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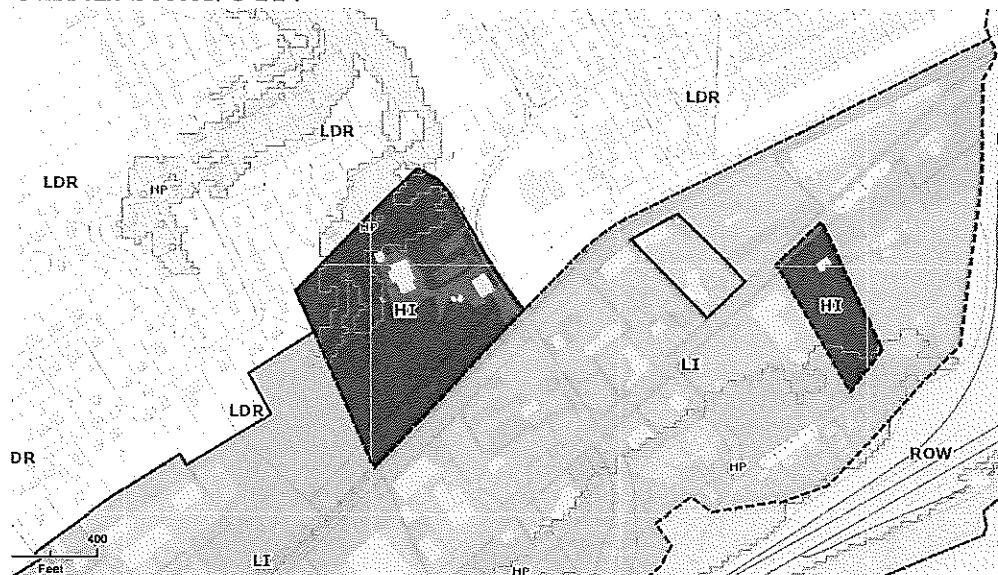
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The intent of this rezoning is to allow their current salvage yard and recycling operations to expand to facilitate wire-stripping/recycling within the existing building on the property. The I-H zoning with the H-I plan designations are consistent with the uses on the surrounding parcels and consistent with what was allowed on the property prior to the 2020 recode zoning change. The wire stripping/recycling is apparently allowed only in the I-H zone as a Special Use¹; therefore, any concerns about mitigation can, and will, be addressed once a Special Use application is applied for and approved. However, the owner understands that the prior owners of the property were using the property in a similar manner with no complaints from adjacent property owners, including the residential owners north of the railroad tracks.

Aside from the desired Salvage Yard, there is very little differences in the uses allowed in the I-H zone that is not also allowed in the I-G zone, including: Airports, Impound Lots, Heavy Industrial, and Waste Transfer Station. Staff's concerns that the potential uses may be too intensive adjacent to a residential neighborhood are mitigated by the separation of the existing railroad tracks and vegetative buffering as well as the existence of established Heavy Industrial zoning adjacent to the neighborhoods both north and south of the railroad. Additional buffering and mitigation efforts can be considered at the Special Use stage of this process.

Similarly, the current Sector/One-Year Plan demonstrates a mix of L-I and H-I plan designations within this industrial node. The location criteria for H-I designations are met at this location which typically consists of older industrial areas used for the heavy manufacturing and assembly of goods. As noted by staff, the existing auto-salvage and recycling business have been established in this node since the 1960s.

Current Sector/OYP:



Other location criteria met by this location:

- **Existing** industrial areas

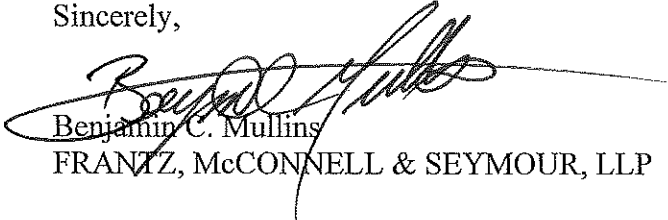
¹ The use is considered "Salvage Yard" which is only allowed in the I-H zoning as a special use and subject to the use standards of Section 9.3.Z of the zoning code.

- Within **one mile of an interstate interchange** with access via standard major collector or arterial streets
- Sites are **relatively flat and require minimal alteration**
- Sites are **large enough to accommodate buildings**, building setbacks and parking lots, and are regular in shape and sufficiently large for the proposed activity
- Accessible to arterial streets **and , where appropriate, rail lines**
- Not accessible by **residential streets**
- Served or can be served **adequately by utilities** (power, water and waste disposal facilities)
- Locate new industrial development primarily in industrial parks or other suitably planned industrial settings of 10 acres or greater.
- New industrial development outside industrial parks or planned settings should occur only within existing zoning or **adjacent to existing industrial areas**.
- Locate industrial parks where there will be **no significant adverse impacts on areas** designated for residential use

In light of the location criteria of Heavy Industrial Sector/One Year Plans, the traditional and current mix of existing H-I and I-H zoning, the separation of the proposed zoning from the residential neighborhood to north by the railroad, and the lack of opposition or prior complaints from the neighborhood, I would respectfully request you approve the rezoning and plan amendment applications.

Please let me know if you have any questions or concerns relating to this application.

Sincerely,



Benjamin C. Mullins
FRANTZ, McCONNELL & SEYMOUR, LLP

BCM: