufactured home and recreational vehicle sales and service.
- D. Truck stops.

- E. Vehicle sales, rental or lease and vehicle service.
- F. Hotels and Motels
- G. Sale of fireworks.
- H. Public or quasi-public facilities and utilities in compliance with Section 402 and other regulations of this Ordinance.
- I. Extraction of minerals, including sand and gravel, provided that when “open-pit” operations are conducted, the operator must obtain required permits and approvals from other governmental entities and provide Lafayette County Board of Supervisors with written proof of the same.

SECTION 1503 – DIMENSIONAL REQUIREMENTS

1503.01 Maximum Building Height: 35 feet, unless greater height is approved by the Board of Supervisors.

1503.02 Minimum Lot Area:

- A. Shopping centers: three (3) acres.
- B. Independent commercial uses: 10,000 square feet.

1503.03 Minimum Lot Width: 100 feet.

1503.04 Minimum Yards/Setbacks:

- A. Front yard: Forty (40) feet. The first ten (10) feet inside this front yard setback shall remain open except for entrance/exit driveways and shall be landscaped; no parking shall be permitted in these driveways.
- B. Side yards and rear yards where NOT abutting an agricultural or residential district or residential use: Twenty (20) feet; the first five (5) feet inside this side or rear yard setback (adjacent to the property line) shall be landscaped. Furthermore, all yards must meet the buffer yard standards set forth in Section 404.
- D. Side yards and rear yards where abutting an agricultural or residential district or residential use: 20 feet, which shall meet all minimum buffer yard standards set forth in Section 404.

1503.05 Minimum Space between Separate (Detached) Buildings on the Same Lot: 30 feet. No more than two-thirds (2/3) of the space between such buildings shall be paved; the remaining area shall be landscaped in accordance with standards adopted by Lafayette County.

1503.06 Buffer and Screening Requirements: Abutting Use Districts: All Agricultural, Residential and C-1 Districts
Min Width: 30 ft. Min Height: 6 ft.

SECTION 1504 – COMPLIANCE WITH LAND DEVELOPMENT STANDARDS AND REGULATIONS, BUILDING CODES AND OTHER COUNTY REGULATIONS

The Developer, owner and contractor proposing a subdivision of land, commercial enterprise, apartment complex, condominium development and other developments as defined herein, and the construction, occupancy and use of any structure must also comply with the applicable requirements contained in the Lafayette County Land Development Standards and Regulations, Building Codes and other ordinances adopted by the Lafayette County Board of Supervisors.

Rezoning Justification

Schopp Property

Amendment to the Official Zoning Map: Residential → **Commercial 3 (C-3)**

Automotive Repair Facility · U.S. Hwy 278 / MS Hwy 6, Lafayette County

Prepared for the Lafayette County Planning Commission

Applicant: Ty Schopp · Prepared by Place Associates — Ben Wieseman, RLA, AICP

The Request and the Basis for It

The Request

Amendment to the Official Zoning Map

- Reclassify from Residential to Commercial 3 (C-3), Commercial High Density District
- Two adjoining Schopp-owned tracts — 0.78 and 1.03 acres, both undeveloped
- Owned by the Applicant since 2017; rezoned to residential by a prior County action
- Conditional use permit for automotive repair to follow map approval

Change in the Neighborhood

The primary basis for the amendment — § 2106(B)

- The surrounding area has shifted to commercial and highway-oriented development
- Hwy 278 / MS Hwy 6 now functions as a regional principal arterial carrying high volumes
- Adjacent and nearby parcels are commercially zoned or in active commercial use
- The Comprehensive Plan now directs economic development into this corridor

A changed neighborhood, plus a demonstrated public need — the § 2106(B) standard for amendment is met.

Why Now: Business Continuity and Public Need

- Twelve years building one of Oxford's largest and most trusted automotive repair businesses, with a loyal customer base
- The business operates on leased property; attempts to purchase the site or renegotiate the lease have been unsuccessful
- Relocating to land the Applicant already owns is the only path that keeps the business, its employees, and its customers in Oxford
- This is not a speculative commercial rezoning — it is the relocation of an existing, operating business
- Approval retains local jobs, local tax base, and a service Oxford residents already rely on

The gap that forces the move

\$2,000,000

owner's asking price

~\$900,000

recent appraised value

Two adjoining Schopp-owned tracts of 0.67 and 1.05 acres, both undeveloped, along the Highway 278 / MS 6 corridor — one of only two principal arterial highways serving Lafayette County. Held by the Applicant since 2017. Legal descriptions and the surveyed boundary map are provided in Appendix A of the report.



Surrounding Zoning and Land Use

- The property sits within an established commercial and highway-service corridor, not an interior residential neighborhood
- Adjoining highway frontage is already zoned C-1; Williams Equipment and Supply operates under C-2

Commercial uses established since the zoning was adopted:

- Hunters Hollow · Kizzer Flooring · Maximus Building Supply
- Roundabout Oxford RV and Water Resort · Just Flip Trampoline Park · Wink Tumbling Academy
- C-3 aligns the map with the corridor's existing character and function

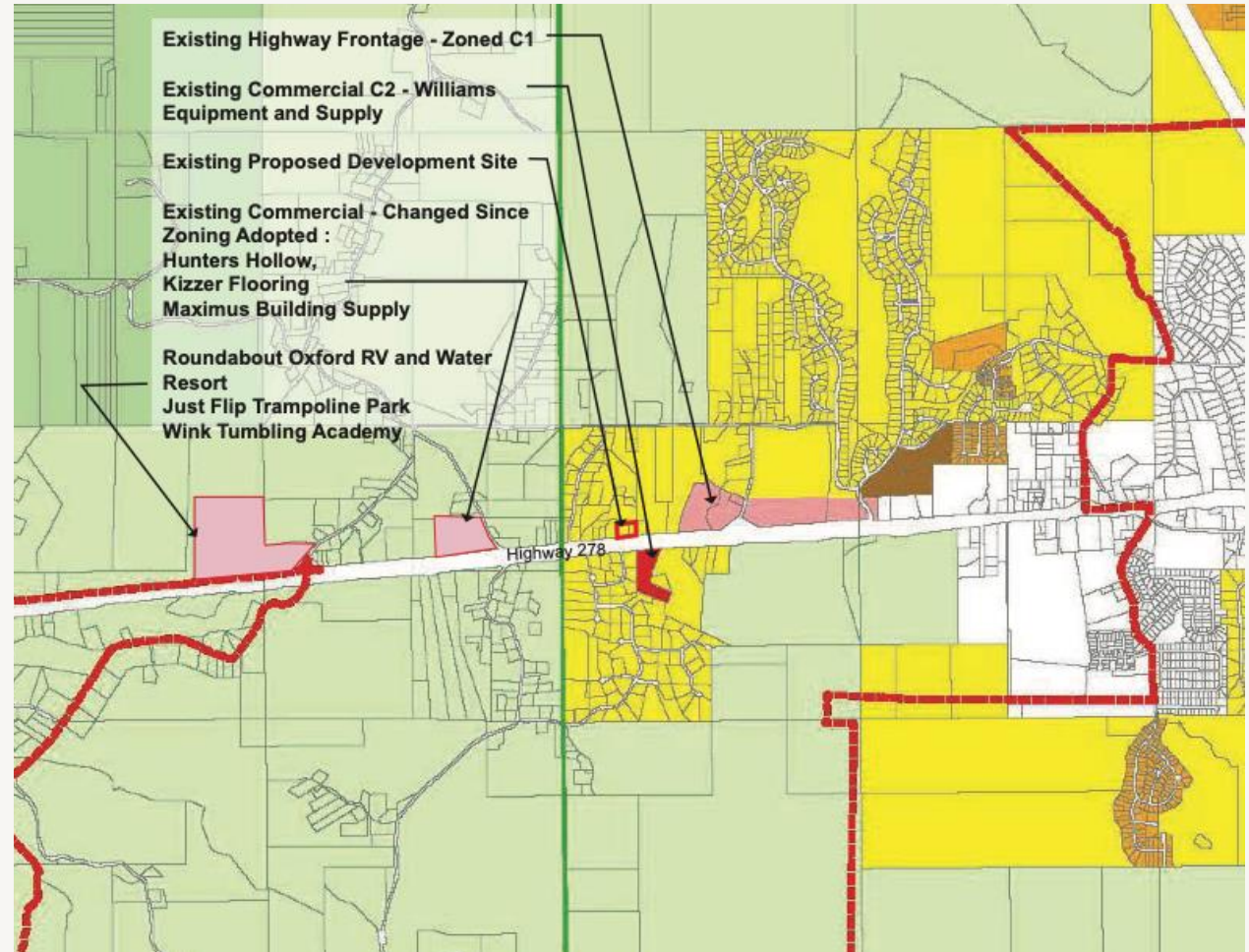


Exhibit: Zoning Exhibit

Adjacent Parcels

- Immediately adjoining land is already committed to commercial and highway-oriented activity
- The requested C-3 district is compatible with, and continuous with, that adjacent pattern
- No interior residential subdivision abuts the tracts
- Approval extends an existing commercial edge rather than introducing an isolated use



Exhibit: Adjacent Parcel

A Regional Arterial, Not a Local Street



Exhibit: MDOT Traffic Count

25,000

vehicles per day recorded at the MDOT count station

- U.S. Hwy 278 / MS Hwy 6 is one of only two principal arterial highways serving Lafayette County
- MDOT traffic counts confirm high, sustained volumes past the property
- Highway-oriented commercial use is the appropriate response to this level of access and exposure
- Access is taken directly from the highway — no traffic is routed through residential streets

Why it matters

A use of this type belongs on a highway of this classification — where access and visibility already exist, and no residential street carries the traffic.

Consistency with the Comprehensive Plan

Adopted plan goals

- Goal 3 — support and strengthen the local economy and existing local businesses
- Goal 4 — direct commercial growth to locations with adequate infrastructure and highway access
- The request implements, rather than departs from, the County's adopted policy direction

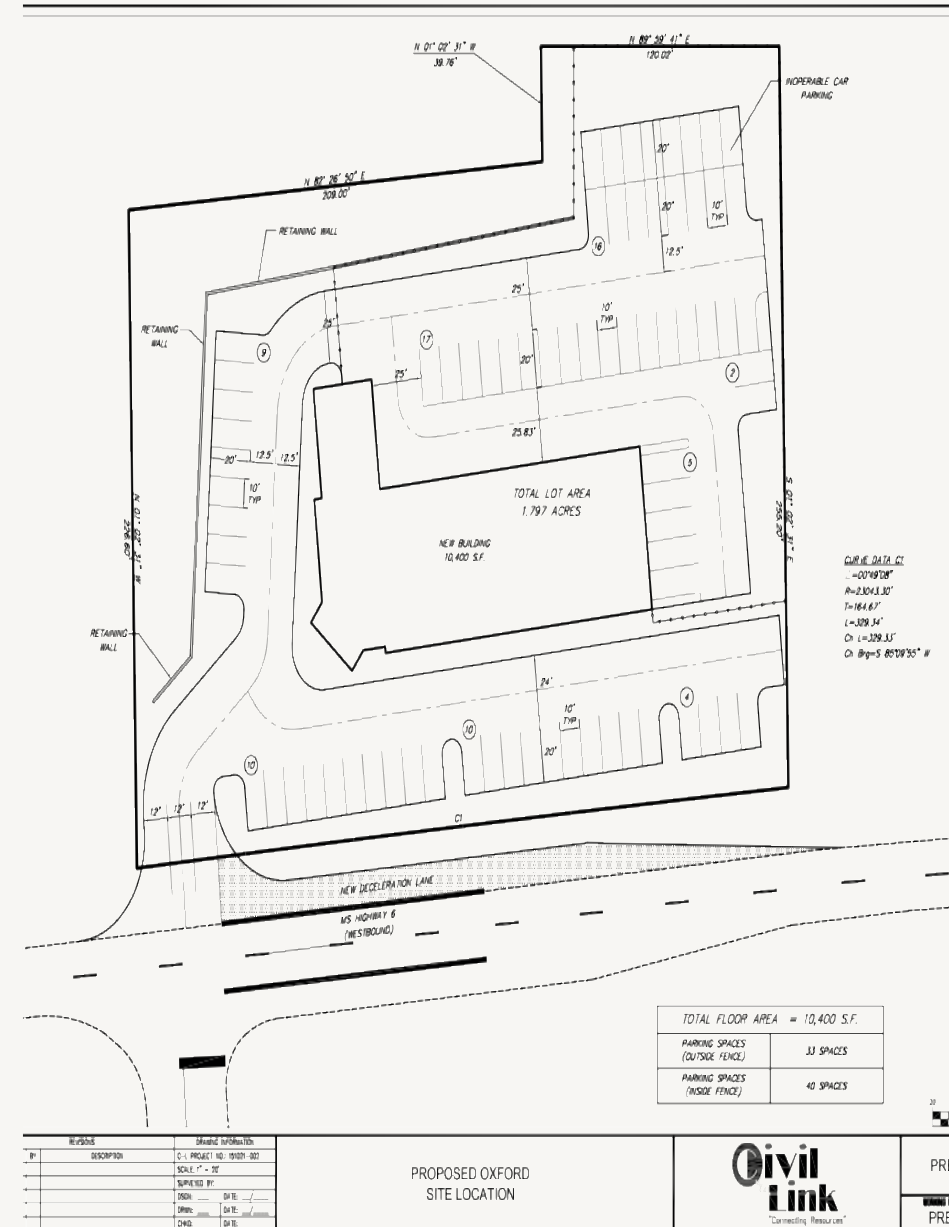
Economic development context

- The property lies within a federally designated Opportunity Zone
- Retains an established business, its employees and its tax contribution in Lafayette County
- Puts an undeveloped highway-frontage parcel into productive use with no extension of public infrastructure

The amendment carries out adopted County policy — it does not depart from it.

Proposed Use and Site Plan

- A purpose-built facility of 10,400 square feet on a 1.797-acre site
- All service work conducted inside enclosed bays
- On-site parking provided both outside and inside the security fence
- Direct highway access, with all parking and circulation contained on site
- Automotive repair requires a conditional use permit — to be applied for after map approval



The Standard of Development Proposed

The Applicant's existing facilities demonstrate the quality of construction, screening and site maintenance proposed here — a professionally built commercial building, not an outdoor repair yard.



Olive Branch, Mississippi

Masonry façade, all work in enclosed bays



Southaven, Mississippi

Screened, landscaped and fully maintained site

A Commercial Service Use — Not an Industrial One

Enclosed Operations

All repair work is performed inside enclosed service bays. No outdoor dismantling, salvage, or vehicle storage yard.

Properly Classified

Automotive repair is a commercial service use, allowed in C-3 as a conditional use. It is not an industrial activity and no industrial district is requested.

Compatible Scale

A single building on roughly 1.8 acres — comparable in scale to the commercial uses already established along the corridor.

Managed Impacts

Direct highway access, on-site parking and circulation, with buffering and screening provided to County standards.

Meeting the Standard — and the Request

The § 2106 test

- Criterion A — a mistake in the original zoning: not asserted, not applicable
- Criterion B — a change in the character of the neighborhood together with a public need: satisfied
- The corridor's character has changed materially since the residential designation was applied
- The public need is retention of an established local business, its employees and its services

The request to the Commission

- Approve the amendment of the Official Zoning Map from Residential to C-3
- Recommend approval to the Board of Supervisors
- A conditional use application for automotive repair will follow separately
- The full justification report, legal descriptions and exhibits are in the record

The Applicant respectfully requests a recommendation of approval.