Planning Commission Agenda
SPECIAL CALLED MEETING – November 15th, 2023
Place: Jackie Dole Sherrill Community Center (Dining Room)
Time: 2:00 PM
November 15th, 2023

I. Business Meeting

1. Review and approval of the November 15th special called meeting's agenda
2. Review and approval of the minutes of November 1st, 2023 Planning Commission Meeting
3. Planning Report
4. Chair's Report
5. Introductions

II. Public Hearing

A. Douglas Millers, petitioner, requests to appeal section 11.7 the decision of the Urban Development Director on the request for interpretation of the intent or the meaning of the provisions of the Land Development Code. The request is specifically for the definition of a Rehabilitation Center instead of a Group facility. The property in question in relation to the interpretation is located at 408 Broadway Drive, PPIN 21766 (Forrest, County, Ward 2).

III. Other Business

A. Tabled Item from October 11th Special Called Meeting: A petition has been filed by the City of Hattiesburg, with the Mayor and Council of the City of Hattiesburg, Mississippi, to adopt an amendment to the "Comprehensive Plan 2008-2028" and Comprehensive Zoning Ordinance No. 2330, as amended, and to amend the text of the Hattiesburg Form-Based Code, Ordinance 3325, of the City of Hattiesburg, Mississippi for the creation of a development master plan for the East Hardy, Hall Avenue, and Edwards Street corridors. The purpose of the plan is to establish the area and further define, amend, and add regulations for the "Bridging Divides, Building Opportunities: A Community-Driven Blueprint for East Hardy & Hall Avenue" development master plan. The master plan will include recommendations for zoning changes in these areas to the Planning Commission and City Council to consider for rezoning.

B. Tabled Item from November: Monica Tisack with the University of Southern Mississippi, representative, Cameron Nuzzo, Facility Manager of the USM ICP Park, and Kelly Lucas, representative request approval for a rezoning request from R-1A (Single-Family Residential) to a Planned Mixed-Used Development (PMU-PD) for property located around the USM Innovation and Commercialization Park located at 46 Shelby Thames Drive. The proposed area for the planned mixed-use development is approximately 500 acres that borders Classic Drive on the north and south in Forrest County, Ward 1. The Planned Mixed-Use Development will be known as "The Garden". (PPINs: 9508, 9509, 9557, and 33306).

C. Tabled From November: The City of Hattiesburg requests to amend the Land Development Code, Ord. No. 3209, and make changes to Sections 1, 5, 7, 9, 10, 11, 12, and 13. More specifically, for the purpose of amending language as it related to the intent and purpose of the code, allowable land uses and conditions for use, standards of design, environmental regulations, sign regulations, administrative and enforcement regulations, subdivision regulations, and definitions. This is an an abbreviated summary of the topics addressed in the proposed amendment, and interested parties are encouraged to contact City Hall to review the proposed amendment in its entirety.

IV. Adjournment

Douglas E. Miller, PLLC
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September 25, 2023

Re: Lighthouse Rescue Mission, Inc.
Rehabilitation Facility-
408 Broadway
Hattiesburg, MS

Wiley Quinn
Director of Urban Development
Department of Urban Development
P. O. Box 1898
Hattiesburg, MS 39403

Lighthouse Rescue Mission, Inc, requests an appeal of the Designation of Group Care Facility.

The Hattiesburg Land Development Code would allow a Rehabilitation Facility in the currently zoned B-5. If you consider the NAICS Rehabilitation Facility, you will find Residential Mental Health and Substance Abuse Facilities (NAICS 623220) which I would submit is what Lighthouse Rescue Mission, Inc. is.

According to NAICS 623220 Residential Mental Health and Substance Abuse Facilities are primarily engaged in providing residential care and treatment for patients with mental health and substance abuse illnesses. These establishments provide room, board, supervision, and counseling services. Although medical services may be available at these establishments, they are incidental to the counseling, mental rehabilitation and supportive services offered. These establishments generally provide a wide range of social services in addition to counseling. Examples offered are Alcoholism or drug addiction rehabilitation facilities (except licensed hospitals).

Please accept this as a request for an appeal for the designation of Lighthouse Rescue Mission, Inc. as a Group Care Facility. If I can provide any further information, please contact me. Thank you for your consideration in this matter.

Douglas E. Miller

MAYOR
Toby Barker

COUNCIL - WARD ONE	COUNCIL - WARD TWO	COUNCIL - WARD THREE	COUNCIL - WARD FOUR	COUNCIL - WARD FIVE
Jeffrey George	*Deborah Denard Delgado*	*Carter Carroll*	*Dave Ware*	*Nicholas Brown*

Department of Urban Development

DATE: September 15, 2023

REQUESTED BY: Kenneth Thronson
John Guice

REFERENCE: Pre-Application Meeting
Rehabilitation Facility - 408 Broadway
Hattiesburg, MS

REQUEST SUMMARY:

The above-referenced meeting focused on the difference in being classified as a Rehabilitation Facility or a Group Care Facility as it relates to the Hattiesburg Land Development Code (LDC). According to the application and statements in the meeting, the applicant prefers a classification of Rehabilitation Facility as it would be Permitted with Conditions by the LDC as the property is currently zoned B-5. The classification of Group Care Facility would not be permitted by the LDC in the same zoning classification. The findings are as follows:

1. Rehabilitation Center
    a. The land development code does not have a specific definition for Rehabilitation Center, but it does have a provision for the city to refer to the North American Industrial Classification System (NAICS).
        i. According to NAICS 6222 Psychiatric and Substance Abuse Hospitals are generally defined as - This industry comprises establishments known and licensed as psychiatric and substance abuse hospitals primarily engaged in providing diagnostic, medical treatment, and monitoring services for inpatients who suffer from mental illness or substance abuse disorders. The treatment often requires an extended stay in the hospital. These establishments maintain inpatient beds and provide patients with food services that meet their nutritional requirements. They have an organized staff of physicians and other medical staff to provide patient care services. Psychiatric,

psychological, and social work services are available at the facility. These hospitals usually provide other services, such as outpatient services, clinical laboratory services, diagnostic X-ray services, and electroencephalograph services.

This definition provides for a staff of physicians and other medical staff and should include a type of certification from the Mississippi Department of Mental Health and the applicant could provide no documentation of these credentials, it was determined that this category does not fit the proposed application and a Certificate of Zoning Compliance could not be issued.

2. Group Care Facility
    a. Definition states - A facility or dwelling unit housing persons unrelated by blood or marriage and operating as a group household. A group care facility may include half-way houses, recovery homes, and homes for orphans, foster children, the elderly, battered children and women. It would include a specific treatment providing less than primary health care by staff appropriately certified or licensed to provide such treatment.
        i. The last line indicates that the staff is not providing primary health care and they do not have to be certified or licensed

After failing to provide any documentation, planning staff determined that the applicant is providing less than certified care, qualifying the proposal as a Group Care Facility. In order to receive a Certificate of Zoning Compliance for this establishment a Zoning Map Amendment from a B-5 to a B-3 (at minimum) is needed as well as a conditional use.

NEXT STEPS:

The applicant may pursue the steps below if they are aggrieved by the decision of the Director and/or the Site and Design Review Committee:

1. Appeal by following the procedure outlined in the LDC Section 12.4.2. within 10 days of this notice
2. Pursue an ordinance change by filing zoning text amendment and outlining specific changes they would like the City to review.

Please contact the Office of the Director of Urban Development for any additional questions at (601) 545-4675.

Wiley Quinn, Director of Urban Development
Department of Urban Development
P. O. Box 1898
Hattiesburg, MS 39403

Pre-Application Form

City of Hattiesburg Planning Department

200 Forrest Street
Hattiesburg, MS 39401
Phone: 601-545-4599
Fax: 601-545-1962

A Pre-Application submittal must contain a completed Pre-Application form and a concept plan drawn to scale. All Pre-Application submissions are scheduled on a first-come, first-served basis. A member of the planning staff will contact applicants to confirm the Pre-Application meeting date and time. For further information, please contact:

Planning Office Manager
601-545-4599 or email: planning@hattiesburgms.com.

Today's Date: May 24, 2023
Project Name: Lighthouse Mens Rehabilitation Program
Proposed Use: Rehabilitation Center
Project Street Address: 408 Broadway Dr. Hattiesburg MS, 39401

PPIN Number: _____ Parcel Number: _____
Flood Zone: _____ Historic District: _____
Zoning District(s): _____ Ward: _____
Proposed Cost of the Project: _____

Project Representative Information

Project Representative and Title: Kenneth Thronson CEO
Company Name: Lighthouse Rescue Mission Inc.
Phone: 601-544-2169 Fax: _____
Email: thelighthouse.ms@gmail.com
Mailing Address: 204 Eupora St. Hattiesburg MS 39401

Property Owner Name: _____
Phone: _____ Fax: _____
Email: _____
Mailing Address: _____

Provide project narrative fully explaining the proposed project:

The cottages at 408 Broadway Drive will be used as a Rehabilitation center for men battling drugs and alcohol. It will be a inpatient facility, that offers drug rehab life skills, trade skills, and coping skills. Lighthouse has been in operation for 18 years women and women with children battle addiction. We are now expanding to accomadate men.

URBAN DEVELOPMENT

PLANNING DIVISION

MEMORANDUM

TO: To all it may concern
FROM: Cory Long, Planning Division Manager
DATE: October 9th, 2023
SUBJECT: Hattiesburg Land Development Code and Hattiesburg Form-Based Code Amendments for the Bridging Divides, Building Opportunities Master Plan

Planning Commissioners and all others it may concern, the October 11th, 2023 Planning Commission agenda will include a proposal to amend the "Land Development Code, Ord. No. 3209" as amended and the "Hattiesburg Form-Based Code, Ord No 3105" as amended to encompass the forthcoming Bridging Divides, Building Opportunities (BDBO) Master Plan for areas near River Ave (Formerly East Hardy) Hall Avenue, and Edwards Street.

These changes will expand the Land Development Code and the existing Form-based code to the BDBO area and beyond as appropriate. This document serves as an explanation of the amendments.

Table of Contents:

Proposed Land Development Code Changes Page 2

Proposed Changes to the Hattiesburg Form-Based Code Page 7

PROPOSED CHANGES TO THE HATTIESBURG LAND DEVELOPMENT CODE, ORDINANCE #3209

Amend the Land Development Code to Add Section 15: Affordable Housing Incentive and add the following:

Section 15 Land Development Code

15.1 Purpose and Intent

To encourage affordable housing development for moderate, low, and very low-income households. The Affordable Housing Incentives serve to implement the Housing and Community Goal of promoting housing in a range of housing types, prices, and densities that address affordable housing needs in the city of Hattiesburg.

15.2 Applicability

1. The following housing incentive standards shall be applied to the Study area identified in the Bridging Divides, Building Opportunities Vision & Revitalization Plan adopted August ##, 2023. ***(OPTION 1)***
2. Intersection of Guy Eaton Street and Royal Street, following southeast to Martin Luther King Ave South to Tuscan Ave, east to Burketts Creek or Leaf River, north to Currie Street. ***(OPTION 2, but would need the boundaries to be reviewed/edited)***

15.3 Affordable Housing Project Narrative

1. An applicant must submit an Affordable Housing Project (AHP) Application to the City, which will be treated as part of the development application. The Director of Urban Development will request from the applicant additional information reasonably necessary to clarify and supplement the application determining the consistency of the proposed AHP with the requirements of this Article/Section. The AHP should include, but not be limited to, the following:
    a. A description of the Residential Development Project, including the proposed total number of Affordable Housing Units, and Senior Housing Units;
    b. The zoning and general plan designations and assessor's parcel number(s) of the project site;
    c. A vicinity map and preliminary site plan, drawn to scale, including building footprints, driveway, and parking layout;
    d. A description of the concessions or incentives requested;
    e. A detailed explanation of the percentage and types of affordable housing proposed.

f. A detailed description of how the development satisfies the "affordable housing" definition, including proposed pricing and income targets.
g. A guarantee that the designated units will remain affordable for at least ten years, including a detailed plan for monitoring and enforcing compliance.
h. Granting an incentive shall not require a Plan Amendment, zoning change, or other discretionary approval.
i. The decision process for a development requesting an incentive shall be the same decision process required if the incentive were not a part of the development proposal.

2. An affidavit from the developer or owner affirming that the project will be constructed per the approved application and that the development's affordable housing component shall be maintained for the period specified in the affordability narrative.

15.4 Affordable Housing Designation

A designation by the Director of Urban Development as an affordable housing development shall be valid for three years. The Director of Urban Development may grant an extension of one year. No incentives shall remain available if a building permit is not issued before an affordable housing development designation expires. Affordable Housing Project designations shall be non-transferable.

15.5 Eligibility

1. A proposed development qualifies as an affordable housing development and is eligible for this program if:
    a. it includes:
        i. a minimum of three dwelling units,
        ii. only affordable dwelling units; or
        iii. one or more structures that serve as a dwelling unit for seven or more unrelated individuals who share amenities, such as a kitchen, bathrooms, or living areas.
    b. At least 25 percent of the affordable dwelling units include two or more bedrooms, supportive housing, housing for older persons, or any combination of the three;
    c. not more than 25 percent of the proposed development's gross floor area is for commercial uses;
    d. it is new construction, it is the redevelopment of a site without existing multi-family structures, or the existing development on the site complies with the requirements in Subsection 3.
2. Except for a proposed development participating in a government-operated affordable housing program with stricter requirements, the applicant for a proposed rental development:
    a. shall incorporate lease provisions that are consistent with:

i. the U.S. Department of Housing and Urban Development (HUD) Section 8 Tenant-Based Assistance Housing Choice Voucher (HCV) Program related to the termination of tenancy by the owner;
ii. 24 C.F.R. § 245.100 related to a tenant's right to organize; and

b. may not discriminate on the basis of an individual's source of income.

3. A proposed development that will require the applicant to redevelop or rebuild an existing multi-family structure is eligible for this program if:
    a. the proposed development meets the standards imposed in Subsections (1) and (2);
    b. the existing multi-family structure requires extensive repairs and for which rehabilitation costs will exceed 50 percent of the market value, as determined by the building official;
    c. the proposed development will replace all existing units that were affordable to a household earning 80 percent MFI or below in the previous year and have at least as many bedrooms;
    d. the applicant provides current tenants with:
        i. notice and information about the proposed development on a form approved by the Director; and
        ii. relocation benefits that are consistent with Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C.A. 4601, et seq.; and
        iii. the applicant grants current tenants the option to lease a unit of comparable affordability and size following the completion of redevelopment.

15.6. Affordable Housing Incentives.

1. A developer is eligible for a waiver or reduction of fees if the Director determines that the housing development provides the percentage of reasonably priced dwellings described in this section.
2. Affordable housing developments shall be entitled to a waiver or reduction of the following building Permit fees listed below. In no case shall the waiver of reduction of a development fee for an affordable housing development relieve an owner, developer, contractor, or another responsible party from the obligation to receive any necessary city permit or approval or from any requirement necessary to receive any such permit or approval.

15.6 Building Permit Fee Waiver Table

Percentage of Affordable Units	**Building Permit Fee Waiver Percentage**		
	Very low-income (30% of median family income)	**Low-income (50% of median family income)**	**Moderate-income(80% of median family income)**
25% Units	70% Fee Waiver	55% Fee Waiver	50% Fee Waiver
50% Units	80% Fee Waiver	65% Fee Waiver	60% Fee Waiver
75% Units	90% Fee Waiver	75% Fee Waiver	70% Fee Waiver
100% Units	100% Fee Waiver	85% Fee Waiver	80% Fee Waiver

3. Maximum fee waiver is $30,000.

15.7 Affordability Requirements

1. An applicant complies with the requirements in this section if the applicant participates in a government-operated affordable housing program that imposes, at a minimum, the same affordability requirements.
2. A rental development must comply with at least the following:
   a. at least 50 percent of the total units or sleeping units serve households whose incomes average 80 percent MFI or below; and
   b. at least 20 percent of the total units or sleeping units serve households with incomes of 50 percent MFI or below.
   c. If the units required in this section include less than a whole unit, the unit number is rounded to the nearest whole unit.
   d. The minimum affordability period for an owner-occupied dwelling unit is 99 years after issuing a certificate of occupancy for the owner-occupied dwelling unit.
   e. In a multi-phased qualifying development, the Director may begin the minimum affordability period upon issuing the last certificate of occupancy for each phase.

15.8 Design, Distribution, and Timing of Affordable Housing Units

1. Affordable Housing Units must be constructed concurrently with market-rate units. The Affordable Housing Units shall be integrated into the Residential Development Project and be comparable in infrastructure (including sewer, water, and other utilities), construction quality, and exterior design to the market-rate units.
2. No building permits will be issued for market-rate units until permits for all Affordable Housing Units have been obtained unless Affordable Housing Units are to be constructed in phases under a plan approved by the City.
3. Market-rate units will not be inspected for occupancy until all Affordable Housing Units have been constructed unless Affordable Housing Units are to be constructed in phases under a plan approved by the City.

15.9 Certification.

1. If the Director certifies that a proposed development meets the requirements of this division, the official is authorized to process a development application as a qualifying development.
2. Before the Director may certify that a proposed development meets the requirements of this division, the applicant shall execute the following:
    a. an agreement to preserve the minimum affordability period and related requirements imposed by this division; and
    b. a document for recording in the real property records that provides notice of or preserves the minimum affordability requirements imposed by this division.
    c. The city attorney must approve the form of the documents described in Subsection (2).
    d. The Director may certify an applicant who complies with the requirements in Subsection (2) because the applicant participates in a government-operated affordable housing program that imposes, at a minimum, the same affordability requirement.

15.10 Post-Construction Requirements And Penalty. OPTION 1

1. For a rental development, the property owner or the property owner's agent shall provide the Director with information that allows the Director to verify compliance with the affordability requirements. The information shall be provided annually and on a form approved by the Director.
2. If, for any reason, the Director cannot confirm that the affordability requirements were met during any 12 months, the preceding 12 months may not be used to satisfy the minimum affordability requirements in Section 25-1-723 (Affordability Requirements).
3. An applicant complies with the requirements in this section if the applicant complies with monitoring and income verification requirements imposed and enforced as part of a government-operated affordable housing program.
4. A person commits an offense if the person fails to comply with the requirement in Subsection (1). A culpable mental state is not required and need not be proved. A person commits a separate offense for each day the person fails to provide the documentation. Each offense is punishable by a fine not to exceed $500.

15.10 Failure to comply, penalty. OPTION 2

1. If an owner or developer fails to comply with any term or condition of an affordable housing designation or fails to maintain the agreed-upon percentage of affordable housing for the agreed-upon length of time, the Director of Urban Development may revoke the designation after allowing the applicant or its successor to address such failure at a regularly-scheduled board meeting.
2. Upon revocation, all waived or reduced fees, assessments, and/or bonds shall become immediately due and payable to the city by the applicant. The mayor and board of aldermen may, upon revocation, disclaim and abandon any infrastructure maintained by the city as a result of a designation.

PROPOSED CHANGES TO THE HATTIESBURG FORM-BASED CODE, ORDINANCE #3105

Amend the Hattiesburg Form-Based Code as follows for the Adoption of the Bridging Divides, Building Opportunities Master Plan:

Definitions to Add:

Height Baseline: The base elevation from which the height of a building is measured for the River Avenue Corridor Overlay. The Height Baseline is the Minimum Buildable Elevation determined by the flood ordinance.

Addition of the following Zoning Districts:

2.1 Zoning Districts Established

G. River Avenue Corridor Overlay: The River Avenue Corridor (RAC) Overlay regulates orderly development along a stretch of River Avenue within a floodplain. This overlay applies to all new developments on properties with frontage along East Hardy Street between Williams Street and Lee Street.

Addition of the Following Sections:

2.8 River Avenue Corridor Overlay

1. **Application**
    a. All new developments on properties fronting East Hardy Street, between Williams Street and Lee Street, will be subject to the additional provisions of the RAC Overlay.
    b. Any building expanding more than 50% must comply with at least one of the items outlined in section 2.8.L
    c. In instances where the form-based code conflicts with the overlay, provisions of the overlay shall prevail.
2. **Use Permissions**
    a. The base zoning district shall indicate the permitted uses as in Table 4.4.
    b. Properties shall be developed with ground-floor commercial spaces.
    c. Ground-floor residential uses are strictly prohibited.
    d. Parking Garages may be permitted on the ground floor if the applicant can demonstrate need based on site restrictions and follows the parking garage requirements in section H.2.b.
3. **Standards**
    a. All Structures within the floodway areas must:
        i. Adhere to Chapter 10 of the Code of Ordinances;

ii. Exhibit a low potential for flood damage potential;
iii. Adequate floodproofing measures are provided to the flood protection elevation; and
iv. Meet the stipulated development standards of Chapter 10 Article 5.

4. **Building Types Permitted**
    a. Mixed Use
    b. Shopfront
    c. Civic Building
5. **Building Setbacks**
    a. Setback requirements are predominantly determined by floodplain regulations, as detailed in Ordinance Number 3294.
    b. For new constructions, setbacks should be aligned as closely as possible with the recommended MX-3 front yard setback while integrating standards pertinent to the floodplain zone.
6. **Building Heights**
    a. RAC has a minimum building height of 2 stories at the intersection of Tipton and River Avenue, as shown in the BDBO Plan.
    b. Building Height shall be measured from the Height Baseline appropriate to the site.
    c. The vertical offset between the Height Baseline and the finished surface of the first floor above the Height Baseline shall not exceed four (4) feet.
    d. No Story shall exceed 14 in height, measured from floor to ceiling.
7. **General Standards**
    a. <u>Pedestrian Connections</u>
        a. Pedestrian walkways shall be provided within the vehicle use space of all parking areas, as follows:
        b. Pedestrian walkways shall connect adjacent sidewalks on each street frontage with the entrance(s) of the establishment, and pedestrian walkways shall connect parking areas for the establishment's employees and visitors with the entrance(s) of the establishment.
        c. The pedestrian walkways shall be at least four (4) feet wide and unobstructed by vegetation, parking spaces, steps, utility poles, and other permanent objects.
        d. Pedestrian walkways shall be at least five feet wide on lots with one or more commercial use(s). They shall be paved with a material that meets or exceeds the Americans with Disabilities Act accessibility requirements.
        e. If the pedestrian walkways are abutting or within a vehicle-use area, the pedestrian walkways shall be clearly marked and
        f. distinguished with reflective pavement markings. Vehicle-use lanes within parking areas should be designed to avoid such pedestrian walkways.
            1. If a vehicle-use lane crosses a pedestrian walkway, the pedestrian walkway shall be constructed so that its elevation is at least four inches higher than the elevation of the vehicle-use lane. To cross such an elevated pedestrian walkway, Vehicles shall mount the elevated pedestrian walkway via a ramped paved surface with at least a 1:1 rise: run steepness, slowing the vehicles and enhancing pedestrian safety.

2. Alternatively, a speed hump of at least four inches of height can be installed in the vehicle-use lane exactly two feet in advance of the pedestrian walkway.

ii. Site design shall include prominent links from the main entrance of the building to the public sidewalk and plazas.

iii. Ground-related open space shall be connected to the public pedestrian network to encourage walkability.

b. Parking Entrances and Parking Garages

i. Location

1. Primary Frontages. Garage doors are permitted on primary street faces only for patio access, open-air dining, or display and not for vehicular access.
2. Non-Primary Frontages. Garage doors may be permitted on non-primary street facades with direct access to the street where permitted by building type.
3. Parking garage entrances and parking shall be located on the side or rear of buildings.

ii. Ground-floor Parking Only

1. Ground-floor parking garage structures must be set back 20 feet from Primary Street.
2. Outdoor amenity space elements must be incorporated between the structure and Primary Street, covering 80% of the area between the structure and Primary Street.
3. Ground-floor parking garages are prohibited at intersections and cannot be within 75 feet of intersections.
4. Ground-floor parking structures may be no more than 130 feet wide.
5. A maximum of one ground-floor parking structure is permitted per block.
6. Parking garage entrances and parking shall be located on the side or rear of buildings.

iii. Exception for Retail/Commercial Buildings:

1. See section 5.1.I Design of Parking Structures for further guidance on parking structures.

8. Building Elements

a. In addition to the permitted building elements of the MX-3 district, a terrace is also permitted.

i. Terrace must include 30% outdoor amenity space.

9. Building and Site Design Deviations

a. Applicability:

a. In recognition of the unique flooding challenges and constraints inherent to specific sites in the RAC, the stipulated requirements of the form-based code may be subject to modification. Developers or property owners can petition for adjustments based on tangible evidence and demonstrable site restrictions for each modification requested.

b. Each request will be evaluated on a case-by-case basis, ensuring that the core principles of the Form-based code are maintained while accommodating the specific nuances of individual sites.

b. Authority:

i. The Form-Based Code Development Review Committee must review the request in light of the purpose and intent of this Code.

10. Permitted Deviations

a. The following deviations are the maximum for the RAC and cannot be combined with other Permitted Deviations in Sec. 7.2 Deviations from the Code.

b. The Permitted Deviations may be approved provided additional Passive Outdoor Amenity Space and enhanced Building and Site Design are incorporated into the site design.

i. See Section 3.17.F Outdoor Amenity Space.

ii. See Section L, below, Enhanced Building and Site Design Criteria for Placemaking requirements.

c. The Form-Based Code Development Review Committee is authorized to approve a deviation for the following:

a. Build-to Zone (BTZ)

1. Passive outdoor amenities space, a maximum of 20% of the façade width or 30 feet wide, whichever is less, may count towards the minimum primary frontage coverage for the building.
2. Passive outdoor amenities space, a maximum of 10% of the façade width or 15 feet wide, whichever is less, may count towards the minimum primary frontage coverage for the building.
3. Active outdoor amenities are prohibited in the BTZ.

b. Build-to-Zone Expansion

4. The primary street build-to zone may expand between 0 and 20 feet of the frontage to allow additional outdoor amenity space, excluding the active outdoor space.

c. Transparency

5. Reduction of up to 65% of the minimum percentage of windows and doors that must cover street-facing building facades is allowed for dry floodproofing techniques.

d. Pedestrian Access

6. Extension of up to 170% of the minimum required distance between street-facing entrances.

e. Parking

7. A reduction of 20% of the minimum required vehicle parking spaces may be approved by the Form-Based Code Development Review Committee on a case-by-case basis, based on applicant-submitted parking data that illustrates the required parking ratios do not accurately apply to their specific development or based on transit service, shared parking, site constraints, or transportation demand measures.

11. Enhanced Building and Site Design Criteria

a. Generally

In order to qualify for the Permitted Deviations mentioned in Section K, properties shall integrate the following elements to ensure a vibrant and sustainable streetscape.

b. Enhanced Setbacks for Primary and Street BTZ:
    a. Setbacks must incorporate at least five of the following to maintain a dynamic streetscape:
        1. Plantings and additional landscaping;
        2. Stairs;
        3. Terrace;
        4. Temporary seating areas for outdoor cafes;
        5. Public art;
        6. Decorative elements;
        7. Murals; or
        8. Seating.
    b. Private patios and green spaces should be seamlessly integrated into the site and building design, serving as an extension of the internal space.
c. <u>Primary Street Yard Plantings</u>
    a. Where the building does not abut the front lot line but is less than 5 feet from the lot line, there shall be a minimum of 20% of the setback area landscaped with plantings identified in the required landscape plan. The remainder of the front setback area shall be hardscaped and supplemented with additional Outdoor Amenities noted in Section 3.17.F.2.d, 3.17.F.2.e, and L.2.a.
    b. Buildings between 5 feet and the maximum 20 feet setback shall have a minimum of 40% of the setback area landscaped with plantings identified in the landscape plan. The remainder of the front setback area shall be hardscaped and supplemented with additional Outdoor Amenities noted in Section 3.17.F.2.d, 3.17.F.2.e, and L.2.a.
d. <u>Non-Primary Street Yard Plantings:</u>
    a. Where buildings or plazas do not abut the side lot line, a five-foot wide planting area shall be provided for at least 75% of the side yard.
e. <u>Sustainable Site and Landscaping Strategies</u>
    a. Incorporate green infrastructure to minimize channelization of stormwater, capture and infiltrate stormwater such as the following:
        1. Bioswales
        2. Rain garden
        3. Permeable surfaces and subsurface detention
        4. Engineered streams, ponds, and wetlands to convey stormwater.

12. Unlisted Standards

Any request for relief from a required standard, other than those listed above, must be reviewed pursuant to the Land Development Code Sec. 40 Variances procedures.

Addition to the following sections:

Add the following to Section 3.16 Building Elements

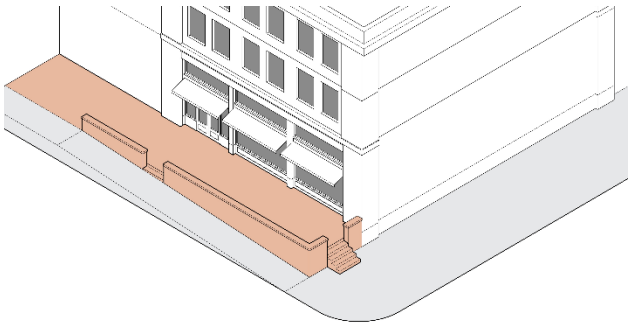
G. Terrace:

1. Defined

The main facade of the building is at or near the frontage line, with an elevated terrace providing public circulation along the facade. This type can provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access.

2. Standards

a. The front terrace must be at least 8 feet deep (not including the steps).
b. Finished level above the sidewalk no higher than 4' max.
c. Frequent steps up to the terrace are required to maximize access and avoid blank walls along the sidewalk.
d. Low walls used as seating are encouraged.
e. A front terrace must be contiguous, with a width not less than 50% of the building facade from which it projects.
f. The front terrace must not be roofed. Screening or partial enclosures are optional but cannot be fully enclosed.





The terrace is being used to accommodate a change in grade. The low walls are used to provide seating.

September 22, 2023

FINAL REPORT



BRIDGING DIVIDES, BUILDING OPPORTUNITIES:

A Community-Driven Blueprint for East Hardy Street & Hall Avenue

East Hardy Street (River Avenue)

Hall Avenue/Arledge Street

James Street

Edwards Street



Table of Contents

1. Purpose & Background 4
2. East Hardy Street (River Avenue) 13
3. Hall Avenue/Arledge Street 17
4. James Street 20
5. Edwards Street 23
6. Special Projects 26
7. Zoning Recommendations 32



Clickable Table of Contents
(click on any section or subsection to go to it)

back to Table of Contents

1. Purpose & Background

a. Purpose of this Report

This report is the revitalization plan for several key commercial roadway corridors in East Hattiesburg. It contains land use, design, transportation, and placemaking strategies and recommendations for these corridors. It also presents recommendations for improving key neighborhood streets that connect to the corridors and suggests ways to bring out the historic and cultural heritage of the neighborhoods and their current institutions and amenities.

Three other reports were prepared prior to the publication of this final report:

1. **Report #1: Project Information & Area Overview**. This report presents existing conditions of the corridors and the general planning area.

2. **Presentation for Community Workshop (December 7, 2021)**. This presentation summarizes the results of a series of "community conversations" that took place with a wide range of people ranging from local residents, propertyowners, and businessowners to representatives from William Carey University and the City of Petal. The report also provides a closer look at the businesses along the corridors and showcases an example of a corridor revitalization plan from another community in Mississippi.

3. **Presentation for Community Workshop (June 22, 2022)**. This presentation summarizes the results of a community survey that asked people to identify appropriate types of land uses and businesses in each of the corridors.

These reports can be downloaded from www.hattiesburgms.com/buildingopportunities

b. Project Background

The City of Hattiesburg launched the ***Bridging Divides, Building Opportunities*** project to plan ahead—in consultation with neighborhood residents, propertyowners, businessowners, workers, and others—for the future of the primary corridors in East Hattiesburg.

Since 2017, the City and its partners helped lay the foundation for more than $60 million in projects along the East Hardy Street, Hall Avenue, Gulfport Street, and Edwards Street corridors. These game-changing transportation, infrastructure, and facilities projects will be transformational for Hattiesburg, bridging divides and building opportunities for generations to come. When complete, this uninterrupted road network will give the corridors greater visibility to residents, workers, and visitors traveling through East Hattiesburg. This will grow the customer base for existing businesses and services and create potential for more commercial activity along and near the corridors through new businesses, the expansion of existing businesses, and redevelopment.

While the focus of this project is on several roadway corridors in East Hattiesburg, the areas in between and around these corridors, which is being called the "general planning area," has also been examined as part of the work. Figure 1 highlights the corridors that are the focus of this project and outlines the general planning area.

Edwards Street was added as a corridor of focus after the publication of the two prior reports after funding had been allocated to implement the redesign of this street. Furthermore, it has development potential given its location in proximity to the Public Safety Complex and William Carey University

The sections of streets highlighted in yellow are the focus ares for re-examining zoning.

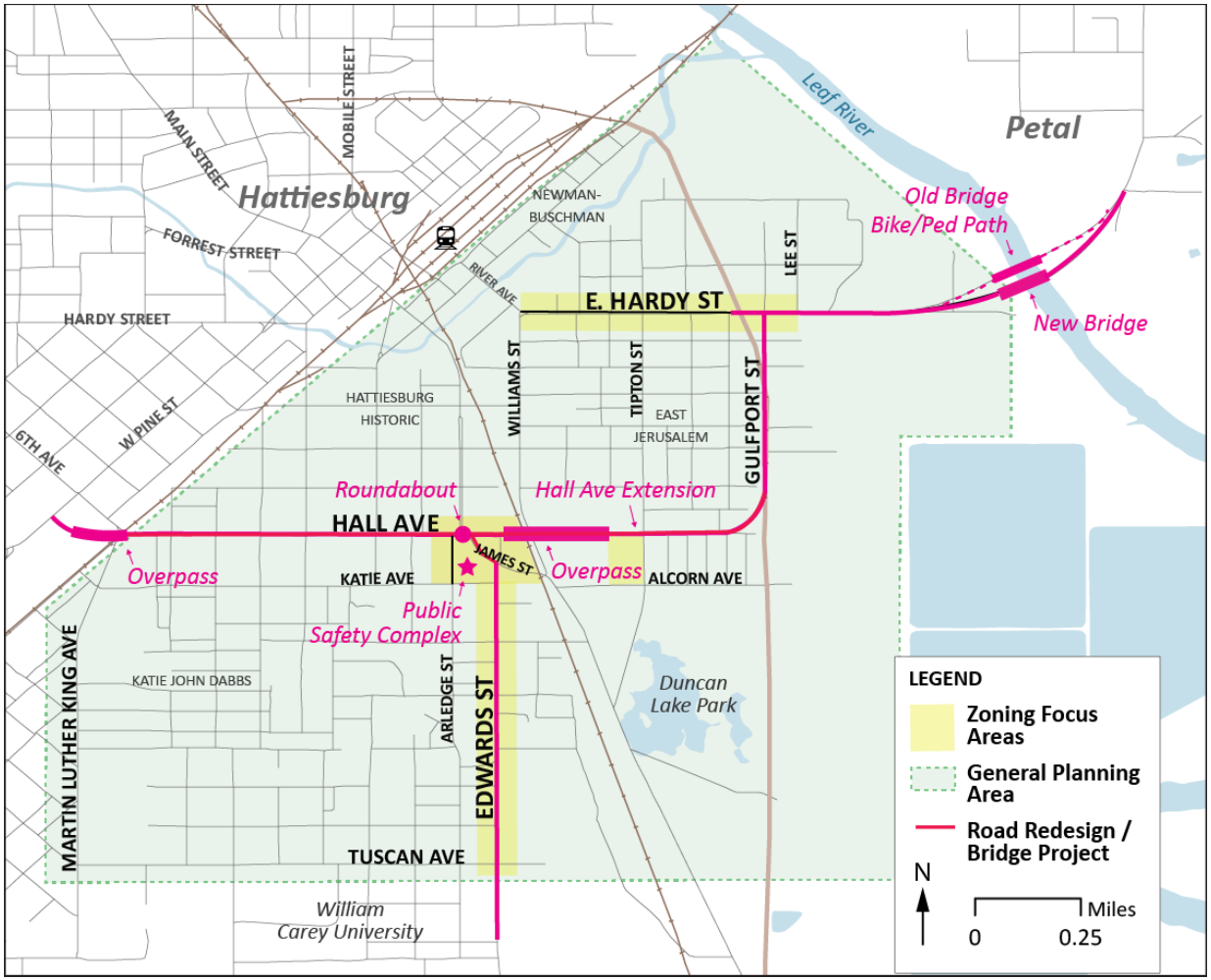


Figure 1. Project Area Map

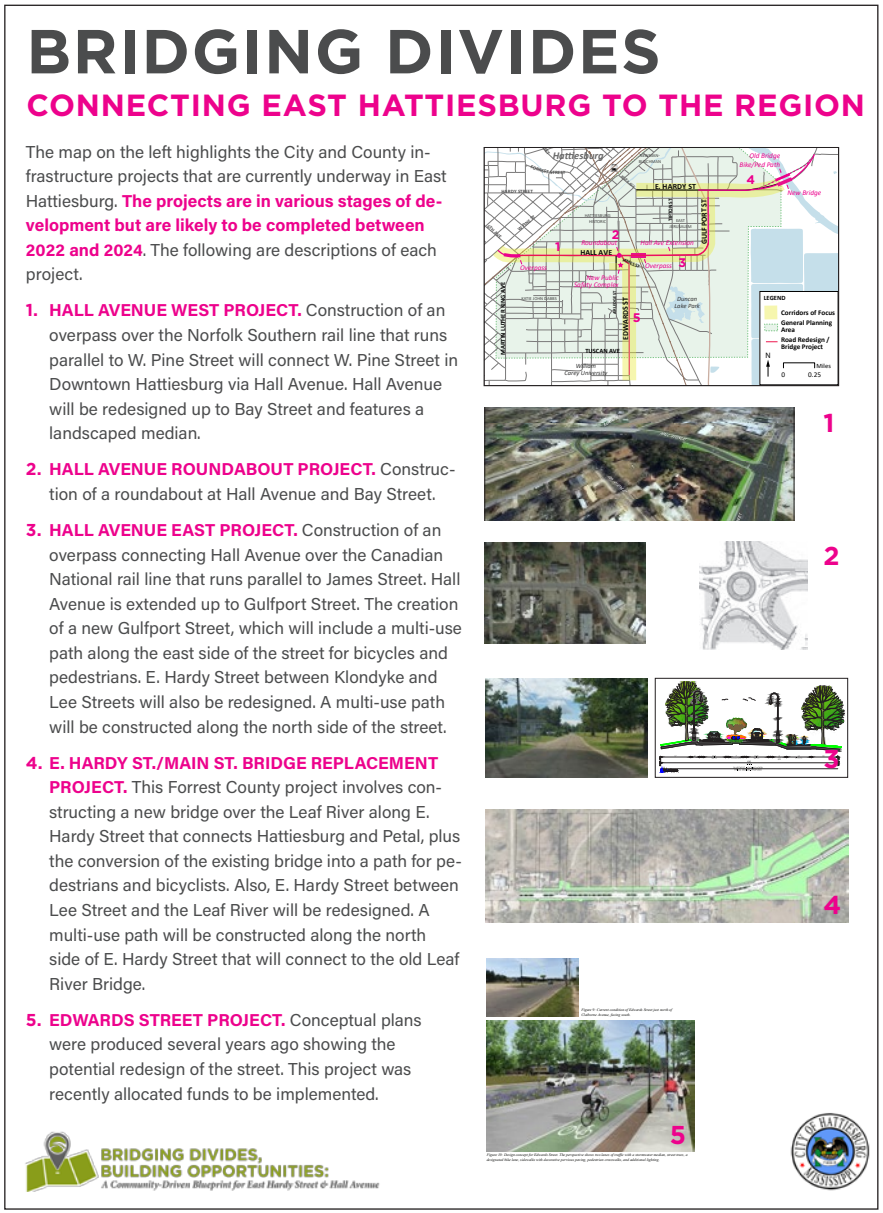


Figure 2. This exhibit from one of the community workshops describes the major transportation and infrastructure projects in East Hattiesburg.

c. Prior Plans & Ongoing Initiatives

This project complements, supports, and/or implements the recommendations of several prior local and regional plans and ongoing regional initiatives:

1. **Twin Forks Rising Master Plan**. This plan focuses on community-driven improvements in Ward 2, of which the general planning area includes a portion. The plan includes a number of principles and recommendations for the area that are supported by this project, among them the following:

   » Create nodes and corridors of economic development and neighborhood services at Edwards Street and James Street and along the East Hardy Street corridor.

   » Continue to implement the Complete Streets policy so that pedestrians and bicyclists can have safe access to existing amenities. Improve transportation from east to west and create pedestrian and bicycle connections between all neighborhoods.

2. **Comprehensive Economic Development Strategy (CEDS) 2018-2022**. The Southern Mississippi Planning and Development District (SMPDD) produced this report. Among the goals and recommendations of the CEDS are the following.

   » Support road and highway programs that will improve the transportation network in the region.

BRIDGING DIVIDES, BUILDING OPPORTUNITIES:
A Community-Driven Blueprint for East Hardy Street & Hall Avenue



Figure 3. Prior plans and ongoing Initiatives that are relevant to this project.

- » Partner with community colleges, four-year institutions and other organizations to encourage new business start-ups, including the use of business incubators and accelerators.
- » Support tourism-related industries that not only bring outside dollars to the region but also serve as amenities that are important to the quality of life of area residents, potential new business and potential new workforce.

3. **Pathways Master Plan**. The Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (MPO) began developing a bicycle, pedestrian, and trail plan for the entire Hattiesburg MPO area. This plan provides a framework for the development of new facilities, programs, and policies that will support safe and convenient walking and biking conditions for transportation and recreation. Among the many recommendations in the plan is the designation of Pedestrian Priority Corridors. These corridors should providing frequent and safe crossings, appropriate bus stop space and locations, and access to adjacent neighborhoods and businesses. The plan designates East Hardy Street as a Pedestrian Priority Corridor.

4. **Longleaf Trace**. The Longleaf Trace is a 44-mile linear park that extends from Hattiesburg through Sumrall Bassfield, Carson, to Prentiss. It follows a portion of the abandoned Mississippi Central Railroad line and has nine stations along its route. In Hattiesburg, the trail passes through the University of Southern Mississippi and downtown, terminating at the

train depot. The trail is part of the Pearl & Leaf Rivers Rails-to-Trails Recreational District, a governing authority and joint venture of the counties of Forrest, Jefferson Davis, and Lamar and the municipalities of Bassfield, Hattiesburg, Prentiss, and Sumrall. Member counties and municipalities support the district through a one fourth mill tax levy on all taxable property in those counties and municipalities comprising the district, for the purpose of providing economic development and multiple recreational opportunities, while improving the quality of life for their citizens.

5. **Leaf & Bouie River Development District**. This district was formed by Forrest County, the City of Hattiesburg, and the City of Petal. Approved by the State of Mississippi in 2020, its purpose is to fund investments in recreation, infrastructure, and planning that enhance the economic viability and quality of life in the district. The northern part of the general planning area for this project is included in the district.

d. The Regional Vision

The regional vision that is driving the transportation and infrastructure investments, prior plans, and ongoing initiatives is that of economic development stimulated by and supported through investment in parks, open spaces, and recreation amenities spanning municipal boundaries, and creating roadway and trail connections that link them together.

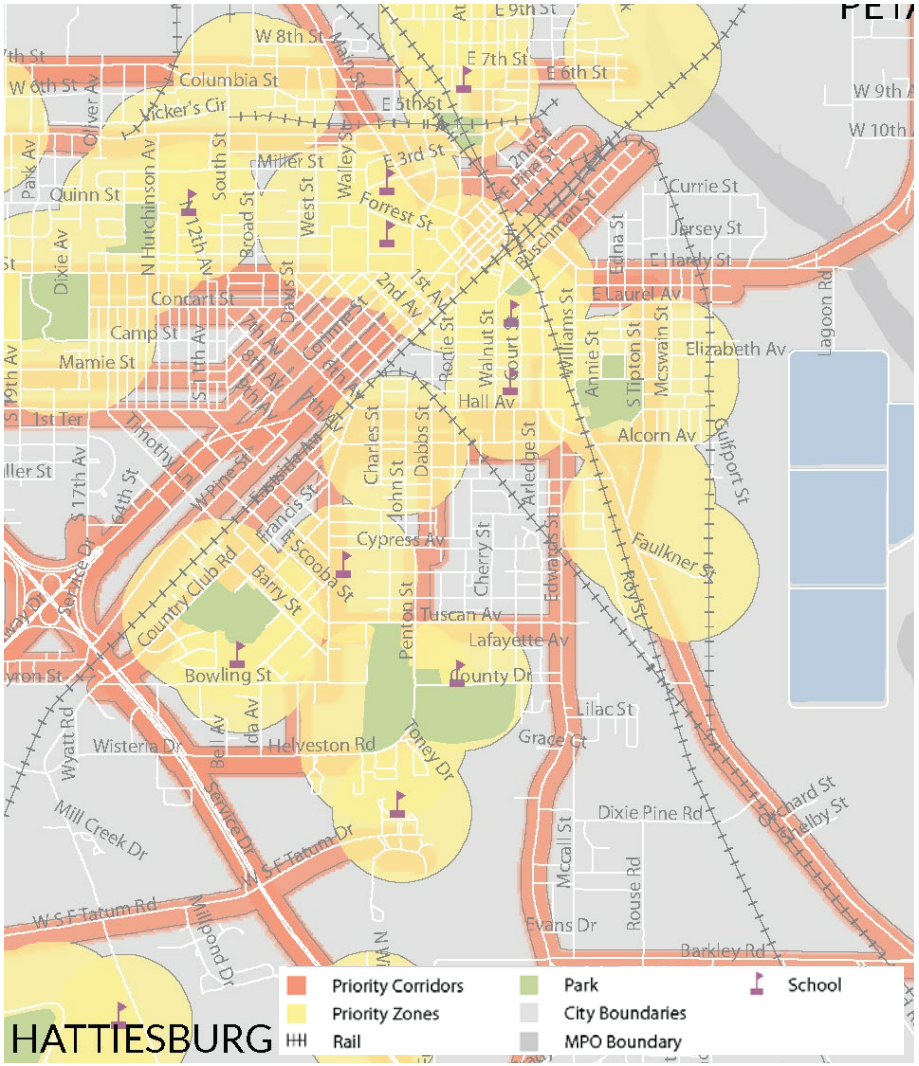


Figure 4. Part of a map from the 2015 Pathways Master Plan that highlights priority pedestrian corridors and priority pedestrian zones in East Hattiesburg and surrounding areas.

e. The Emerging Local Vision

As depicted in Figure 2 on page 6, the transportation projects are a means to physically bridge the divide between parts of Hattiesburg. This project aims to start the process of bridging economic and social divides and building opportunities for East Hattiesburg residents, businessowners, and propertyowners. The process must continue beyond this project.

The Emerging Local Vision starts with several principles set forth in the ***Twin Forks Rising Master Plan***, including the following:

- People must be the ultimate foundation, because their actions to invest, move, live, and work will make or break the future of the area. People must have the skills and opportunities for meaningful jobs as redevelopment and new investment occurs.
- Promote development to improve the quality of life of residents and to attract new residents.
- Continue to Implement the Complete Streets Policy so that pedestrians and bicyclists can have safe access to existing amenities.
- Collaborate with William Carey University (WCU). Encourage mixed-use development and expansion of WCU.

During the course of this project, residents and other stakeholders were engaged through various methods, including the following:

1. **Interviews/Conversations**. "Community Conversations," were held virtually with a range of people including local business- and property-owners, church leaders, the Dean of at William Carey University, and the Mayor of Petal.
2. **Community Workshops**. Two community workshops were convened, in December 2021 and January 2022. The purpose of both workshops was to present observations and findings about the corridors and discuss them with workshop participants.
3. **Corridor Revitalization Survey**. An online survey asked resident and other stakeholders to select land uses and business types that they believe would be appropriate for each corridor.
4. **Project Newsletters**. Newsletters were sent periodically during the course of the project via e-mail and also posted on the project webpage.
5. **Project Webpage.** The City created a webpage for the project at www.hattiesburgms.com/buildingopportunities that contains the latest project updates and links to all of the reports and presentations that have been prepared.

g. Reference Maps

The maps on the following pages are references that might be helpful when reading the subsequent sections of this report.





Figure 5. Photos from a community workshop (courtesy of the City of Hattiesburg)

Existing Zoning Map

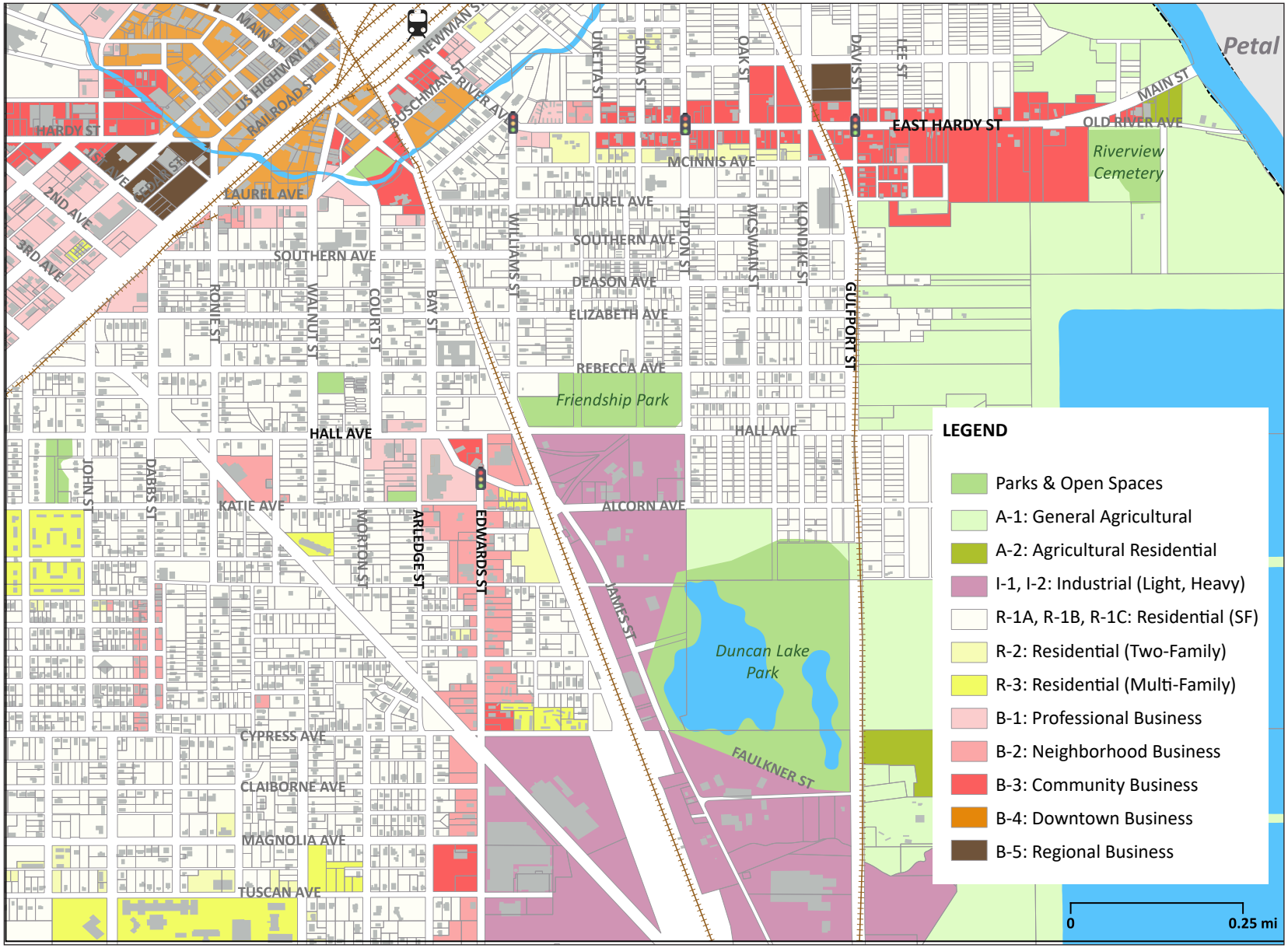


Figure 6. Existing Zoning in the General Planning Area

Floodplains, Wetlands & Government-Owned Parcels Map

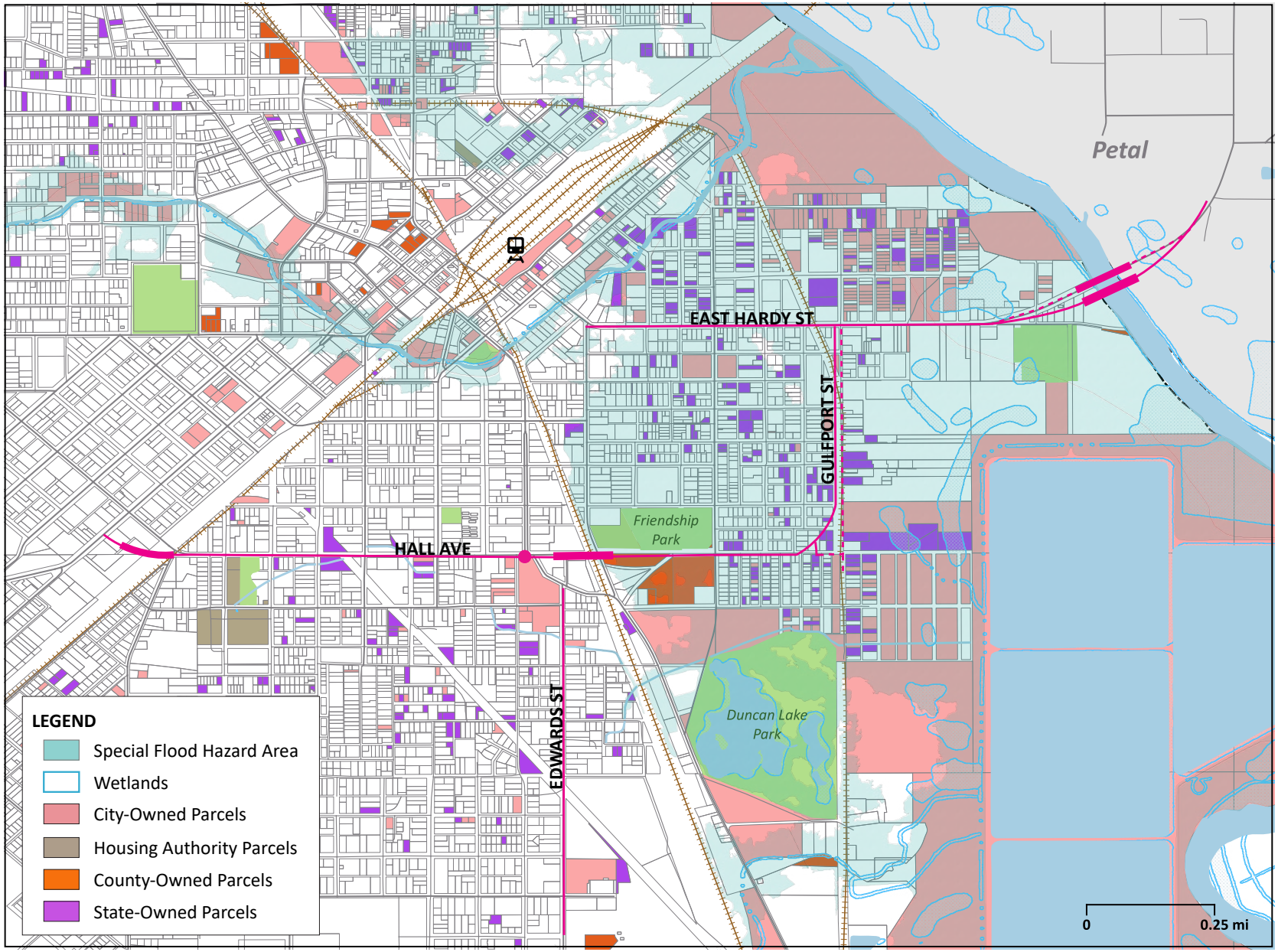


Figure 7. Map of Floodplains, Wetlands & Government-Owned Parcels

back to Table of Contents

2. East Hardy Street (River Avenue)

a. Existing Conditions

Area(s) of Interest	Williams Street to Lee Street
Place Type	Corridor
Floodplain	Yes
Transit Service	No (only one bus stop, at River Ave. & Williams St.)
Historic District	No
Signalized Intersections	Yes (at Williams Street, Tipton Street, Gulfport Street)
Current Land Uses / Businesses	Car dealership, auto repair facility, tire shop, seafood restaurant (Souther Seafood), deli, church (Victory Church), barber shop, Mexican food store, vacant properties and buildings.
Current Zoning	The zoning of parcels changes from Williams Street eastward as follows: • B-1 Professional Business (Williams Street to Martha Street) • Residential Two-Family (south side of the street from Martha Street to Annie Street) • B-2 Neighborhood Business (north side of the street from Martha Street to Unetta Street) • B-3 Community Business (Annie Street eastward) • B-5 Regional Business (located behind the properties fronting East Hardy Street between behind Klondike Street and Davis Street)



b. An Emerging Vision for East Hardy St.

Through investments in redesigning the roadway and streetscape from beginning to end, East Hardy Street will provide an attractive and accessible (to pedestrians, bicyclists, and motorists) transition between Downtown, East Hattiesburg, and Petal. The multiuse path along the north side will play an important role in connecting parks and recreation facilities. The path continues over the former Leaf River Bridge and onto Main Street in Petal, where connections can be created to Petal River Park. Existing businesses are likely to benefit from the increase in traffic and the resulting greater exposure that this could bring to East Hardy Street. New retail, restaurants, and service business will gradually turn East Hardy Street into a more thriving commercial district, at which point bus service could be provided.

Potential Development Opportunities & Concepts

Ideally, reuse and/or development can be concentrated at specific "nodes" along the corridor, which are depicted in Figure 9.

"East Hattiesburg Gateway"

The properties located just east of Williams Street are located at an important threshold between downtown and East Hardy Street The vacant building at the southeast corner of East Hardy Street and Williams Street (901 East Hardy Street) should be reactivated into a vibrant, neighborhood-serving business that features indoor and outdoor activity.

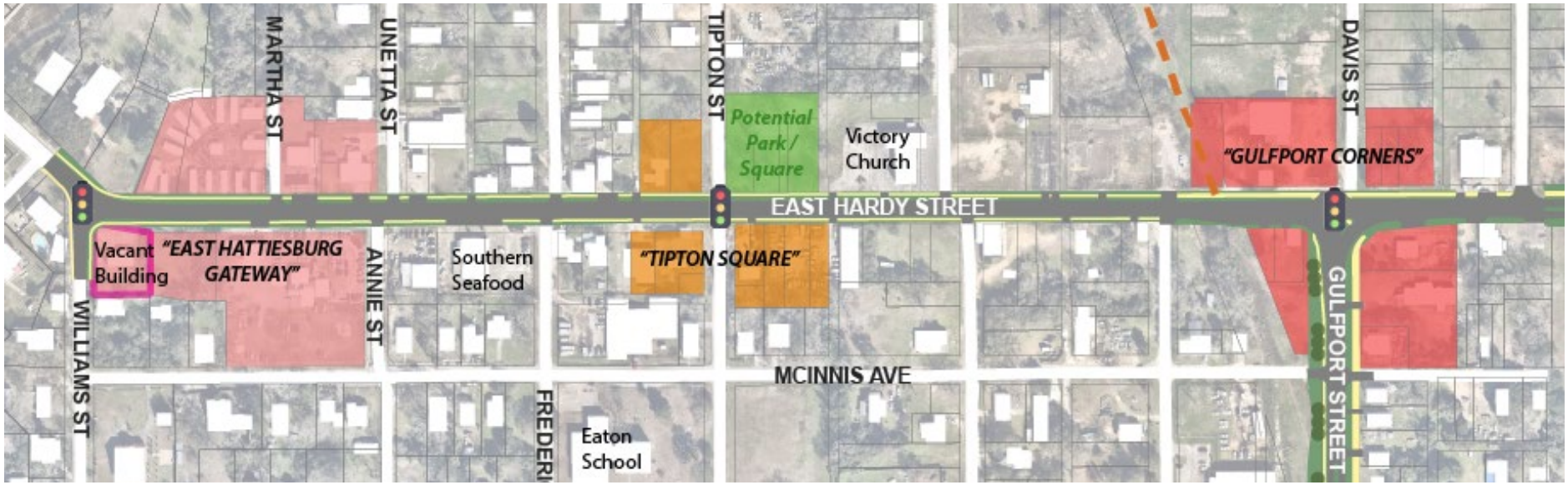


Figure 8. An Emerging Vision for East Hardy Street

"Tipton Square"

The properties around the signalized intersection at East Hardy Street and Tipton Street could be suited for mixed-use development (retail, civic, and/or social services uses on the ground floor, residential on upper floors). Many of the parcels around this intersection are vacant, including an undeveloped property on the northeast corner that has a grove of mature trees. This property, which is privately-owned, could be designed as a new park for the neighborhood: "Tipton Square."

"Gulfport Corners"

The properties around the signalized intersection of East Hardy Street and Gulfport Street could be appropriate for a coordinated commercial development with some mixed use components because of their visibility at this important junction.

Challenges to Revitalization

A challenge to development and revitalization here is the floodplain (see Figure 7 on page 12), which requires securing flood insurance. Many workshop participants contend that the floodplain is not mapped correctly; East Hardy Street doesn't flood. Commercial buildings or ground floors can be dry floodproofed, which involves sealing the exterior from floodwaters. Residential buildings must be elevated at or above base flood elevation. Mixed use buildings have commercial ground floors and may have residential space on upper floors. Regional and national enterprises might have greater financial ability to develop here due to the higher costs of development, which includes flood insurance.

Envisioned Land Uses & Businesses

Regional, City- and neighborhood-serving retail stores, restaurants, and services. Examples include a health club/gym, recreation-related stores, a bank.

Future Character, Building Placement & Form

The church at the corner of East Hardy Street and Oak Street demonstrates a typical and appropriate model for building placement along this corridor. The building is set back from the front property line by approximately 20 ft. (approx. 30 ft. from the curb). The entrance is fronted by a wide sidewalk and a grass verge of approximately 13 ft. on which is located an attractive monument sign. Parking is located to the sides of the building. Parking should be located to the side and/or rear of buildings to create an environment that is more hospitable to pedestrians and bicyclists.

Preliminary Zoning Concepts

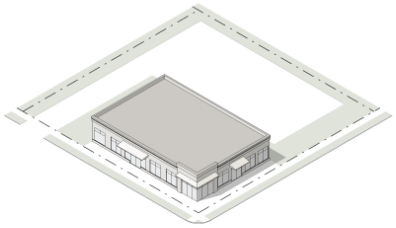
The following are preliminary zoning concepts for East Hardy St.

Using Conventional Zoning from the Existing Code

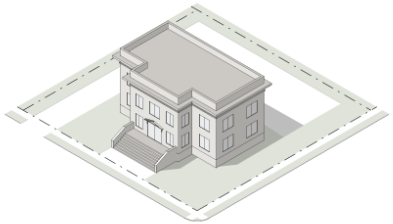
- Rezone all properties fronting the corridor to B-3 (Community Business) or B-5 (Regional Business).
- Consider a Planned Mixed Use District or a Corridor District.

Using Form-Based Code Building Types

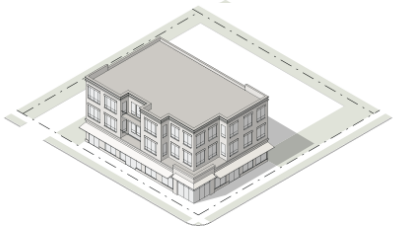
- Shopfront Building.
- Civic Building.
- Mixed Use Building (up to 3 stories).



B. Shopfront Building
A single-story building type that typically accommodates ground floor retail uses. Not intended for residential use.



D. Civic Building
A building type that accommodates specifically identified civic uses (see *Sec. 3.6. Civic Building*). Not intended for retail, commercial or residential uses.



A. Mixed Use Building
A multi-story building type that typically accommodates ground floor retail uses with upper-story residential or commercial use. Not intended for ground floor residential use.

Figure 9. Building Types from the Midtown Form-Based Zoning Code

Figure 10. A rendering of a mixed use building

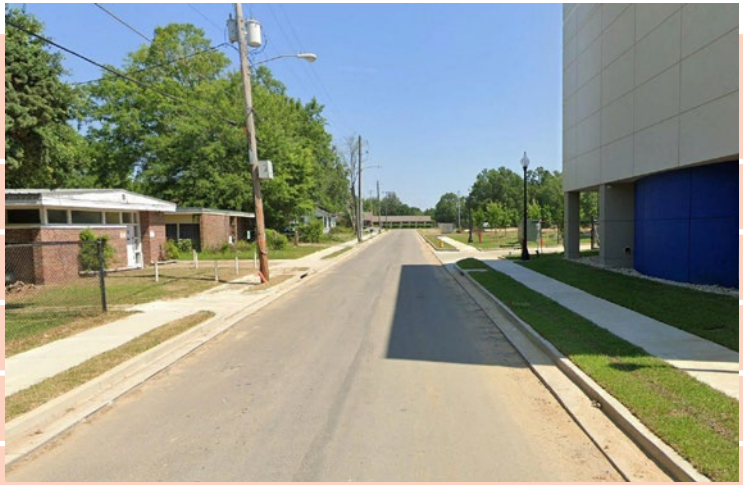


back to Table of Contents

3. Hall Avenue/Arledge Street

a. Existing Conditions

Area(s) of Interest	*Hall Ave*: bet. Morton Street & Arledge Street *Arledge* St: bet. Hall Avenue and Katie Street
Place Type	Block
Floodplain	No
Transit Service	No
Historic District	Yes
Signalized Intersections	No
Current Land Uses / Businesses	*Hall Ave bet Morton St & Arledge St*: Detached houses, barber shop, bail bondsman, attorney's office, funeral home *Arledge St bet Hall Ave & Katie St*: Detached houses, social services/meeting hall
Current Zoning	• B-1 Professional Business • Historic District



b. An Emerging Vision for Hall Avenue/Arledge Street

Hall Avenue will be transformed by the redesign of the roadway and streetscape, but the land uses along much of this corridor will not change much into the future because of its largely residential and historic character and zoning. Hall Avenue between approximately Ronie Street and Williams Street is within a historic district.

Commercial uses begin to appear on Hall Avenue east of Morton Street, where the properties are zoned B-1 (Professional Business). Greater exposure from increased motorist traffic along Hall Avenue could attract new businesses and services to occupy, retrofit, or possibly expand existing buildings.

Arledge Street is connected to this part of Hall Avenue because the B-1 zoning along Hall Avenue turns the corner and continues along this street. The east side of the block is occupied by the new Public Safety Complex. The west side of the street consists of two city-owned parcels (including one key parcel at the corner), several detached houses, the Rebos Club (a social services/meeting hall), and Hope Park. New sidewalks, curbs, and storm drains have been constructed along both sides of the street up to Katie Avenue.

Potential Development Opportunities & Concepts

Over time, some of the properties along the west side of the street could transition over to businesses and services under the existing zoning regulations. The City-owned property at 701 Arledge Street is currently vacant and could represent a development opportunity for private or community purposes/uses. The County-owned property at 112 Alcorn Avenue becomes more visible and accessible due to its location at the junction of Tipton Street and Hall Avenue, just after the overpass meets level ground (see Figure 11). The property, which is located in a floodplain, is situated in between Friendship Park and Duncan Lake Park (see Figure 14 on page 22).

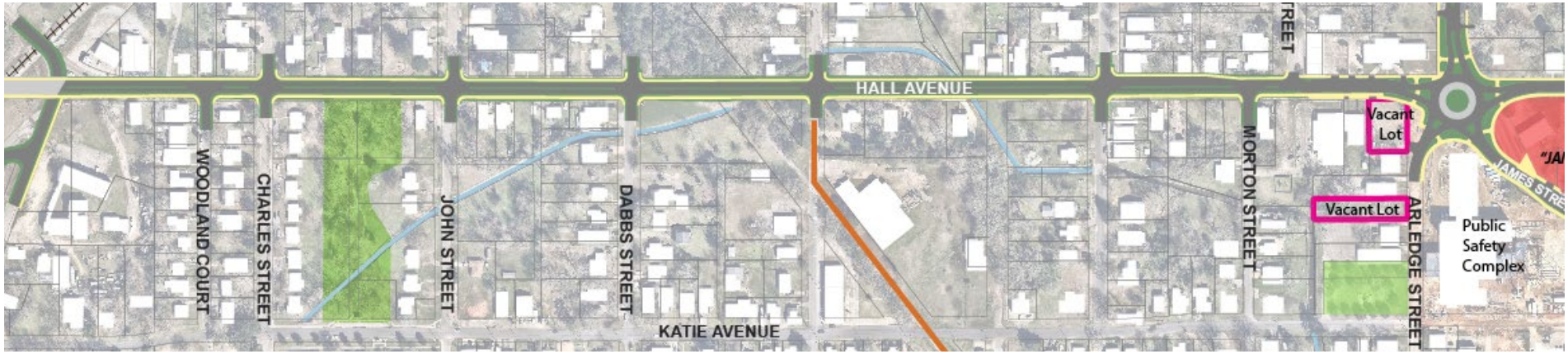


Figure 11. An Emerging Vision for Hall Avenue

Envisioned Land Uses & Businesses

Those office and personal service uses that are already permitted in the B-1 Professional Business zoning district, plus those listed as conditional.

Future Character, Building Placement & Form

The future character and building placement/form is expected to remain the same.

Preliminary Zoning Concepts

The following are preliminary zoning concepts to consider for Hall Avenue/Arledge Street.

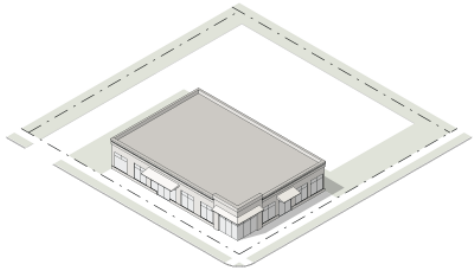
Using Conventional Zoning from the Existing Code

- Retain B-1 (Professional Business)

Using Form-Based Code Building Types

- Shopfront Building
- Detached House (with non-residential uses permitted)

Figure 12. Building Types from the Midtown Form-Based Zoning Code



B. Shopfront Building
A single-story building type that typically accommodates ground floor retail uses. Not intended for residential use.



K. Detached House
A building type that accommodates one dwelling unit on an individual lot with yards on all sides along with a rear accessory dwelling unit at grade or above a garage (carriage

back to Table of Contents

4. James Street

a. Existing Conditions

Area(s) of Interest	Hall Avenue to Williams Street
Place Type	Node
Floodplain	No
Transit Service	No (bus stop a block away at Katie Ave. & Edwards St.)
Historic District	Yes
Signalized Intersections	Yes (at Edwards Street)
Current Land Uses / Businesses	Grocery store, Mexican grocer/taqueria
Current Zoning	• B-3 Community Business (west of Edwards Street) • B-2 Neighborhood Business (east of Edwards Street)



b. An Emerging Vision for James Street

James Street will emerge into an active food-focused node, driven in part by its proximity to the Public Safety Complex. A grocery store and a Mexican grocer/taqueria are located here already. Two new buildings are approved for development on the same lot as the grocery store, which will bring more activity to that site. Several small structures, some of which are vacant, could be activated by new businesses, including non-food businesses that could serve staff and visitors of the Public Safety Complex, in addition to neighborhood residents. Small spaces could be used to support and incubate local entrepreneurs.

Envisioned Land Uses & Businesses

Restaurants, coffee shop, bakery, and other food-related retail stores with the potential for mixed use in the future.

Future Character, Building Placement & Form

The properties here are owned by a single entity, which could allow for the creation of a coordinated redevelopment/reuse, circulation, and open space concept for the entire node. With the construction of the overpass, Edwards Street, which cuts through this node, no longer connects to Hall Avenue and could be vacated to become part of the property.

Preliminary Zoning Concepts

The following are preliminary zoning concepts to consider for James Street:

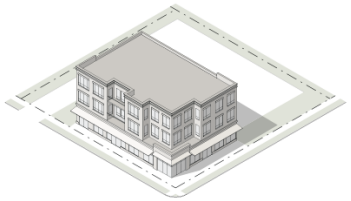
Using Conventional Zoning from the Existing Code

- The area currently zoned B-2 (Neighborhood Business) should be zoned B-3 (Community Business) and vice-versa to reflect existing businesses
- Planned Unit Development

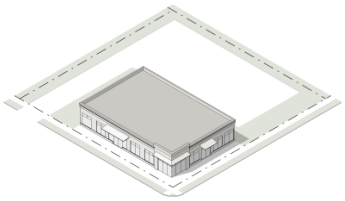
Using Form-Based Code Building Types

- Shopfront Building
- Mixed Use Building

Figure 13. Building Types from the Midtown Form-Based Zoning Code



A. Mixed Use Building
A multi-story building type that typically accommodates ground floor retail uses with upper-story residential or commercial use. Not intended for ground floor residential use.



B. Shopfront Building
A single-story building type that typically accommodates ground floor retail uses. Not intended for residential use.

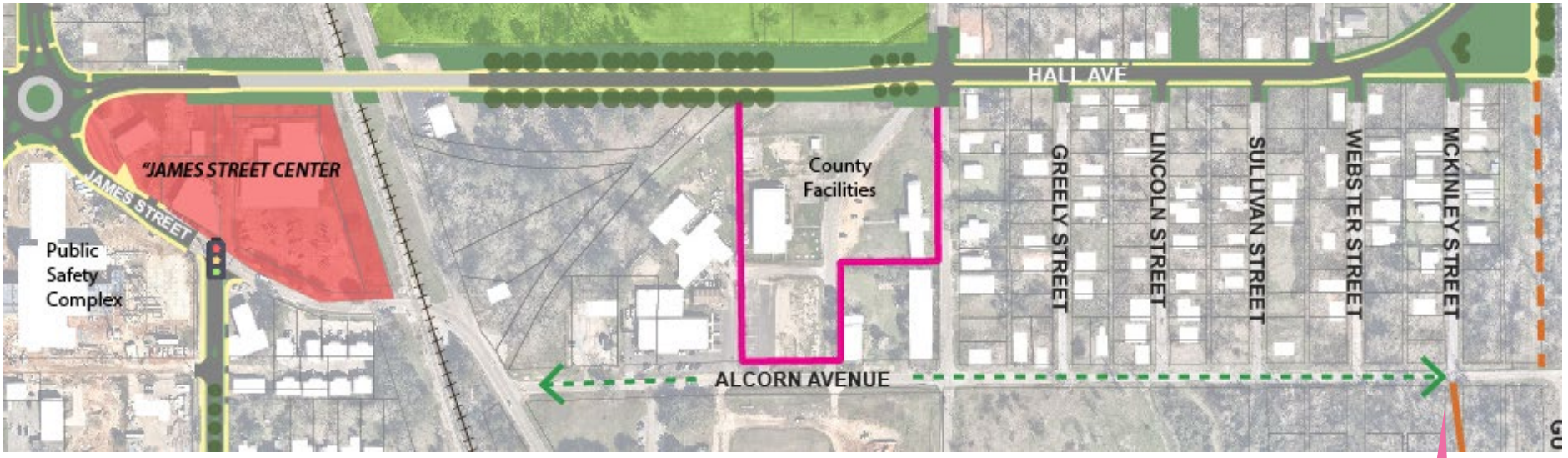


Figure 14. An Emerging Vision for James Street and a possibility for Alcorn Avenue to be a link in the trail system.

James Street and Alcorn Avenue

James Street (Old Highway 49) continues east over the railroad tracks and intersects with Alcorn Avenue, which links up with the Duncan Lake Trail at McKinley Street. Wayfinding signs (see section **6. Special Projects**) could direct motorists from James Street to the trailhead along Alcorn Avenue (see Figure 15). McKinley Street also might be an important trail connection, linking the Hall Avenue multiuse path with the trailhead at Duncan Lake Park.



Figure 15. The trailhead at Duncan Lake Park

back to Table of Contents

5. Edwards Street

a. Existing Conditions

Area(s) of Interest	James Street to County Drive
Place Type	Corridor
Floodplain	No
Transit Service	Yes (bus stops at Katie Ave, Duke Ave, Tuscan Ave)
Historic District	No
Signalized Intersections	Yes
Current Land Uses / Businesses	Churches, detached houses, liquor/tobacco store, beer mart, Mexican eateries, dollar stores
Current Zoning	• B-2 Neighborhood Business • B-3 Community Business (several parcels on the northeast corner of Edwards Street & Cypress Avenue) • I-1 (south of Cypress Avenue along the east side of Edwards Street)



b. An Emerging Vision for Edwards Street

Edwards Street is a long corridor that starts at James Street and continues more than three miles south to State Highway 49. This is an important entry point for motorists coming from points south to reach East Hattiesburg and William Carey University.

Edwards Street will be transformed by the redesign of the roadway and streetscape from James Street to Lilac Street. The corridor's relatively large parcels, its proximity to William Carey University (which has more than 4,000 students), and the preponderance of vacant parcels contribute to the potential for revitalization. Plus, transit already serves this corridor. Redevelopment could take on several different forms. The development of larger scale medical and healthcare uses could improve access to care in East Hattiesburg, provide employment opportunities to neighborhood residents, and complement the presence of WCU's programs in osteopathic medicine, nursing, pharmacy, and other disciplines. WCU also could choose to locate certain educational, research, and training facilities here.

New homes in the form of apartments and other types of multi-unit housing could be welcomed by local residents and by WCU students, faculty, and staff seeking housing close to campus. Affordable housing and supportive services should also be considered and supported by policies that require a percentage of units in new apartment development to be designated affordable. Retail stores, restaurants, and services could be integrated into the ground floors of mixed-use developments.

Envisioned Land Uses & Businesses

Between James Street and Cypress Avenue, envisioned land uses and business include residential (existing detached homes, multi-unit development) and mixed use (ground floor commercial, upper floor residential). See Figure 16.

Between Cypress Avenue and Tuscan Avenue, envisioned land uses and business include medical and healthcare uses such as a hospital, outpatient clinics and ambulatory surgical centers. Educational and institutional uses and civic/community uses could (e.g., library branch, recreation center) also could be located here. A new fire station is being considered for development at a site near Edwards Street and Tuscan Avenue.

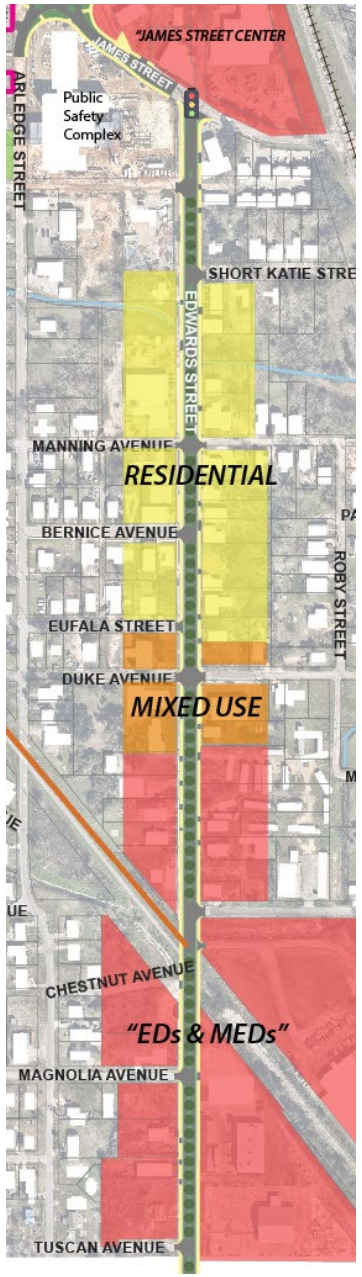


Figure 16. An Emerging Vision for Edwards Street

Future Character, Building Placement & Form

The character of Edwards Street could see significant change. New buildings could range from one to four stories tall with those facing the street having modest setbacks in order to provide space for landscaped front yards. The northern part of the street, between James Street and Cypress Avenue would have a more prominent residential character, while south of Cypress Avenue the character will be more commercial.

Reexamining the Design of Edwards Street

GIven this envisioned future for the Edwards Street corridor, the design of the street should be reexamined further to consider on-street parking in addition to traffic signals and crosswalks at prominent intersections such as Edwards Street and Tuscan Avenue.

Preliminary Zoning Concepts

The following are preliminary zoning concepts to consider for Edwards Street

Using Form-Based Code Building Types

- From James Street to Cypress Avenue: Mixed Use Building, Apartment Building, Stacked Flat, Townhouse, Detached House
- From Cypress Avenue to County Dr.: Mixed Use Building (retail ground floor, non-retail commercial upper floors), General Building, Civic Building

Building types are depicted graphically in Figure 29 on page 32.

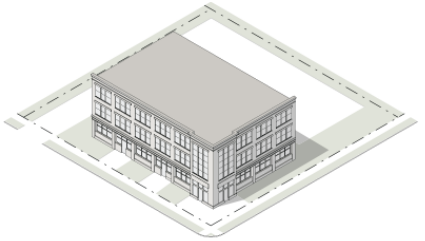
Other Provisions to Include

- Affordability requirements should be included for residential development.
- Green/sustainable building requirements should be considered for large-scale development.

Figure 17. Building Types from the Midtown Form-Based Zoning Code



E. Apartment Building
A building type that accommodates 12 or more attached dwelling units vertically and horizontally integrated. Not intended for non-residential use.



C. General Building
A building type that typically accommodates commercial uses. Not intended for retail or residential use.

6. Special Projects

This project takes a holistic view of revitalizing the corridors that is aligned with the "Regional Vision" described in the first chapter of this report. This is a vision of economic development "stimulated by and supported through investment in parks, open spaces, and recreation amenities spanning municipal boundaries, and creating roadway and trail connections that link them together." The involvement of residents, businessowners, and propertyowners in East Hattiesburg is a key part of the "Emerging Local Vision."

The following projects are intend to support the revitalization of the corridors and begin to bridge economic and social divides between East Hattiesburg and the rest of the City.

a. Bridging the Gap: The East Hardy Street Gap Project

The Longleaf Trace could be extended along River Avenue and East Hardy Street, across the old bridge, and into the City of Petal. A multiuse path is being constructed on the north side of East Hardy Street starting at Klondyke Street. Therefore there is a gap between Williams Street and Klondyke Street.

The only part of East Hardy Street that is not currently being improved is the section between Williams Street and Klondyke Street. The section of East Hardy Street between Williams



Figure 18. Traveling eastbound on East Hardy Street. The section between Williams Street and Klondyke is currently not part of any redesign project.

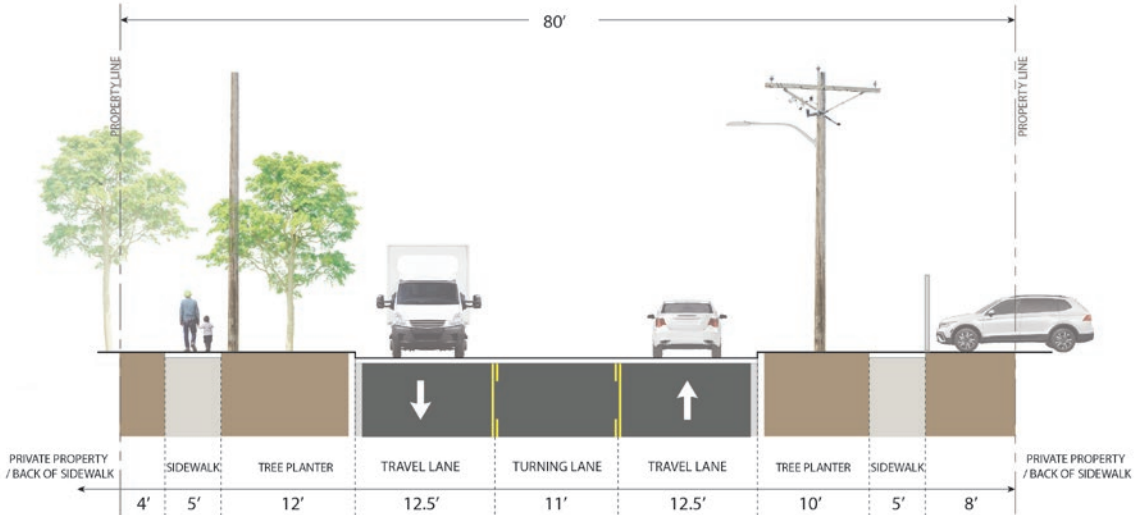


Figure 19. A cross section drawing depicting East Hardy Street between Williams Street and Tipton Street, which has two lanes and a center turning lane. Dimensions are approximate.

Street and Tipton Street has three lanes, with a westbound lane, eastbound lane, and a two-way center turning lane (see Figure 19 and Figure 18). East of Tipton Street, East Hardy Street narrows down to two lanes (see Figure 20 and Figure 21). There are gaps in the sidewalk network on both sides of the street. The multiuse path that will be constructed along the north side of East Hardy Street east of Klondyke Street potentially could be extended west along the north or south side of the street up to Williams Street, but it would need to accommodate future development. Significant development is not anticipated east of Lee Street.



Figure 20. East Hardy Street east of Tipton Street narrows down to two lanes.

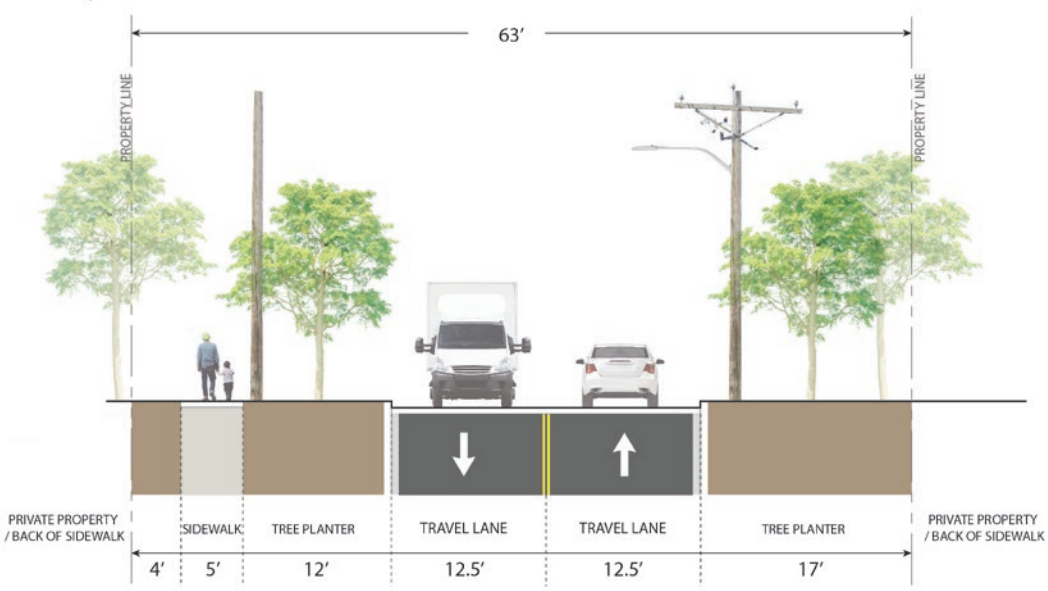


Figure 21. A cross section drawing depicting East Hardy Street east of Tipton Street, where the three-lanes narrows down to two lanes. Dimensions are approximate.

b. We Are Here: The East Hattiesburg Wayfinding & Heritage Project

The neighborhoods of East Hattiesburg have histories, cultures, stories, institutions, and businesses districts to announce, celebrate and share. A system of gateways, directional signs, interpretive panels, and public art, should be developed for this area. The existing site on the Freedom Trail, Morning Star Baptist Church, should be integrated into this system. In collaboration with local residents, neighborhood groups, and institutions, additional sites of historic and/or cultural significance should be identified.



Figure 22. A wayfinding sign in downtown Hattiesburg.

The directional sign system currently in place in downtown (see Figure 22) should be adapted to include messages for East Hattiesburg, or whichever name or names are most appropriate based on consultation with local residents, businessowners, and institutions. There are many important destinations that could be signed (see Figure 23 and Figure 24 for examples).

Rename East Hardy Street

One of the early phases of this project should involve considering the renaming of East Hardy Street. During one of the community workshops, residents expressed strong sentiments about renaming East Hardy Street, with a specific suggestion for renaming it "River Avenue," which is the street's original name.

Figure 23. Morning Star Baptist Church is site #10 on the Freedom Trail.





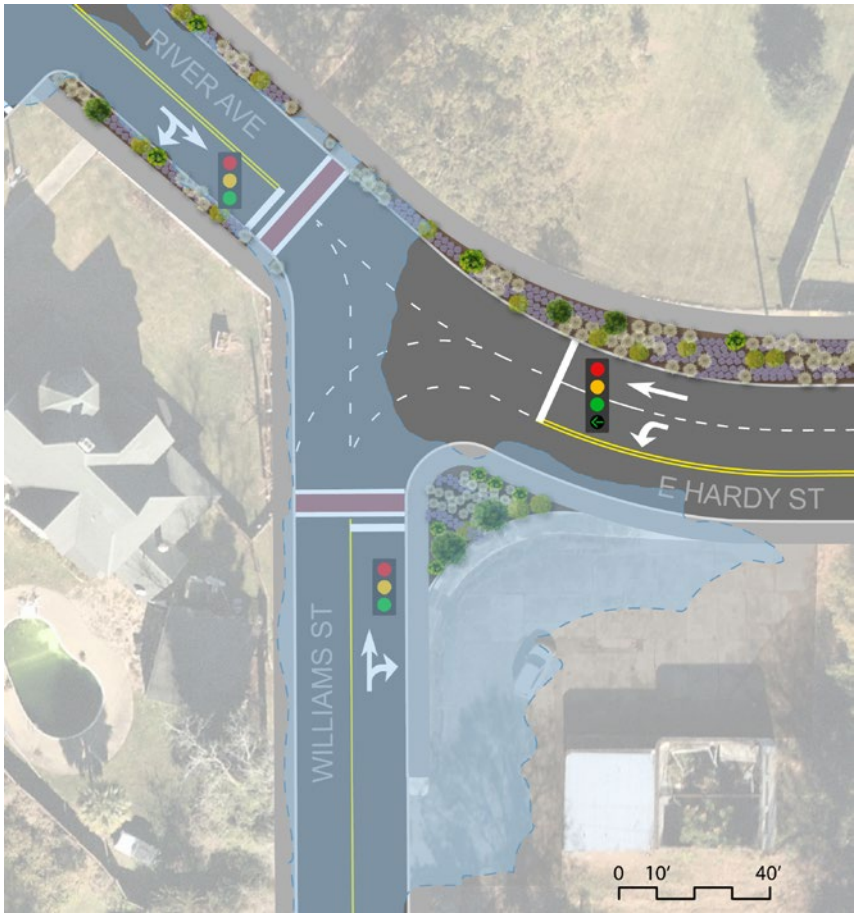
Figure 24. The community garden at Oseola McCarty Youth Development Center (photo by Charlotte Ciobanu)



Design a Gateway

The next phase of the East Hattiesburg Wayfinding & Heritage Project could be designing a gateway treatment for the area around the intersection of East Hardy Street and Williams Street. A roundabout concept should be explored at this intersection. If that is not feasible, the existing intersection has a wide expanse of asphalt that could be filled in by extending the curb and creating a landscaped area on which a monument sign and/or other treatments identifying the neighborhoods to the south down Williams Street and to the east along East Hardy Street. A conceptual plan shows how the intersection could be redesigned (see Figure 25). Part of the area is floodplain and, therefore, rain gardens and bioswales are shown.

Figure 25. A conceptual plan for the design of a gateway at the intersection of East Hardy Street and Williams Street. The floodplain is also shown on the plan.



Gateway treatments can include art in addition to sign elements, as shown in Figure 26.



Figure 26. An example of a gateway that incorporates art. The gateway is illuminated softly at night (photo from www.hickorync.gov/gateways)

c. Reviving a Key Connector: The Tipton Street Complete Street Project

Tipton Street is an important north-south street that connects East Hardy Street to the newly-extended Hall Avenue and then continues south past Duncan Lake, ending at Old Highway 49. It is a narrow two-lane street with houses along most of its length. However, it also passes by several important sites, including the Eaton School property, East Jerusalem Baptist Church, Friendship Park, and Friendship Missionary Baptist Church.

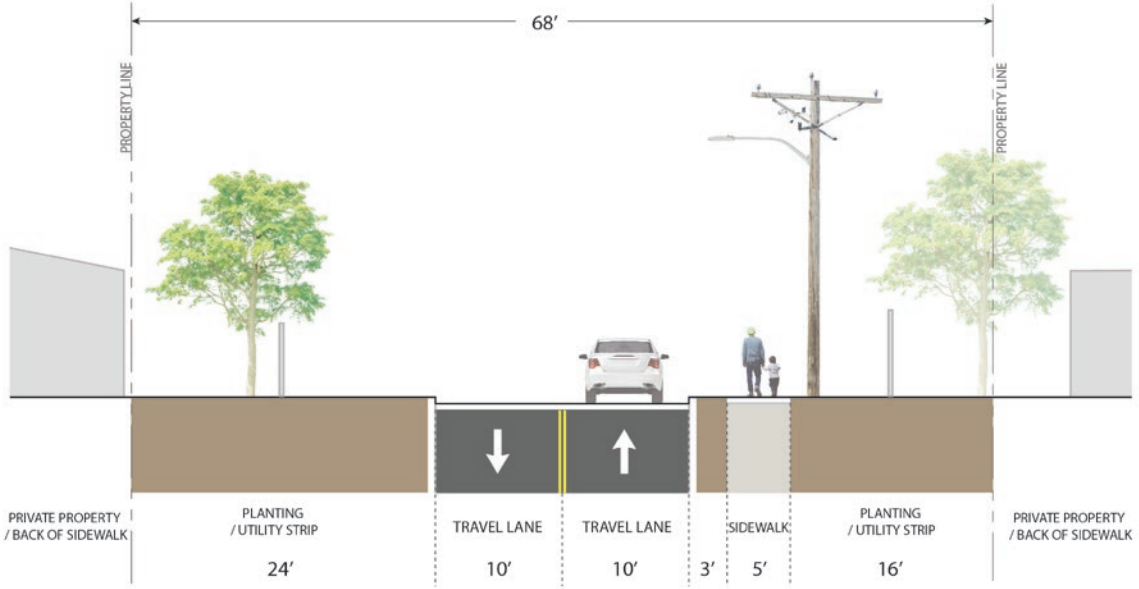
The double yellow line is fading and sidewalks appear intermittently along the street (see Figure 27). Tipton Street is designated a bicycle route, but there are no signs informing people of this. Tipton Street is a bus route. Bus stops are located at Mc Innis, Rebecca, and Alcorn Avenues. Signs are posted at these locations.

When all of the overpass and roadway projects are complete, Tipton Street might experience more traffic from cars, pedestrians, and bicyclists. The purpose of the Tipton Street Complete Street Project is to reinvest in and redesign the Tipton Street corridor to improve facilities for cars, pedestrians, bicyclists, and bus riders. As the land uses are primarily residential, appropriate traffic calming and lighting treatments also should be considered.

Figure 27. Looking north on Tipton Street.



Figure 28. A cross section drawing depicting Tipton Street. Dimensions are approximate.



d. Additional Special Projects

Existing residents and businesses in East Hattiesburg must benefit from the opportunities that new development creates, whether through having new living options, more places to work, or new business opportunities.

Include Affordable Housing Incentives and/or Requirements

Incentives and/or requirements for providing affordable housing units as part of new development, whether in a mixed use building containing residential units or in an entire residential building, should be integrated into the zoning code revisions for the corridors.

Support Existing East Hattiesburg Entrepreneurs & Businesses

East Hattiesburg entrepreneurs and businesses should be supported in their efforts to launch or improve their businesses. Furthermore, businessowners who own their properties and might be interested in undertaking a redevelopment project should be supported. Businesses that lease their space might find a better location by relocating into a newly-developed building. All of these activities might require technical and financing assistance. Technical assistance is available from University of Southern Mississippi's Small Business Development Center. Financing advice and assistance could come existing from community development financial institutions (CDFIs).

back to Table of Contents

7. Zoning Recommendations

a. A New Tool: Form-Based Zoning

During the course of this project, the City approved the application of the ***Midtown Form-Based Zoning Code*** to the greater City where appropriate and useful, renaming it the ***Hattiesburg Form-Based Code***.

Form-based zoning is a type of zoning that cities have been utilizing more frequently. Traditional zoning is based on separating incompatible land uses, leading to commercial zoning districts, residential zoning districts, and industrial zoning districts. Form-based zoning is based on the physical form of buildings, or building types, that are permitted in a specific zoning district. It includes diagrams and illustrations, such as Figure 29, which is from the original ***Midtown Form-Based Zoning Code***. For this project, the ability to adapt and utilize this code city-wide provides an additional set of zoning tools to apply to the corridors, if and where appropriate.

Along with expanding the code to be applied citywide, it was also amended to include two new districts not shown on Figure 29: **Mixed Use (MX-2)** and **Residential Attached (RA-2)**. The "2" represents a maximum building height of two stories, where as in MX-3 and EA-3, the maximum building height is three stories.

Sec. 3.2. Building Types Allowed by District

Building types are allowed by district as set forth below.

BUILDING TYPE	Mixed Use (MX-3, -4, -5)	Hardy Street Overlay (-HS)	Employment (EM-2, -3)	Employment (EM-4, -6, -9)	Residential Attached (RA-3)	Residential Detached (RD-2)
Mixed Use Building	P	P				
Shopfront Building	P	P				
General Building	P	P	P	P		
Civic Building	P	P	P	P	P	P
Apartment Building	P		P			
Apartment Court	P		P			
Garden Apartment	P		P		P	
Stacked Flat	P		P		P*	
Townhouse	P		P		P	
Cottage Court					P	P
Detached House					P	P

Key: P = Permitted Blank Cell = Not Permitted

* In RA-3, a stacked flat is only allowed on a lot located at the intersection of two public streets.

Figure 29. This page from the Midtown Form-Based Zoning Code (now called the Hattiesburg Form-Based Code) identifies the building types permitted in each zoning district.

b. Proposed Zoning for the Corridors

The recommended zoning for the corridors that are the subject of this project include **MX-3** (Mixed Use, 3-story max), **MX-2** (Mixed-Use, 2 story max), **RA-2** (Residential Attached, two story max), and **EM-3** (Employment, three story max). Figure 30 shows the proposed zoning districts as applied to each of the corridors.

River Avenue Overlay Zone

Due to the presence of the floodplain, a new overlay zone is proposed to apply to new development on all properties that are proposed to be rezoned along East Hardy Street. Building setback requirements will be determined by floodplain regulations as indicated in the City's Flood Damage Prevention Ordinance (#3294), and property owners and developers must adhere to these requirements to

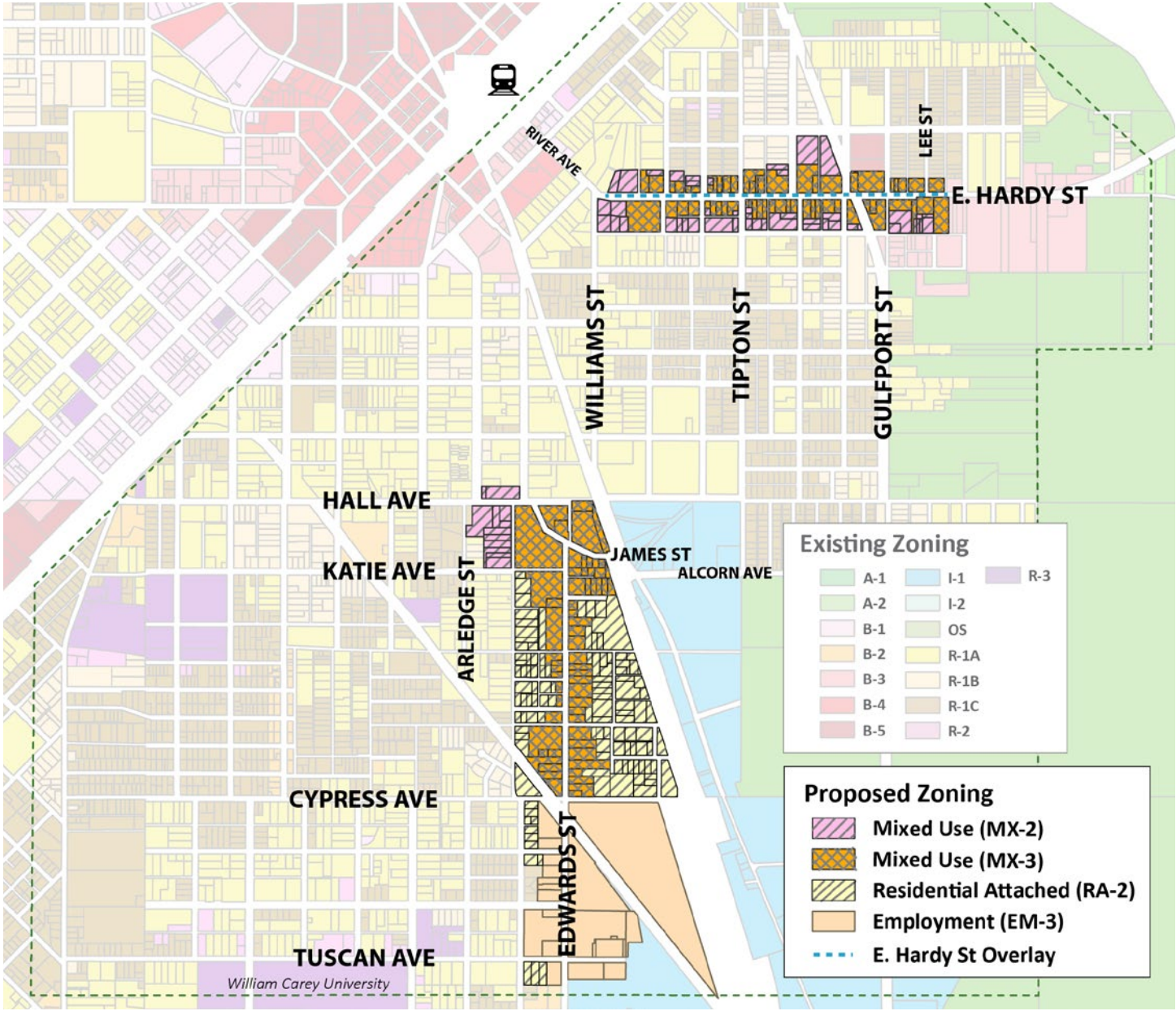


Figure 30. Proposed Zoning for the Corridors (also shows Existing Zoning to Remain)

ensure the safety of the building and its occupants. Setbacks will be required to be as close to the MX-2 or MX-3 front yard setback as possible while incorporating standards for the floodplain zone.

Affordability Requirements

The City should consider incorporating requirements for developers to provide affordable units as part of multi-unit residential projects in addition to incentives for providing affordable units.

c. Reference Diagrams & Use Table

The diagrams on the following pages from the Midtown Form-Based Code are provided for reference. Note that diagrams currently do not exist for the MX-2 and RA-2 districts because these districts were created after the code was adopted.

The Permitted Use Table from the Midtown Form-Based Code is also included in this section.

Sec. 2.3. Mixed Use Districts (MX-3, -4, -5)

The MX- Districts are intended to accommodate a mix of compatible commercial, employment and higher-density residential in a pedestrian-friendly and walkable environment.



A. Permitted Building Types

- Mixed Use Building
- Shopfront Building
- General Building
- Civic Building
- Apartment Building
- Apartment Court
- Garden Apartment
- Stacked Flat
- Townhouse
- Cottage Court
- Detached House

Sec. 2.4. Employment Districts (EM-2, -3, -4, -6, -9)

The EM- Districts are intended to accommodate a mix of compatible office, medical and medium-density residential in a pedestrian-friendly and walkable environment.



A. Permitted Building Types

EM-2, -3	EM-4, -6, -9
General Building	General Building
Civic Building	Civic Building
Apartment Building	Apartment Building
Apartment Court	Apartment Court
Garden Apartment	Garden Apartment
Stacked Flat	Stacked Flat
Townhouse	Townhouse
Cottage Court	Cottage Court
Detached House	Detached House

back to Table of Contents

Sec. 2.5. Residential Attached District (RA-3)

The RA-3 District is intended to accommodate a mix of medium-density detached and attached residential in a pedestrian-friendly and walkable environment.



A. Permitted Building Types

- Mixed Use Building
- Shopfront Building
- General Building
- Civic Building
- Apartment Building
- Apartment Court
- Garden Apartment
- Stacked Flat
- Townhouse
- Cottage Court
- Detached House

Sec. 3.2. Building Types Allowed by District

Building types are allowed by district as set forth below.

BUILDING TYPE	Mixed Use (MX-3, -4, -5)	Hardy Street Overlay (-HS)	Employment (EM-2, -3)	Employment (EM-4, -6, -9)	Residential Attached (RA-3)	Residential Detached (RD-2)
Mixed Use Building	P	P				
Shopfront Building	P	P				
General Building	P	P	P	P		
Civic Building	P	P	P	P	P	P
Apartment Building	P		P			
Apartment Court	P		P			
Garden Apartment	P		P		P	
Stacked Flat	P		P		P*	
Townhouse	P		P		P	
Cottage Court					P	P
Detached House					P	P

Key: P = Permitted Blank Cell = Not Permitted

* In RA-3, a stacked flat is only allowed on a lot located at the intersection of two public streets.

Sec. 4.4. Permitted Use Table

Uses are allowed by district as set forth below.

	MX -3, -4, -5	EM -2, -3	EM -4, -6, -9	RA -3	RD -2	OS	Definition/ Use Standard
Residential Uses							
Dwelling, detached	X	X	X	P	P	X	*Sec. 4.5.A.1*
Dwelling, attached	P	P	X	P	X	X	*Sec. 4.5.A.2*
Dwelling, multi-family	P	P	X	P	X	X	*Sec. 4.5.A.3*
Assisted living facility, nursing home	P	P	P	X	X	X	*Sec. 4.5.A.4*
Bed and breakfast residence (up to 5 rooms)	P	P	X	P	PC	X	*Sec. 4.5.A.5*
Bed and breakfast inn (6 to 12 rooms)	P	P	P	PC	X	X	*Sec. 4.5.A.6*
Day care center	P	P	P	PC	X	X	*Sec. 4.5.A.7*
Independent living facility	P	P	P	X	X	X	*Sec. 4.5.A.8*
Retail Uses							
Amusement and recreation facilities, indoor	P	P	P	X	X	X	*Sec. 4.5.B.1*
Art gallery	P	P	P	L	X	X	*Sec. 4.5.B.2*
Bank	P	P	P	X	X	X	*Sec. 4.5.B.3*
Bar, lounge	P	X	X	X	X	X	*Sec. 4.5.B.4*
Personal service	P	X	X	L	X	X	*Sec. 4.5.B.5*
Professional studio, photography, drama, dance, gymnastics	P	X	X	X	X	X	*Sec. 4.5.B.6*
Repair service	P	X	X	L	X	X	*Sec. 4.5.B.7*
Restaurant	P	X	X	L	X	X	*Sec. 4.5.B.8*
Retail sales	P	X	X	L	X	X	*Sec. 4.5.B.9*
Commercial Uses							
Ambulance service	P	P	P	X	X	X	*Sec. 4.5.C.1*
Hotel, motel (13 or more rooms)	P	X	X	X	X	X	*Sec. 4.5.C.2*
Hospice	P	P	P	X	X	X	*Sec. 4.5.C.3*
Hospital	X	P	P	X	X	X	*Sec. 4.5.C.4*
Medical clinic, office	P	P	P	X	X	X	*Sec. 4.5.C.5*
Office	P	P	P	L	X	X	*Sec. 4.5.C.6*
Parking lot or garage	PC	PC	PC	X	X	X	*Sec. 4.5.C.7*
Veterinary clinic	L	L	L	X	X	X	*Sec. 4.5.C.8*

Key: P = Permitted by-right; PC = Planning Commission review required; L = Use permitted subject to use standards specified in cross-reference; X = Not permitted

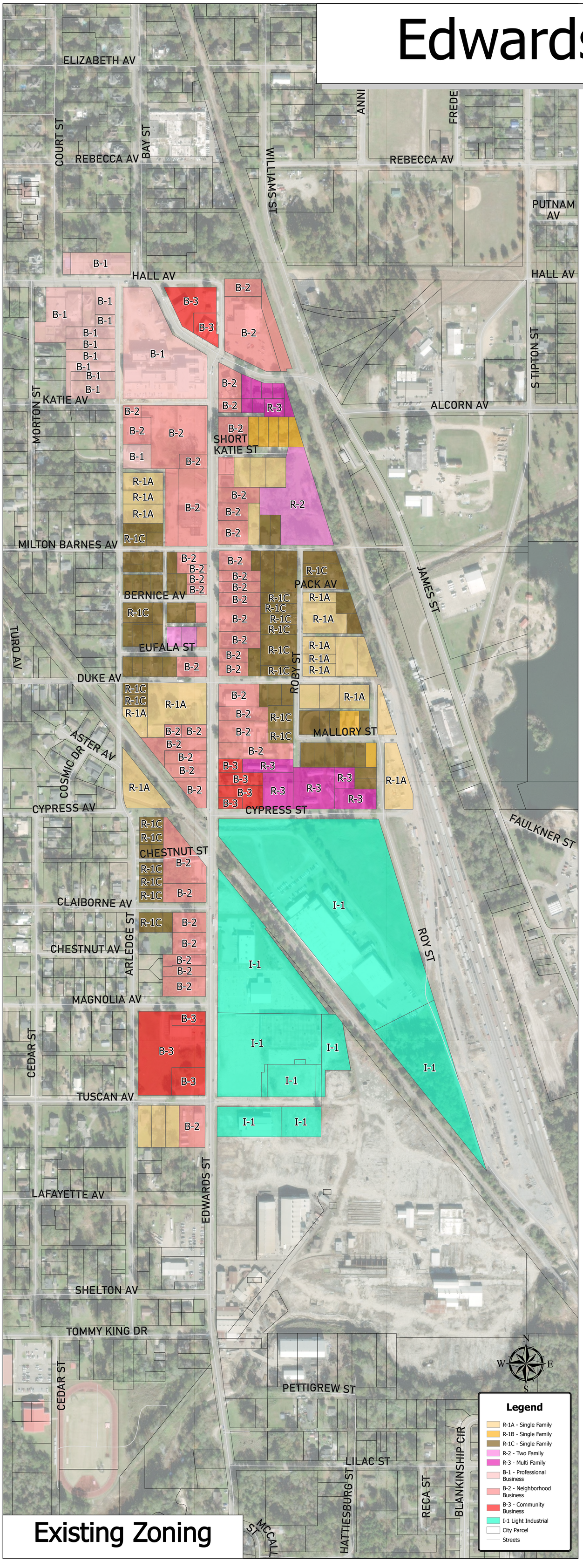
Note: None of the above permitted uses include an "adult entertainment establishment" as defined in the Land Development Code.

	MX -3, -4, -5	EM -2, -3	EM -4, -6, -9	RA -3	RD -2	OS	Definition/ Use Standard
Civic Uses							
Amphitheater	X	X	X	X	X	P	*Sec. 4.5.D.1*
College, university	P	P	P	X	X	X	*Sec. 4.5.D.2*
Museum, library	P	P	P	X	X	X	*Sec. 4.5.D.3*
Park, playground	P	P	P	P	P	P	*Sec. 4.5.D.4*
Place of worship	P	P	P	PC	PC	X	*Sec. 4.5.D.5*
School, K-12	P	P	P	PC	PC	X	*Sec. 4.5.D.6*
Semi-public use	P	P	P	X	X	X	*Sec. 4.5.D.7*
Accessory Uses							
Drive-thru	PC	PC	PC	X	X	X	*Sec. 4.5.E.1*
Carriage house	X	X	X	P	P	X	*Sec. 4.5.E.2*
Home care center	P	P	P	P	P	X	*Sec. 4.5.E.3*
Home occupation	L	L	L	L	L	X	*Sec. 4.5.E.4*
Utility service	P	P	P	P	P	X	*Sec. 4.5.E.5*

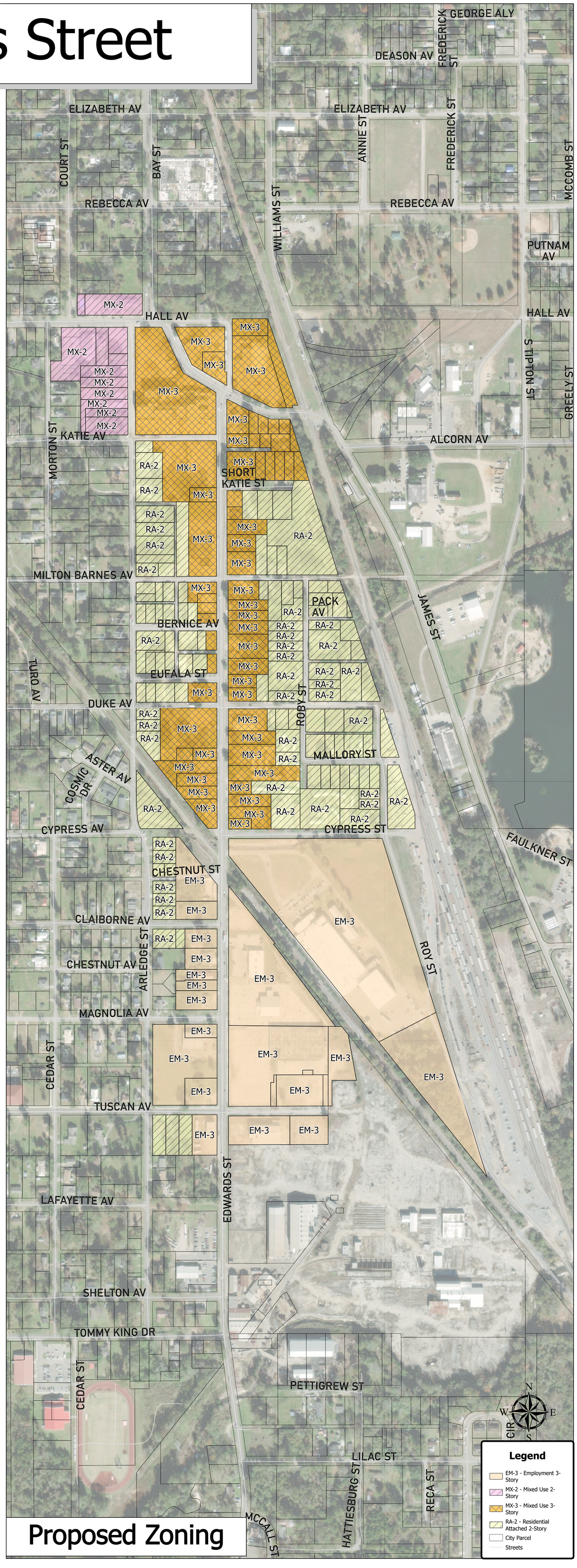
Key: P = Permitted by-right; PC = Planning Commission review required; L = Use permitted subject to use standards specified in cross-reference; X = Not permitted

Note: None of the above permitted uses include an "adult entertainment establishment" as defined in the Land Development Code.

Edwards Street



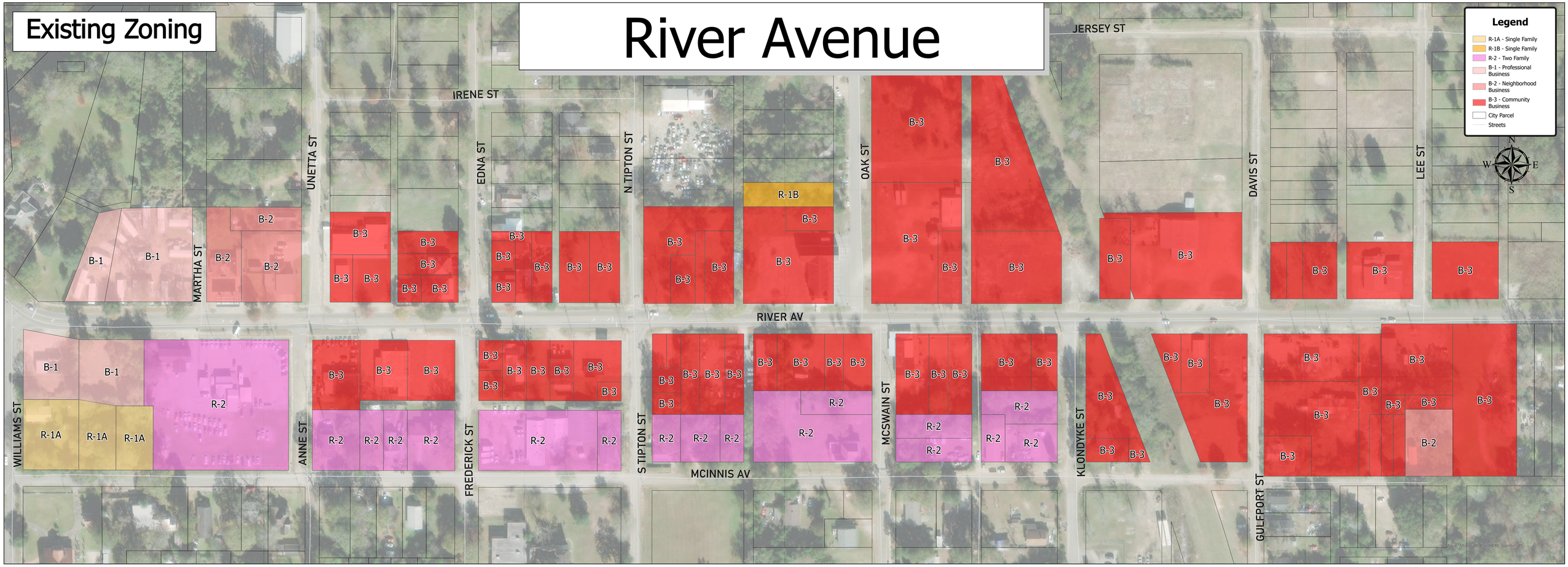
Existing Zoning



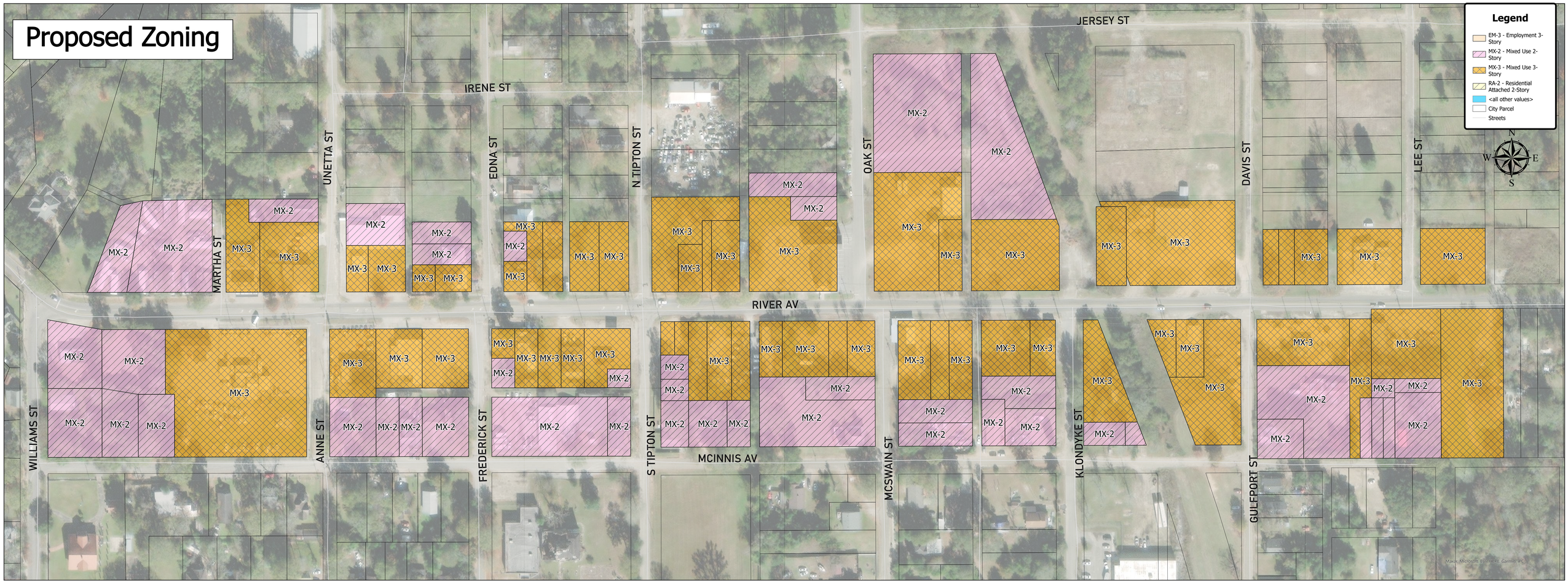
Proposed Zoning

Existing Zoning

River Avenue



Proposed Zoning



November 2023 HPC Item: F
Monica Tisack (USM), Cameron Nuzzo (USM ICP Park) and Kelly Lucas, Representatives
Request for: **Zoning Change From R-1A to PMU-PD (Planned Mixed-Used Development)**

URBAN DEVELOPMENT
PLANNING DIVISION

Planning Commission
Case Fact Sheet

Names of Petitioner: Monica Tisack (USM), Cameron Nuzzo (USM ICP Park) and Kelly Lucas, Representatives

Address of Property:	**Tax Parcels/Ward:**	**PPIN:**	**Ward:**
Old Airport Rd	2-041H-27-017.00	29647	5

Request: **Zoning Change From R-1A to PMU-PD (Planned Mixed-Used Development)**

Purpose of Request: To request **approval for for a rezoning request from R-1A (Single-Family Residential) to a Planned Mixed-Used Development (PMU-PD)** for property located around the USM Innovation and Commercialization Park located at 46 Shelby Thames Drive. The proposed area for the planned mixed-use development is approximately 500 acres that borders Classic Drive on the north and south in Forrest County, Ward 1. The Planned Mixed-Use Development will be known as "The Garden". (PPINs: 9508, 9509, 9557, and 33306).

Applicant Summary: * See Attached *

Applicable Regulations:

SECTION 4 **Zoning Districts Established**

R-1A Single-Family Residential District: The purpose of the R-1A District is to permit single-family residential uses with related recreational, religious and educational facilities. This district is consistent with the Neighborhood Conservation 1 and 2 districts in the Comprehensive Plan. This zoning district encourages protected lower density residential neighborhoods with only compatible supporting institutional uses and open space.

PMU Planned Mixed-Use District (Proposed): The Planned Mixed-Use District is created to provide a regulatory framework for permitting mixed-use development projects in areas designated as mixed-use within the official Comprehensive Plan and any other specific plans subsequently approved. Specifically, the Planned Mixed-Use District serves to:

- Provide flexibility in the planning and construction of

development projects by allowing a combination of uses developed in accordance with an approved plan that protects adjacent properties.
- Encourage the preservation and enhancement of natural amenities and cultural resources; to protect the natural features of a site that relate to its topography, shape, and size; and to provide for a maximum amount of open space.
- Provide for a more efficient arrangement of land uses, buildings, circulation systems, and infrastructure.
- Encourage infill projects and the development of sites made difficult for conventionally designed development because of shape, size, abutting development, poor accessibility, or topography.

SECTION 4.19.1 **PMU Planned Mixed-Use District.**

4.19.1.2 Eligibility. Eligibility for rezoning to a PMU is based on the City of Hattiesburg Comprehensive Plan as well as other specific plans adopted by the City. Areas generally eligible for rezoning to a Planned Mixed Use District are indicated as Neighborhood Business, General Business, and Planned Unit Development on the Future Land Use Map.

4.19.1.3 District Types. When requesting a rezoning to a new PMU district, the applicant must identify which Comprehensive Plan Area, or areas, applies. Each request for rezoning to a PMU must demonstrate substantial conformance with the characteristics, acceptable land uses and minimum project size as indicated in table 4.6-1.

4.19.1.4 Zoning Map Designation. If approved, all requests for a PMU rezoning shall carry the map designation of PMU along with the abbreviation for the Comprehensive Plan Area it is intended to implement. Abbreviations shall be as follows:
• PMU - NB (Neighborhood Business)
• PMU - GB (General Business)
• PMU - PD (Planned Unit Development)

4.19.1.5 District Regulations.
i. Permitted Uses. There are no permitted uses in the PMU district.
ii. Conditional Uses. All uses within a PMU are conditioned upon review and approval of a detailed site plan and other schematics required to prove consistency with specific regulations within this Code as well as the intent of the Comprehensive Plan. While use-specific conditions shall apply, other conditions required to mitigate incompatibilities and address site-specific conditions as imposed by the applicant or required by City Council shall apply and be binding.
iii. Conditional uses within a PMU shall conform to the acceptable uses list for the Comprehensive Plan Area that is applicable; however, customary accessory uses shall also be permitted as conditional uses. Uses not substantially similar to the uses listed, as

determined by the Director, shall be prohibited.
iv. All requests for rezoning to a PMU-PD shall be accompanied by a detailed site plan indicating specific uses for each phase, parcel and structure. The site plan and the list of uses must conform to all applicable requirements of the LDC as well as rezoning application requirements and shall, once approved, be binding on the property.
v. All requests for rezoning to any PMU except PMU-PD shall be accompanied by sufficient information to determine compliance with all applicable requirements of this Code. However, site plans and specified uses presented as part of the rezoning process shall not be binding on the property if the rezoning is approved and shall be prominently noted as such on any materials presented as part of a public process. Any property configuration or use that is consistent with the characteristics and acceptable uses for the Comprehensive Plan Area indicated shall be permitted upon review and approval by the Site and Design Committee as part of a zoning permit request.

vi. Mix of Uses Required. The PMU District is specifically intended to contain and support a mix of acceptable uses including residential, commercial, office and open spaces located within a walkable and bikable neighborhood.

vii. Change of Use. Subsequent to approval of a PMU-PD District, any change of use shall be reviewed and approved by the Director. Any requested change that is not substantially consistent with the approved plan shall require the applicant to submit a request for plan amendment. Such revision shall be reviewed and approved by the City Council following the same procedures and requirements for rezoning except that the Director may exempt any site plan requirements deemed inapplicable to the request. All changes of use in any other PMU District shall be reviewed and approved by the Site Design and Review Committee prior to issuance of a zoning permit.

viii. Dimensional Standards. The following dimensional standards shall apply to the PMU district unless otherwise approved by City Council as part of a site specific development plan. Any exception to these standards must be shown on the site plan and requested by the applicant in their presentation to the Council including an explanation for the exception. Any exception granted may require the applicant to incorporate conditions or design mitigation strategies imposed by the Council. Such conditions or strategies shall be presented by the Council and agreed to by the applicant prior to the action to rezone.

ix. Open Space. Open space shall be allocated, designed and maintained as an integral part of all PMU District areas. Open space shall be required as follows:
x. At its discretion, the City Council or Site and Design Committee, whichever has authority to approve the plan, may approve a

decrease in the amount of required open space when the plan in□cludes unique design features or amenities that achieve an especially attractive and desirable development such as, but not limited to, terraces, sculptures, water features, preservation and enhancement of unusual natural features, or landscape sculpture (i.e., areas that are intensely landscaped). Open space may be held in common by a property owners association, dedicated to the City for use as a public amenity, or donated to a land con□servancy where it will be held and maintained for the intended use. Permanent ownership and maintenance responsibility of open space by the City is subject to approval by the City.

xi. Design Standards. All uses within a PMU district shall be subject to specific design standards as detailed in Section 6 Design Standards in addition to any other standards stipulated in adopted area plans. Where conflicts between standards exist between the two, standards in the adopted plan shall prevail.

xii. Design Mitigation. When submitting any application for rezoning to a PMU or any zoning permit request within an existing PMU, the applicant shall make a particular effort to mitigate potential incompatibilities with adjacent zoning districts. Such mitigation measures may include: the addition or increase of buffers, landscaping, open space, and screens; decreasing intensity, structure height, or bulk; reducing the amount of parking and restricting loading, solid and liquid waste collection (e.g. dumpsters, grease pits, and recyclable materials) adjacent to the perimeter; restricting access to local streets; and integration of other relevant design features that helps to merge the districts into a cohesive whole. Mitigation measures integrated into the application at time of submittal that exceed the standards of this Code shall be noted as binding conditions imposed by the applicant.

SECTION 11 **Administration and Enforcement**

11.2 City Council

11.2.9 Decide all requests for site and building design approval for properties located within a PMU district.

11.6 Site and Design Review Committee

11.6.2 Decide all requests for site and building design approval for properties located outside a designated historic district or PMU district

Present Zoning: The undeveloped parcel is currently zoned R-1A Single-Family Residential

Monica Tisack (USM), Cameron Nuzzo (USM ICP Park) and Kelly Lucas, Representatives
Request for: **Zoning Change From R-1A to PMU-PD (Planned Mixed-Used Development)**

Present Use: Current site of The USM Innovation and Commerciation Park and Accelerator; The site is also the former location of the USM Van Hook Golf Course. Lake Sehoy has been converted into a public recreation area by USM.

Future Land Use: Planned Mixed-Use District, Neighborhood
Conservation Disctrict 2 and Community Business Corridor

Surrounding Zoning and Land Use:
North: R-1A Single-Family Residential (City Limits)
South: R-1A Single-Family Residential
East: R-1A Single-Family Residential /B-5 Regional Business District
West: R-1A Single-Family Residential

Letters or Concerns stated: The Planning Division Office has not received any letters or other written communications relative to this case as of October 17th 2023.

History / Background: The University of Southern Mississippi owns 500 acres of property along Classic Drive, which was part of the old Van Hook Golf Course. USM developed a strategic plan to facilitate technology-oriented business growth for what is knows as their “Innovation & Commercialization Park”. The site currently hosts the Accelerator, which is an innovation-based business incubator, which offers a variety of labs, offices, equipment, and amenities for innovative and technology based businesses.

The USM Innovation and Commercialization Park is part of a strategic plan that was finalized in 2021 through a Mississippi Development Authority Economic Devleopment Grant. The strategic plan outlines a variety of uses for the 500 acre pacel, including recreational, office r&d, light manufacturing, and residential. Each of the proposed uses have been identified in the strategic plan and their proposed locations on the 500-acre site. The targeted businsses for the proposed are are light advanced manufacturing and technology-driven businesses, with certain tracts of land reserved for full-scale commercial activities. Examples of light advanced manufacturing are 3D printing, robotics, artificial intelligence, and medical technology.

USM partnered with a planning and architectural consultant to develop the master plan for this area and has been included as a digital attachment on the public hearing portal for this report. Through the process, USM conducted multiple outreach events with the public and stakeholders with their consultants to gether information on the development of the plan, including a charrette, which is a design collaborative planning sessions with stakeholders and planning professionals.

Monica Tisack (USM), Cameron Nuzzo (USM ICP Park) and Kelly Lucas, Representatives
Request for: **Zoning Change From R-1A to PMU-PD (Planned Mixed-Used Development)**

The proposed zoning designation of PMU-PD will use the Master Plan to Guide Development for this 500-acre parcel of land. If adopted, any proposed development would need to be reviewed and approved as a conditional use. All uses within a PMU-PD must be reviewed as well, which provides the community input on whether a specific use is appropriate for this site and area before being approved.

Option: **Basis for approval (Zoning Change):**

I. There was a mistake in the original zoning
II. The character of the neighborhood has changed substantially so that rezoning is clearly justified **and** there is a public need for the rezoning
III. Annexation

Recommend **approval** or **denial** of the request for a PMU-PD

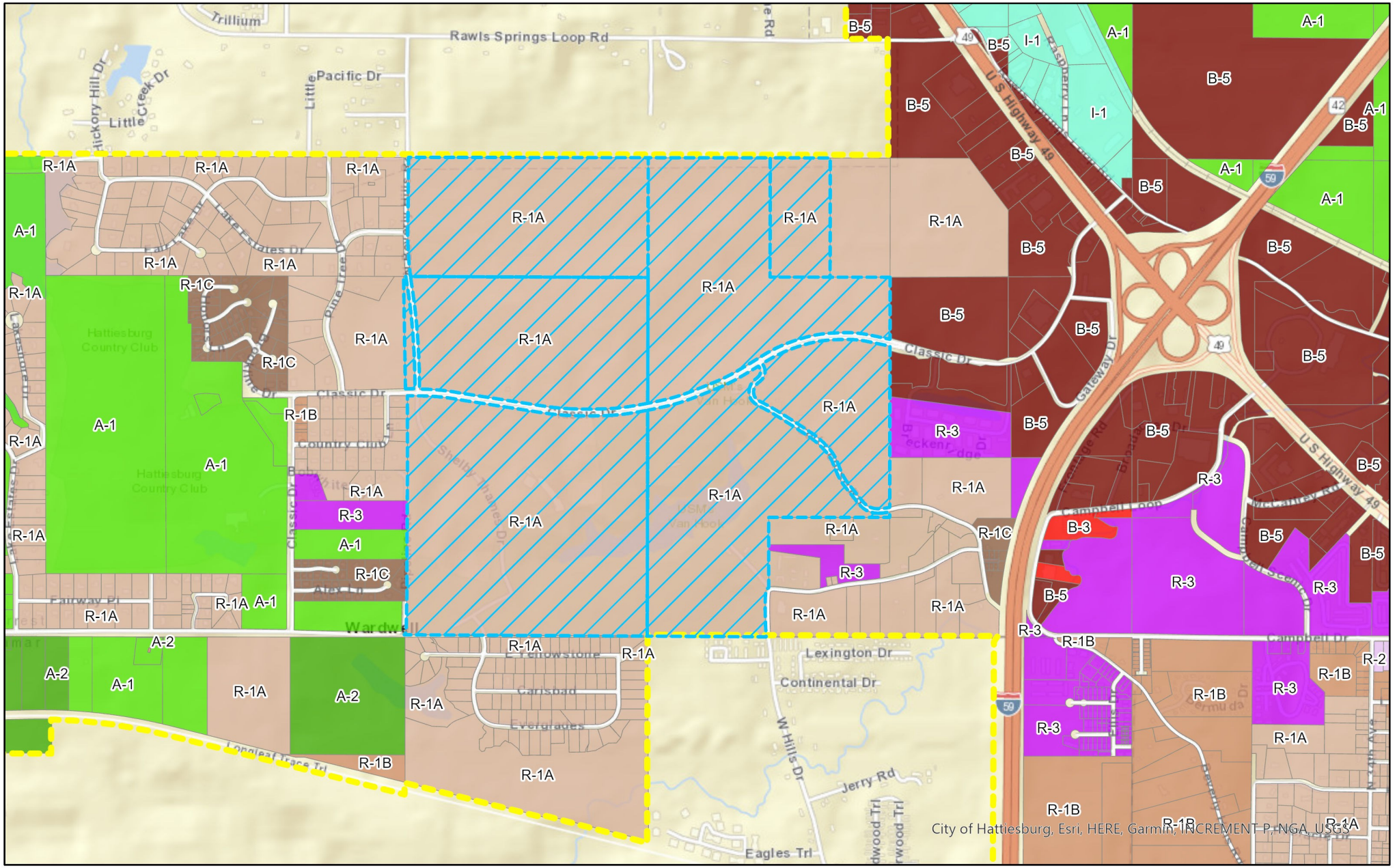
SUBJECT PARCEL

46 Shelby Thames Drive — Rezoning Request

Monica Tisack (USM), Cameron Nuzzo (USM ICP Park) and Kelly Lucas, Representatives

The petitioners request approval for a rezoning request from R-1A (Single-Family Residential) to a Planned Mixed-Used Development (PMU-PD) for property located around the USM Innovation and Commercialization Park located at 46 Shelby Thames Drive. The proposed area for the planned mixed-use development is approximately 500 acres that borders Classic Drive on the north and south in Forrest County, Ward 1. The Planned Mixed-Use Development will be known as “The Garden”. (PPINs: 9508, 9509, 9557, and 33306).





Legend

- A-1
- A-2
- R-1A
- R-1B
- R-1C
- R-2
- R-3
- B-3
- B-5
- I-1
- City Boundaries
- USM ICP Site

0 — 0.5 Miles

N W E S

Site Information

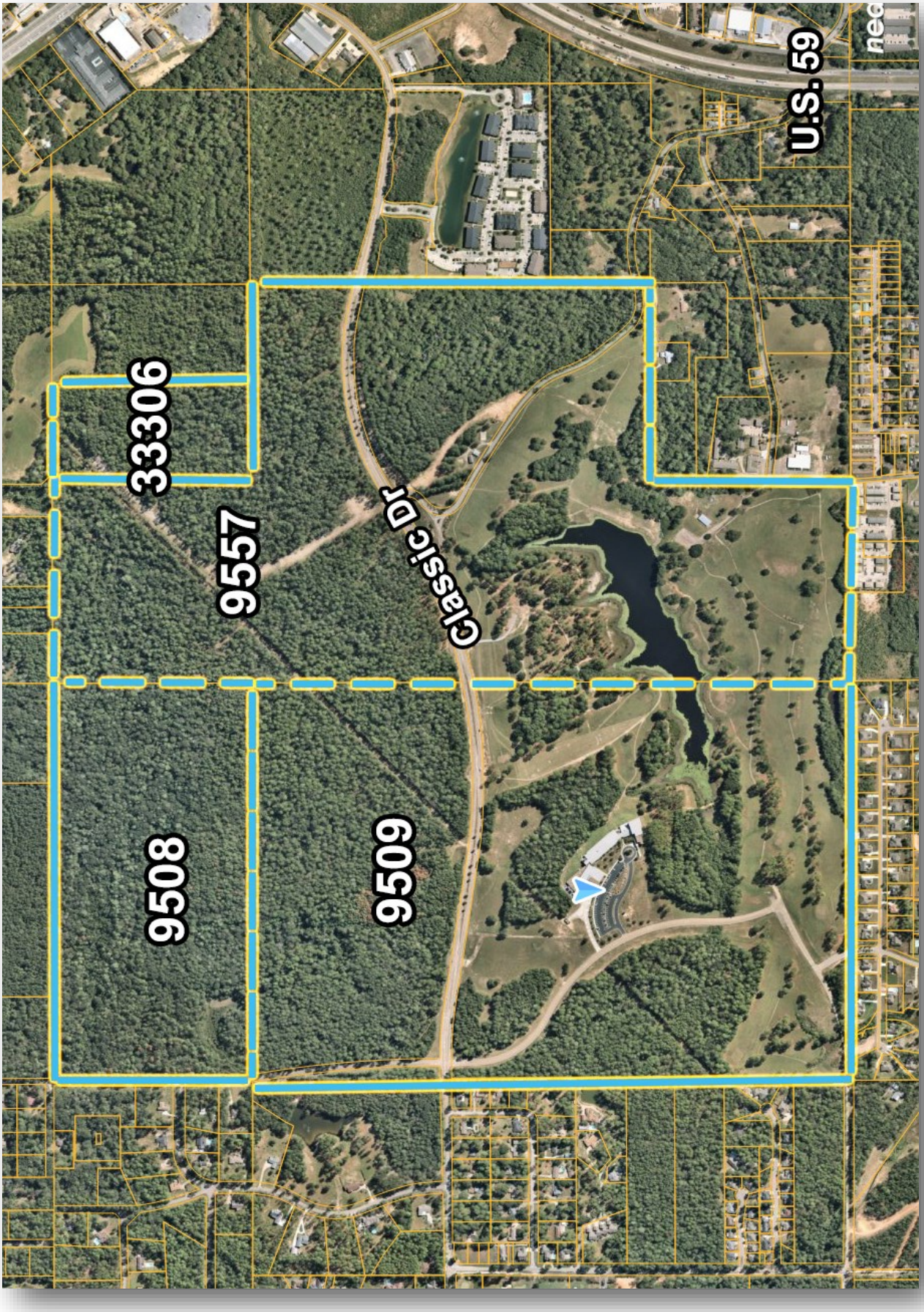
Proposed area of Rezoning to a PMU-PD Zone for the USM Innovation Commercialization Park Master Plan

(PPINs: 9508, 9509, 9557, and 33306)
Forrest County, Ward 1

CITY OF HATTIESBURG MISSISSIPPI

URBAN DEVELOPMENT
PLANNING DIVISION

Site Aerial



Surrounding Area

Current Site of the Accelerator on Shelby Thames Drive



Street View of Classic Drive where both sides of street are part of rezoning request



Surrounding Area

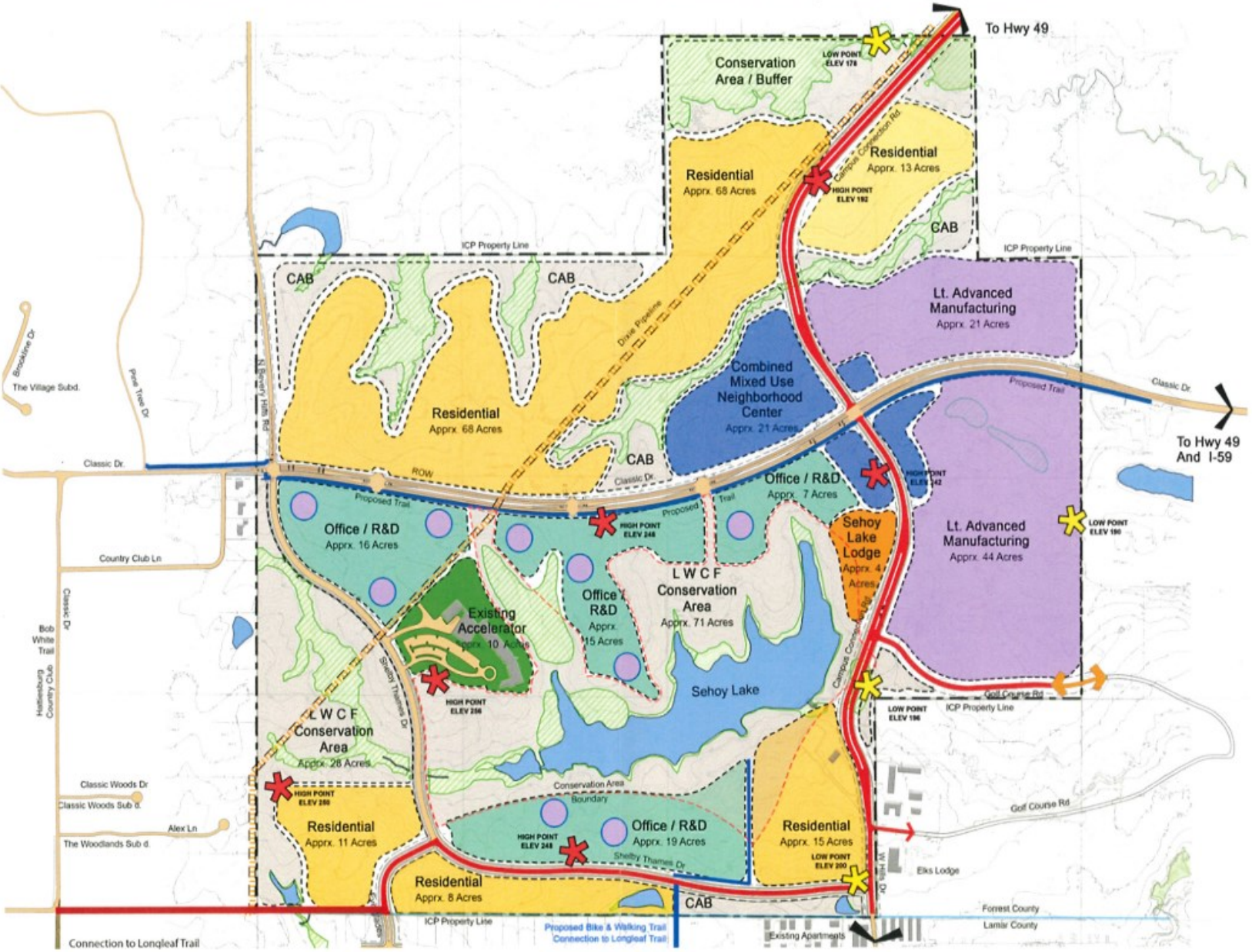
Lake Sehoy on the 500-Acre Tract of Land, part of an existing outdoor recreation site partially funded by the Water Conservation Fund



Part of the old Van Hook Golf Course which fronts Golf Course Road



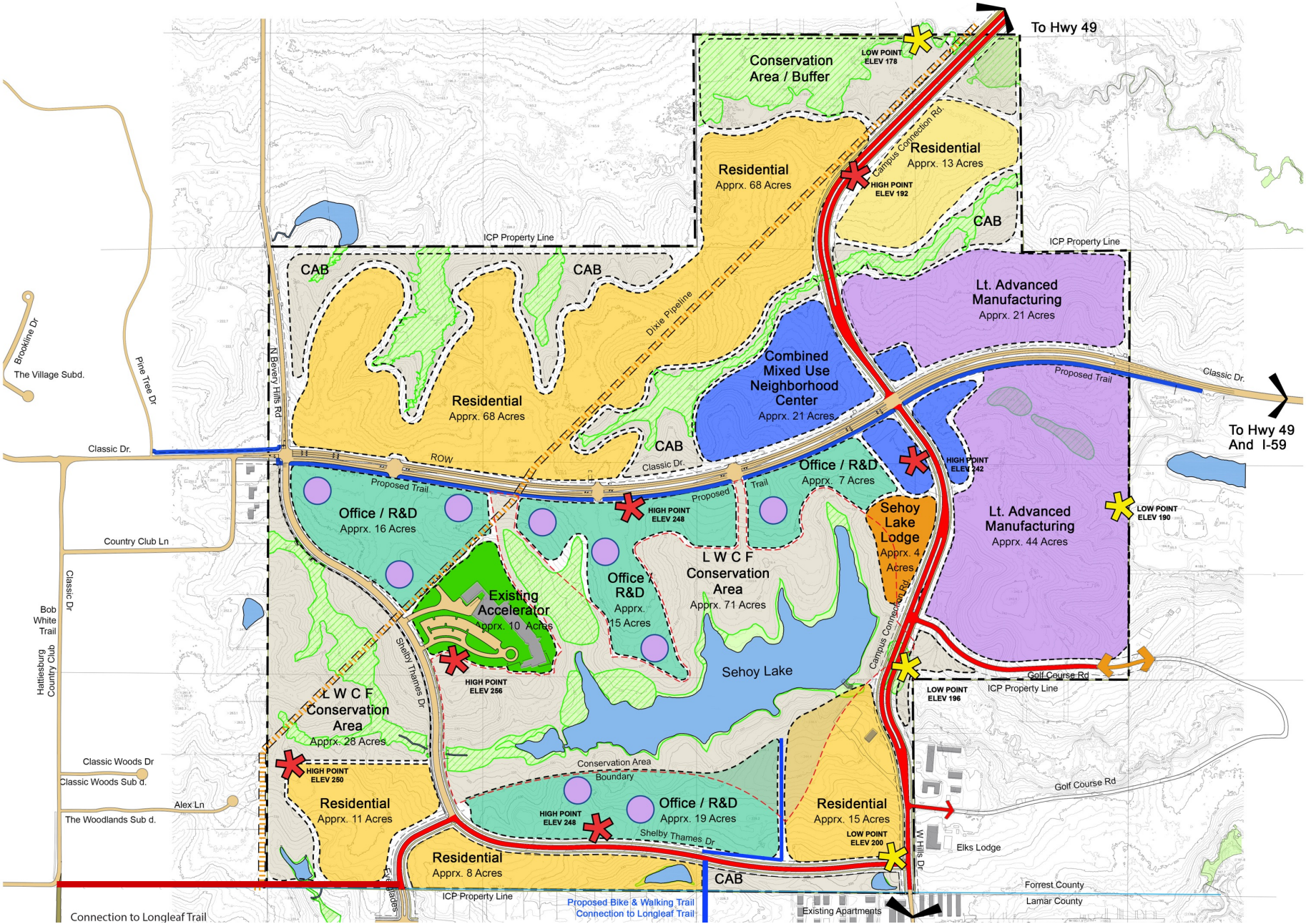
Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use

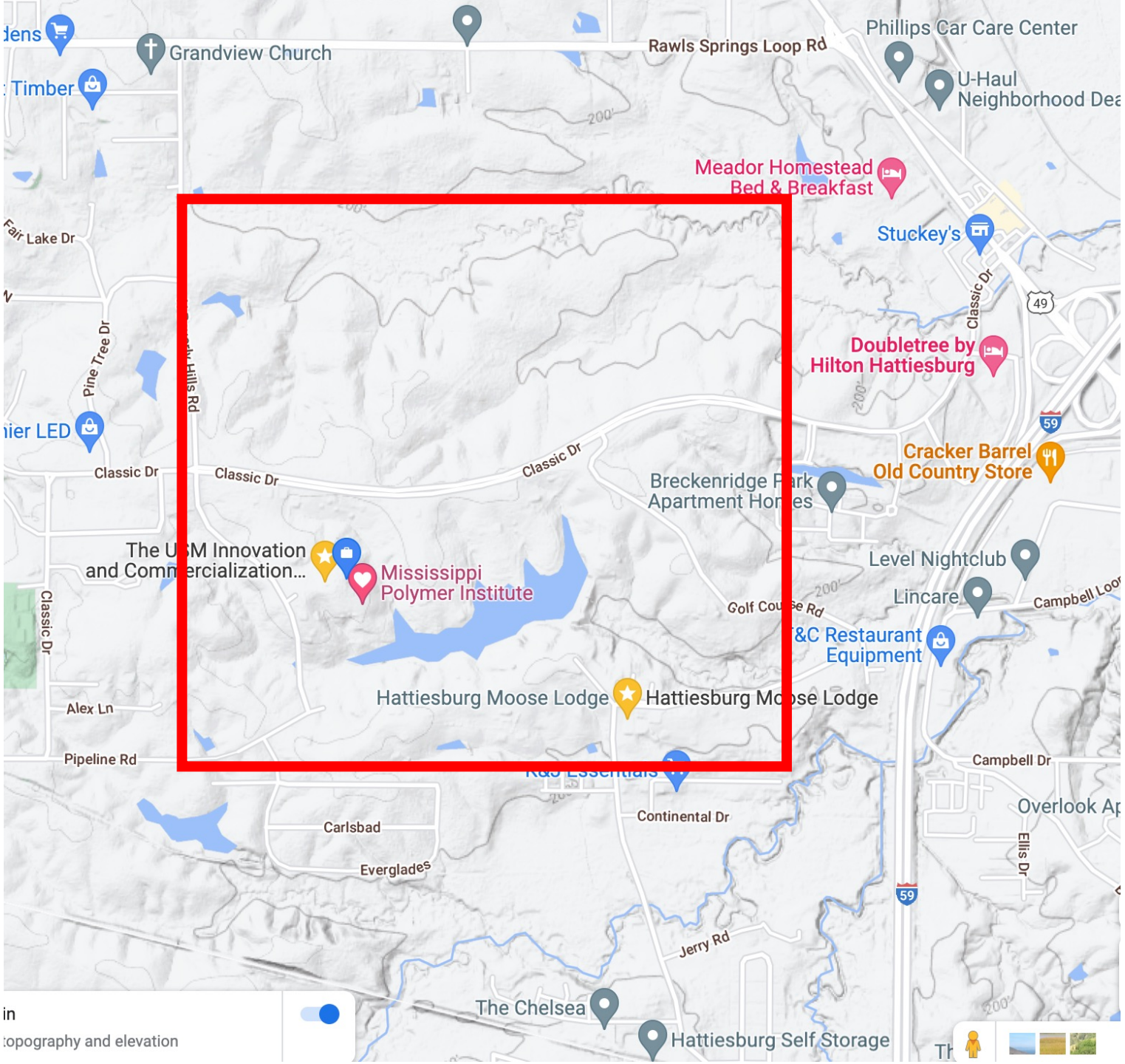


The 500-acre USM Innovation & Commercialization Park is designed to facilitate technology-oriented business growth, from inventors to multinational corporations

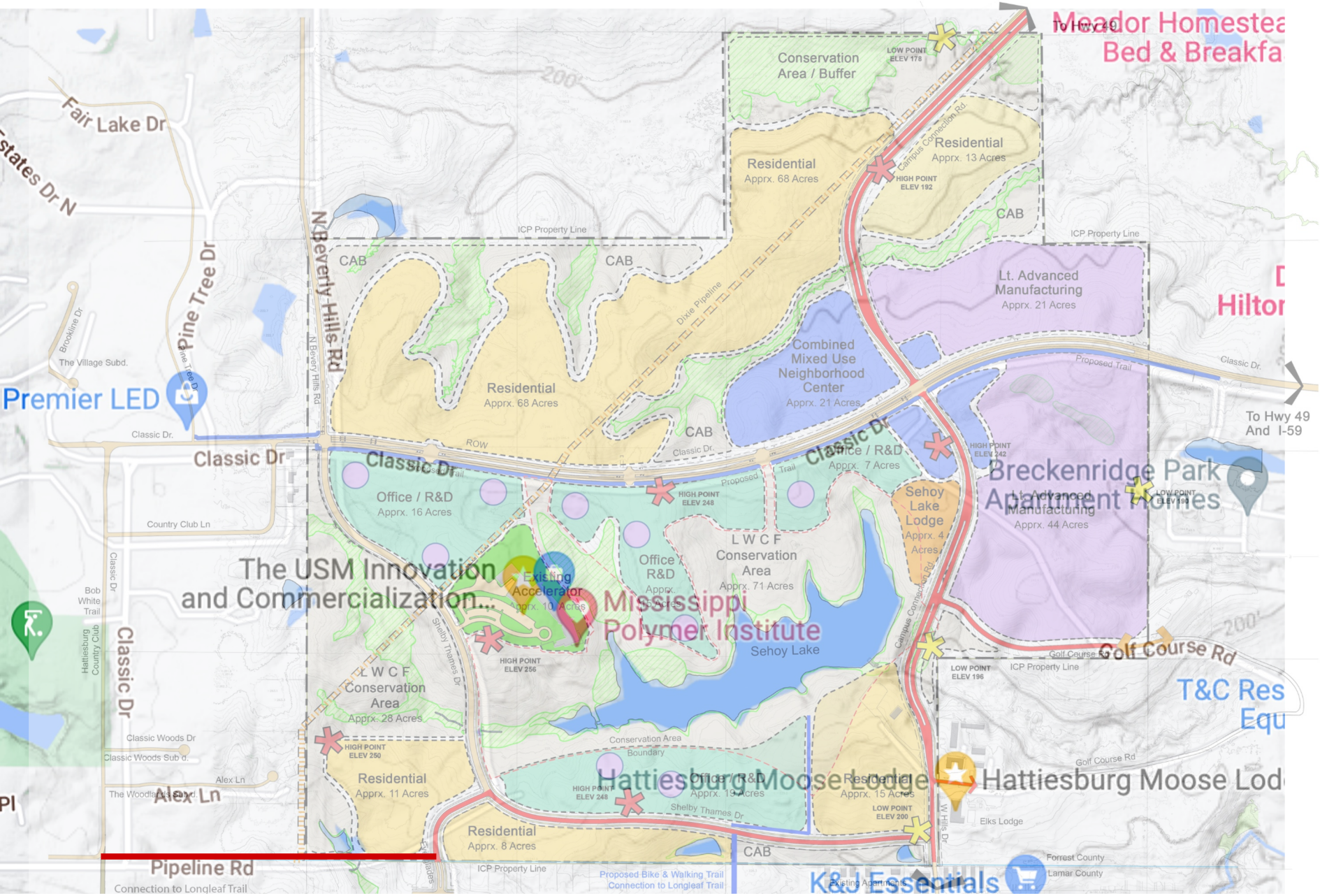
- The Strategic Plan was finalized in 2021 via an MDA ED Grant
  - A “Work, Live, Play” diversified model is used and designed to maximize value while preserving the natural appeal of the area
  - 300 acres can be developed
  - 100 acres are Parks & Rec grounds
  - Light Advanced Manufacturing and Technology-driven businesses are specific targets, with select larger tracts reserved for full-scale commercial activities

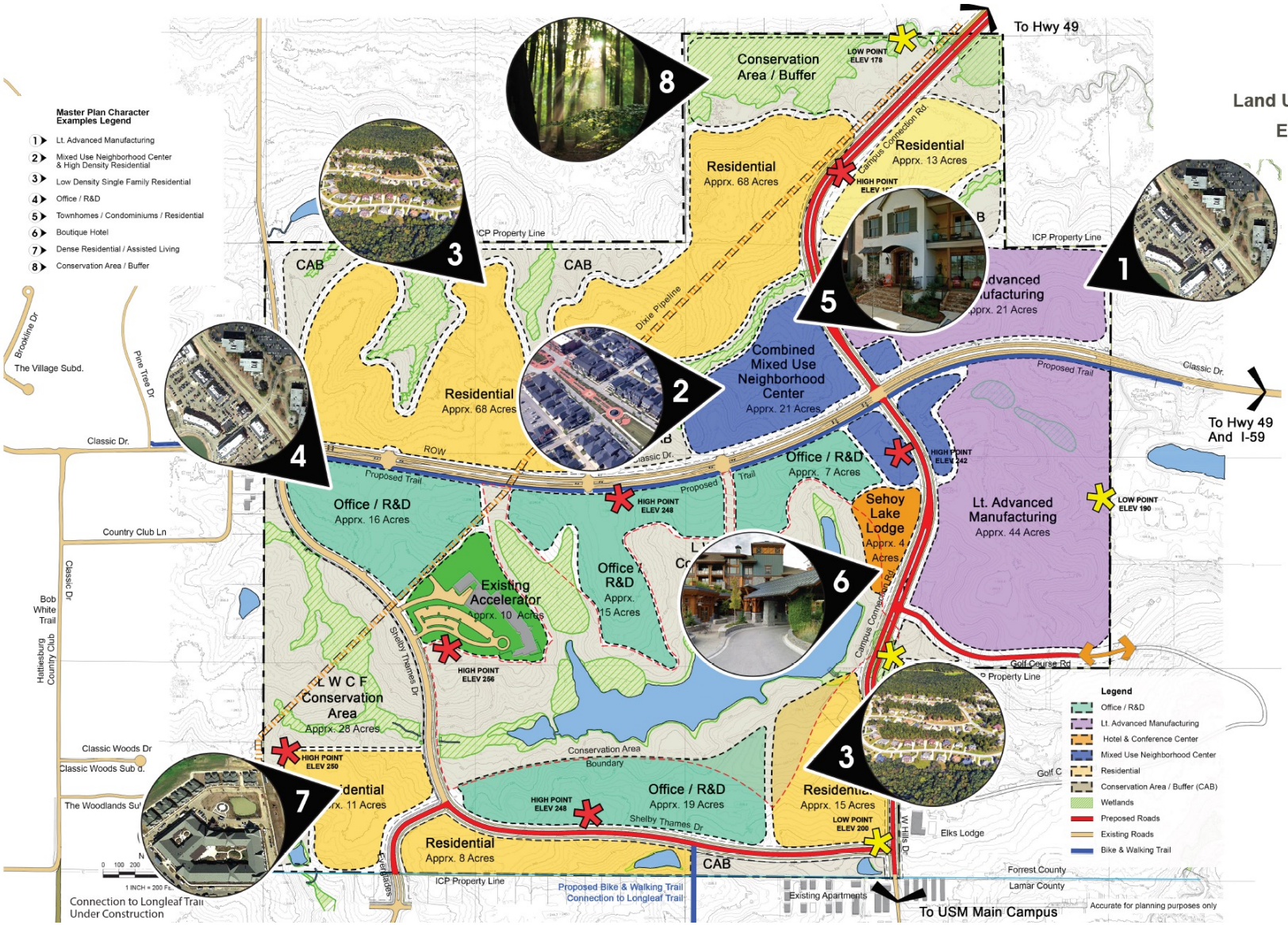
Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use




Grandview Church
Rawls Springs Loop Rd
Phillips Car Care Center
U-Haul
Meador Homestead
Bed & Breakfast
Stuckey's
Fair Lake Dr
Pine Tree Dr
Classic Dr
49
Doubletree by
Hilton Hattiesburg
59
Cracker Barrel
Old Country Store
Classic Dr
Classic Dr
Classic Dr
Breckenridge
Apartment Homes
The USM Innovation
and Commercialization...
Mississippi
Polymer Institute
Level Nightclub
Lincare
Golf Course Rd
Campbell Loop
T&C Restaurant
Equipment
Hattiesburg Moose Lodge
Hattiesburg Moose Lodge
Alex Ln
Pipeline Rd
Campbell Dr
Continental Dr
Carlsbad
Everglades
Ellis Dr
Jerry Rd
The Chelsea
Hattiesburg Self Storage
topography and elevation

Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use




Master Plan Character Examples Legend
1 Lt. Advanced Manufacturing
2 Mixed Use Neighborhood Center & High Density Residential
3 Low Density Single Family Residential
4 Office / R&D
5 Townhomes / Condominiums / Residential
6 Boutique Hotel
7 Dense Residential / Assisted Living
8 Conservation Area / Buffer
Land Use Character Examples
To Hwy 49
To Hwy 49 And I-59
To USM Main Campus
Conservation Area / Buffer
LOW POINT ELEV 178
Residential Apprx. 68 Acres
Residential Apprx. 13 Acres
Campus Connection Rd.
HIGH POINT
ICP Property Line
CAB
Dixie Pipeline
Combined Mixed Use Neighborhood Center Apprx. 21 Acres
Advanced Manufacturing Apprx. 21 Acres
Proposed Trail
Classic Dr.
Brookline Dr
The Village Subd.
Pine Tree Dr
ROW
Office / R&D Apprx. 16 Acres
HIGH POINT ELEV 248
Office / R&D Apprx. 7 Acres
HIGH POINT ELEV 242
Sehoy Lake Lodge Apprx. 4 Acres
Lt. Advanced Manufacturing Apprx. 44 Acres
LOW POINT ELEV 190
Country Club Ln
Existing Accelerator Apprx. 10 Acres
Office / R&D Apprx. 15 Acres
Bob White Trail
Hattiesburg Country Club
Shelby Thames Dr
HIGH POINT ELEV 256
L W C F Conservation Area Apprx. 28 Acres
Golf Course Rd
Classic Woods Dr
Classic Woods Sub d.
HIGH POINT ELEV 250
Conservation Area Boundary
Residential Apprx. 11 Acres
HIGH POINT ELEV 248
Office / R&D Apprx. 19 Acres
Residential Apprx. 15 Acres
LOW POINT ELEV 200
The Woodlands Sub
Residential Apprx. 8 Acres
Elks Lodge
Forest County
Lamar County
Existing Apartments
Proposed Bike & Walking Trail Connection to Longleaf Trail
Connection to Longleaf Trail Under Construction
Legend
Office / R&D
Lt. Advanced Manufacturing
Hotel & Conference Center
Mixed Use Neighborhood Center
Residential
Conservation Area / Buffer (CAB)
Wetlands
Preposed Roads
Existing Roads
Bike & Walking Trail
Accurate for planning purposes only
For Planning Purposes Only

Town Center Character Images



Mixed Use



Mixed Use



Public Spaces



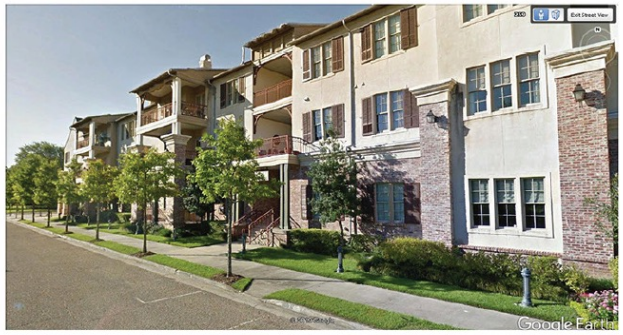
Mixed Use



Mixed Use



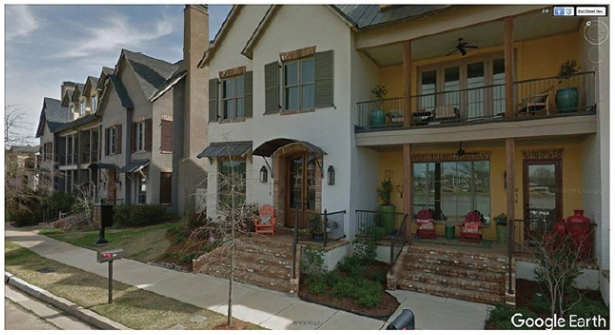
Mixed Use



High Density Residential



Public Spaces



High Density Residential

Work:

To be a ‘Continuum Site’ for high-value businesses

(Underpinned by USM areas of expertise)

Multiple Stand Alone
Light Advanced Manufacturers
(Knowledge-driven Businesses)



Multi-unit Blue Economy
Material Manufacturing
Step-Up Facility



Accelerator: Leases Labs and
Limited Production Space



MPI: Assists inventors and businesses with Chemistry, Production, Testing, Troubleshooting, & Training

MISSISSIPPI POLYMER INSTITUTE











Live:

To be a ‘Coveted Neighborhood’

(With a sense of Place)

Play:

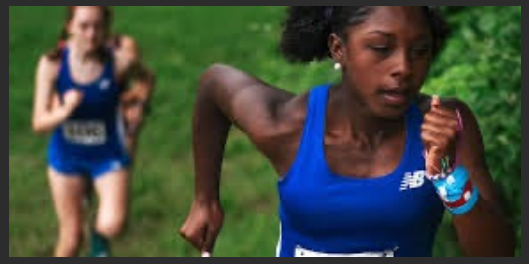
‘Nature and Well-being are integral to a Good Life’

(Your backyard is your playground)











The Strategic Plan was finalized in 2021 via an MDA Economic Development Grant

- A “Work, Live, Play” diversified model is used and designed to maximize value while preserving the natural appeal of the area
- 300 acres can be developed
- 100 acres of Park & Recreation grounds surrounding the lake
- Technology, value-driven businesses are specific targets, with select larger tracts reserved for full-scale commercial activities

Work Vision:

To be a ‘Continuum Site’ to develop high-value businesses

(Underpinned by USM areas of expertise)

Multiple Stand Alone Light Advanced Manufacturers (Knowledge-driven Businesses)



Multi-unit Blue Economy Material Manufacturing Step-Up Facility



Accelerator: Leases Labs and Limited Production Space



MPI: Assists inventors and businesses with Chemistry, Production, Testing, Troubleshooting, & Training

MISSISSIPPI POLYMER INSTITUTE







Live Vision:

To be a ‘Coveted Neighborhood’

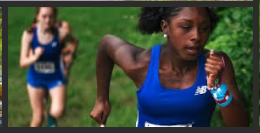
(With a sense of Place)

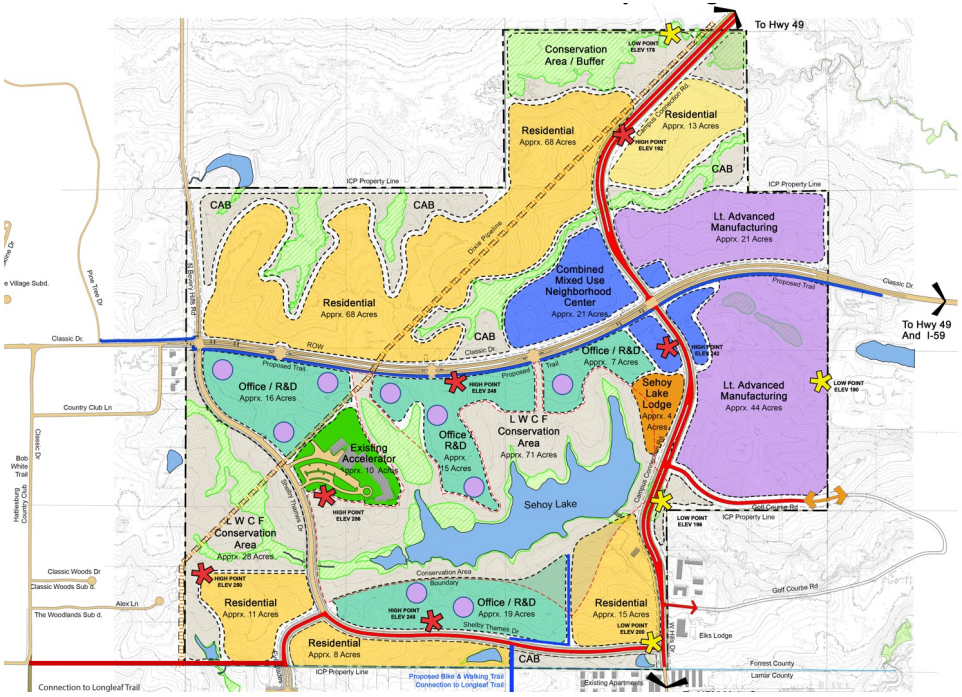
Play Vision:

‘Nature and Well-being are integral to a Good Life’

(Your backyard is your playground)





To Hwy 49
Conservation Area / Buffer
Residential
Approx. 68 Acres
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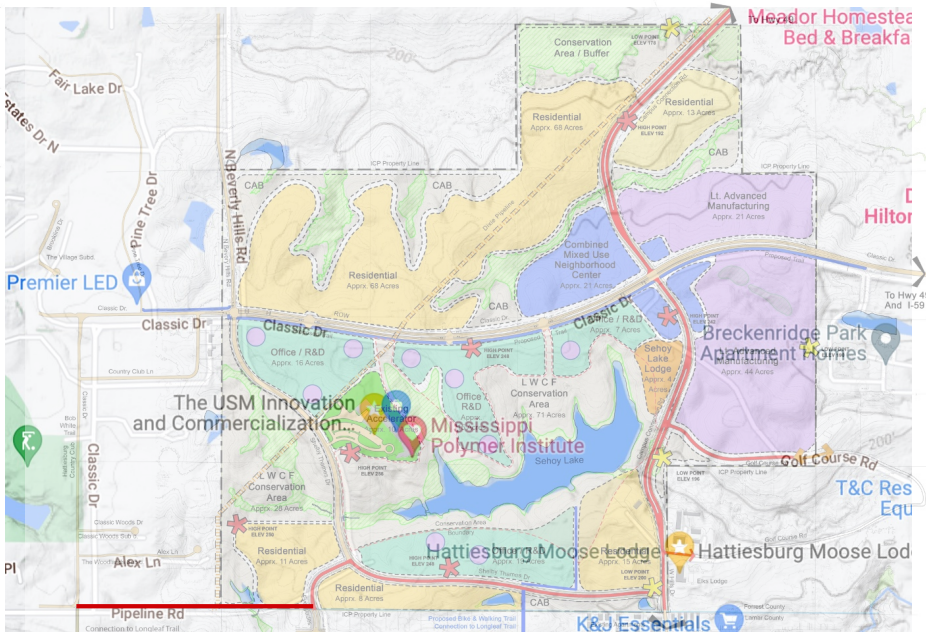
Shelby Thames Dr
Elks Lodge
Forrest County
Lamar County
Existing Apartments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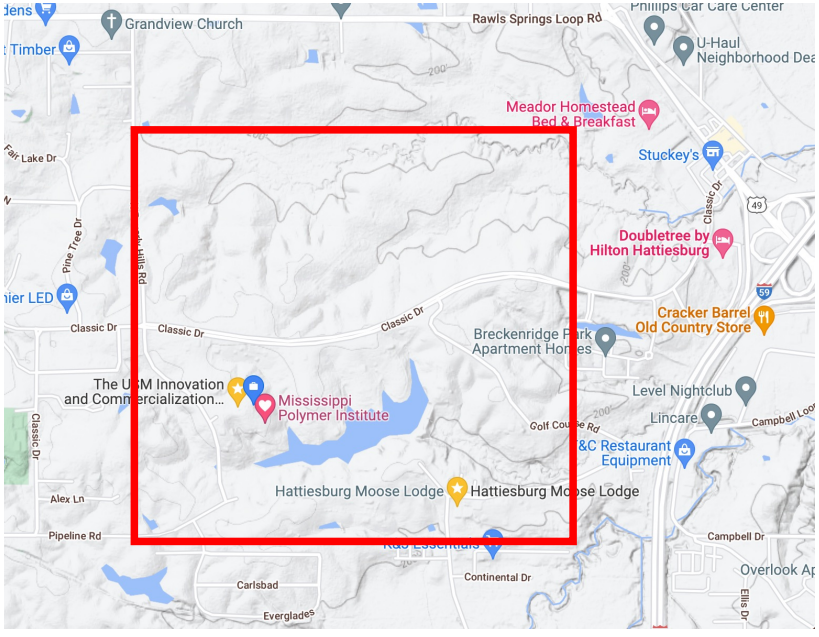
Bed & Breakfa
Fair Lake Dr
Premier LED
Classic Dr
Pine Tree Dr
N Beverly Hills Rd
Breckenridge Park
Apartment Homes
The USM Innovation
and Commercialization...
Mississippi
Polymer Institute
Golf Course Rd
T&C Res
Equ
Hattiesburg Moose Lodge
Hattiesburg Moose Lod
Alex Ln
Pipeline Rd
K&J Essentials
To Hwy 49
And I-59


Grandview Church
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U-Haul
Neighborhood Dea
Meador Homestead
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Stuckey's
Doubletree by
Hilton Hattiesburg
Cracker Barrel
Old Country Store
Breckenridge Park
Apartment Homes
Level Nightclub
Lincare
Campbell Loo
T&C Restaurant
Equipment
The USM Innovation
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Mississippi
Polymer Institute
Hattiesburg Moose Lodge
Hattiesburg Moose Lodge
Fair Lake Dr
Pine Tree Dr
Classic Dr
Alex Ln
Pipeline Rd
Golf Course Rd
Campbell Dr
Overlook Ap
Continental Dr
Carlsbad
Everglades
Ellis Dr

Final Report



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Partial Funding By:

The Mississippi Development Authority

This document was accomplished by The University of Southern Mississippi Innovation and Commercialization Park. The statements, findings, conclusions, recommendations and other data in this report are solely those of The Innovation and Commercialization Park and do not necessarily reflect the views of the Mississippi Developmental Authority.

The City of Hattiesburg

Forrest County

Lamar County

Prepared For :

The University of Southern Mississippi
Innovation and Commercialization Park

Table of Contents

Chapter 1 - Introduction
Overview 1
Executive Summary 1

Chapter 2 - Site Assessment
Area Context 7
Existing Zoning 13
Natural and Environmental Features 23
Developable Area 29

Chapter 3 - Charrette
Charrette 32
Goals and Objectives 33
Organizational Concepts 36
Charrette Recommendations 37
Economic Context 43

Chapter 4 - Master Plan
Master Plan and Land Use Typology 50
Introduction to Options 52
Master Land Use Plan (The Park Plan) 57
Street Envelope Standards 63
Character Images 66

Chapter 5 - Implementation
Implementation 69
Phasing Plan 69
Environment/Linear Parks 73

Chapter 6 - Overlay District
Overlay District Introduction 76
Proposed Innovation & Commercialization Park
Overlay District/Amended Covenants & Restrictions 80
Draft ICP Overlay District 81

Appendix

A References and Resources . . . 85
B GSA's 2016 Guiding Principles Checklist for New Construction and Major Modernization Projects . . . 85
C Land Use Summary Statistics (2004) . . . 90
D 2001 Market Study . . . 90
E Charrette Participants . . . 90
F Questionnaire . . . 91
G Land and Water Conservation Area Declaration of Covenants . . . 97
H Current Innovation and Commercialization Park Covenants and Restrictions (2009) . . . 110

Maps Index

Master Land Use Plan . . . 2
Area Context . . . 9
Zoning Map . . . 15
The Site . . . 17
Current Recreation Tract . . . 18
Site Analysis . . . 20
Slopes / Landforms . . . 21
Vegetation . . . 26
Existing Utilities . . . 27
Developable Areas . . . 30
Concept 1 . . . 38
Concept 2 . . . 39
Concept 3 . . . 40
Option 1 . . . 54
Option 2 . . . 55
Option 3 . . . 56
Master Land Use Plan . . . 60
Town Center . . . 61
Land Use Character Examples . . . 67
Town Center Character Image . . . 68
Tract Summary Plan . . . 70
Phasing Plan . . . 71
Proposed Trail Plan . . . 74
Proposed Reserved Recreation Tract . . . 75

List of Project Participants

Dale Partners Architects, P.A.,
Team Leader

The Innovation and Commercialization Park
University of Southern Mississippi

Shows, Dearman & Waits, Inc.,
Consulting Engineers

The Accelerator @ The Innovation and Commercialization Park
Visit Hattiesburg

The City of Hattiesburg
The Area Development Partnership

Accelerator Emergent BioSolutions

Oxiteno

Chapter - 1
Introduction



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 1 - Introduction

Overview

The Innovation and Commercialization Park contains over 500 acres of mostly undeveloped land containing an 18 plus acre lake and 100 plus acre recreation preserve. Park land has significant potential to generate short term and long term income for the University of Southern Mississippi (USM). Any development will produce positive impacts to USM, the local economy of Hattiesburg, the five county Pine Belt Region and the state of Mississippi. Fortunately, substantial infrastructure is already in place to support development.
The goal of this Master Land Use study is to determine optimum development typologies and related strategies which will guide The Park development going forward.



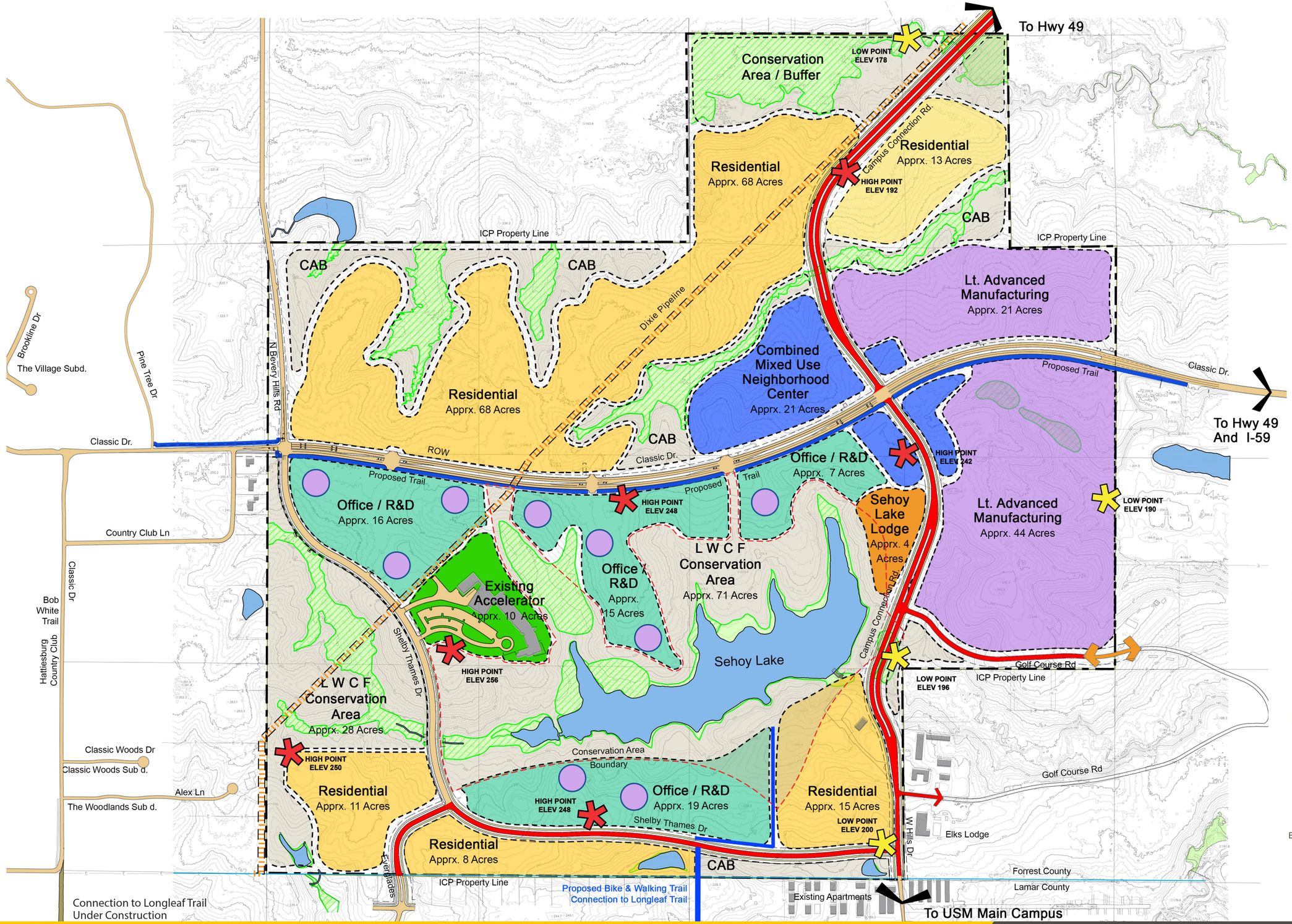
The Innovation and Commercialization Park

Executive Summary

The University of Southern Mississippi is updating the development strategy and land use master plan. The plan will be used to build out new infrastructure for its Innovation and Commercialization Park and provide a basis for a new initiative for new projects. As the site is currently zoned as residential within the City of Hattiesburg, the project will include the development of an overlay district to re-zone the park for all intended constructions activities including light advanced manufacturing, commercial, research and development; and update to the covenants and restrictions. The Park is a research and technology park in the City of Hattiesburg, Mississippi that is owned by the Institutions of Higher Learning, an arm of the State of Mississippi, and is controlled by the University of Southern Mississippi, A Carnegie R1: Doctoral University. It is located just northwest of the I-59/U.S. Highway 49 interchange and four miles to the northwest corner of the campus of The University of Southern Mississippi.

The planning process involved input from the University of Southern Mississippi, the Innovation and Commercialization Park and stakeholders. From this input, goals and objectives were assimilated to guide the project team in preparing organizational land use options, ultimately leading to a final Land Use Master Plan. This plan is illustrated on the following page.

Final Master Land Use Plan



Legend

- Appr. 57 Acres Office / R&D
- Appr. 65 Acres Lt. Advanced Manufacturing
- Appr. 4 Acres Hotel & Conference Center
- Appr. 21 Acres Mixed Use Neighborhood Center
- Appr. 114 Residential
- Appr. 99 LWCF Conservation Area / Buffer (CAB)
- Wetlands
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- High Point
- Low Point
- Limited Preferred Lt. Manufacturing Sites

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Final Master Land Use Plan

MASTER PLAN

22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Key goals provided by participants in the work sessions and charrette include:

- Connectivity within the park but also to the USM main campus, off-site developments, and the Longleaf Trace.
- Visual and image/branding and improvements at gateways and within the park
- Meet primary objective of development of 100 acres or more of new office/R&D and Light Advanced Manufacturing.
- Employ sustainable site design standards to minimize erosion and the need to build infrastructure
- Preservation of natural character
- Create town center with sense of place
- Develop appropriate guidelines for new projects within the park

The final Master Land Use Plan illustrates the proposed overall site organization, primary vehicular and pedestrian circulation, land use typologies and approximate acreage in each land use typology. Office/R&D are clustered around the Accelerator and the lake. Ownership of the lake area property would be maintained by IHL/USM and leased to developers, other than the dedicated conservation area around Lake Sehoy.

Proposed new roads connect the southeast corner of the Park to a new town center – and then connecting north to a new intersection with US Highway 49. This new intersection would provide an opportunity for new signage and gateway identity for the Park. Also, for the Park this connector would make access to campus easier and more streamlined. A secondary east/west roadway would be constructed across the south-side of the lake opening up additional acreage for development. The proposed road would be located farther south to allow for more lake front projects.

A suggested phasing plan is included in Chapter 5 of this report.

Project Scope

The aim of the Master Plan is to create a plan and vision for leadership to use as a guide for incremental decision-making relative to future development, circulation, and infrastructure projects for the Park. A primary goal of the University of Southern Miss is further meaningful development of the Park generating revenue and enhancement to the university community.

Deliverables from the study include an illustrative Master Land Use Plan with supporting character graphics and recommendations for development controls. Other deliverables include: this report, a general phasing plan, and development guidelines as a potential overlay district.

The planning process involves input from USM, the Innovation and Commercialization Park and stakeholders. This input has helped determine goals and objectives, preferred development typologies and character, and a path forward to attain the primary goal of meaningful and lasting development. In this process, the site has been assessed and analyzed for developable areas most suitable for physical improvement.

Three phases of the planning process have guided the project team in arriving at a deliberate and tailored plan. These phases are:

1. Inventory and analysis, programming, evaluation of existing data, collection or generation of new data and a charrette.
2. Concepts development and refinement including testing of ideas for typologies of uses and mixes.
3. Master Land Use Plan development and final summary report with supplemental development guidelines.

It is anticipated the Master Plan documentation will provide the university with technical back-up necessary to respond to future programmatic requirements and to adapt to changing market conditions.

The Innovation and Commercialization Park

The Innovation Park is a technology-based economic development ecosystem designed for taking innovative technological developments from concept to commercialization. Boasting a dynamic community of academics, researchers, entrepreneurs, privately held and publicly traded companies all working to bring innovations to market. The Innovation Park is an ideal location for companies striving to gain or maintain leading positions in their markets.

Further planning and strategy development will position the site as a premier location for industries including polymers and advanced materials, health and biotech, chemistry and biochemistry, digital and electronic technologies, and other fields in advanced manufacturing. Research intensive and corporate/regional headquarter businesses will also be targeted for location in the park. The University has successfully demonstrated its ability to attract and retain companies in these domains with the successful development of The Accelerator which surpassed 95% occupancy in 2017.



The Accelerator

The Accelerator



The Accelerator

The Accelerator is designed to cultivate ideas from mind to matter to market and specialized for innovation in composites, polymers, forms water science, biotechnology, sustainable chemistry, alternative energy and more. All under one roof, the state-of-the-art 60,000 gross square foot Accelerator service facility offers capabilities to innovate, test, manufacture and ship products to market from its doors. The University of Southern Mississippi developed the Accelerator as an energetic and an entrepreneurial environment containing labs, offices, equipment and services to support multiple ventures.

Report Conclusion

One key goal of the Park and the University is to generate both shot term and long term monetary returns. In order to accomplish this goal, the proposed uses should match potential types of uses that address market needs in the Hattiesburg area, as well as regional interests. The plan recommends a mixture of uses which correspond to multiple markets creating a broader range of opportunities. These uses include:

- Residential development (both outright ale and long term lease)
- Lt. advanced manufacturing
- Office and Research Development (R&D)
- Town center development with commercial live above residential, high density residential town homes and a boutique hotel.
- All development has access to proposed pathways and recreation areas.

Chapter - 2
Site Assessment



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 2 - Site Assessment

Background

The site for the Innovation and Commercialization Park (ICP) is approximately 505 acres total including roadways and public or common spaces. Located in the north west quadrant of the City of Hattiesburg, the site was selected from among three sites originally considered based on a market feasibility and site analysis study prepared in 2001 by Hammer, Siler, George Associates.

The site had been in use as the Van Hook Golf Course owned by the University of Southern Mississippi. The course was named for the Mississippi Sports Hall of Famer B. O. Van Hook. As the USM Golf Course, it was fondly known as “The Ranch”. The golf course closed in 2004. USM has maintained several small buildings on the site for educational and lab use along with the Accelerator which was completed in 2009.

Area Context

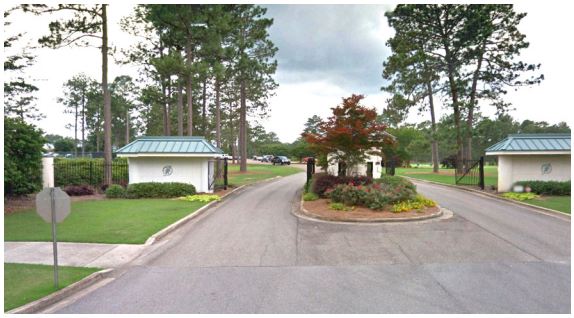
As indicated on the map on page 12, the site has a good relationship to major highways I-59 and US Highway 49. Only two miles from the Hattiesburg Lake Terrace Convention Center and close to several hotels in the Hattiesburg area, the ICP is strategically located to access the USM campus and many commercial areas along with numerous residential developments. The Hattiesburg Country Club and golf course lie just to the west of the ICP.



Hattiesburg’s Lake Terrace Conference Center

Other long-term proposals include further development of a west to north loop road connecting to Jackson Road and continuing to US Highway 98. This connection already exists in a limited form connecting Jackson Road to US Highway 49. The southernmost portion needs improvement to facilitate higher volumes of traffic.

The map on the following page also indicates proposed road and street improvements to the park and surrounding metro area. These include construction of a new road to the northeast of Classic Drive – connecting to US Highway 49 and additionally connecting Rawls Springs Road to the new connector. Also indicated are improvements to W. Hills Drive which is the primary connection to the main USM campus and continues onto US Highway 98.



Entrance to Hattiesburg Country Club



Breckenridge Park Apartments



Campus Trail Apartments



Former Van Hook Golf Course

Area context map on the following page illustrates development and land use surrounding the ICP site.

The ICP is approximately 25 minutes from the Hattiesburg - Laurel Airport located northeast of the city core and is approximately 20 minutes from the Amtrak Station in downtown Hattiesburg. Located approximately one mile south of the park is the Longleaf Trace. A Rails-to-Trails conservancy project, it was constructed along a portion of the abandoned line of the Mississippi Central Railroad. The railroad was once very active in the Pine Belt region of Mississippi servicing the flourishing timber industry.

A 44-mile portion of the railroad has been developed as a paved 10’ wide bike and walking trail beginning in Prentiss, Mississippi and terminating in downtown Hattiesburg, passing the north boundary of the University of Southern Mississippi’s main campus. Connecting the ICP to this trail would provide more direct access to the USM main campus for walkers, joggers and bicyclists.

Area Context

Hattisburg City Limits

Undeveloped

ICP Property Line

ICP Property Line

Country Club Estates

Brookline Dr

The Village Subd.

Pine Tree Dr

The Village

Classic Dr.

Residential

Country Club Ln

N Bevery Hills Rd

Dixie Pipeline

ROW

Classic Dr.

Classic Dr.

Breckenridge Apartments

Public Access

Existing Gravel Road & Parking

Accelerator

Bob White Trail

Classic Dr

Hattiesburg Country Club

Country Club

Shelby Thames Dr

Sehoy Lake

Conservation Area Boundary

ICP Property Line

Westhills Apartments

Apartments

Golf Course Rd

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

J Ed Turner Dr

Everglades

W Hills Dr

Moose Lodge

Forrest County

Lamar County

ICP Property Line

Apartments

Connection to Longleaf Trail Under Construction

Residential Development

Campus Trails Apartments

Williamsburg Apartments

49

INTERSTATE 59

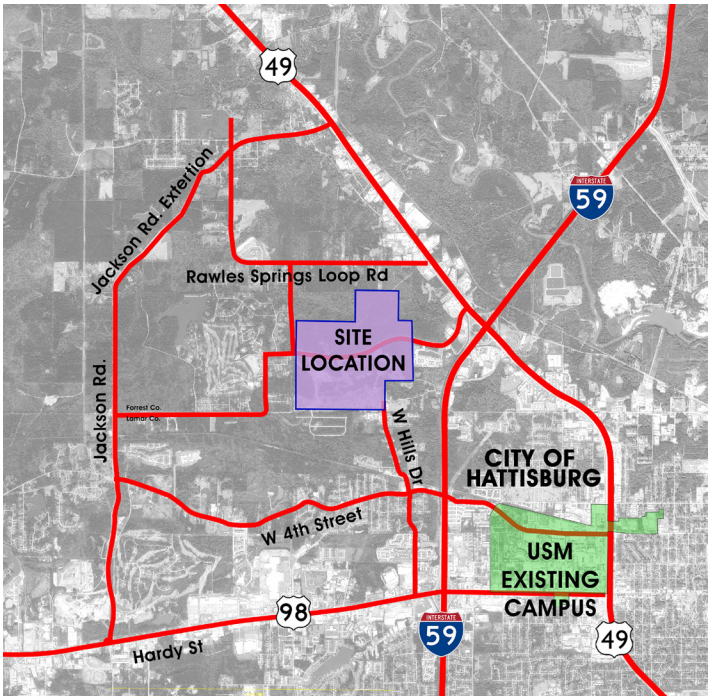
Lake Terrace Conference Center

49

INTERSTATE 59

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only



Site Location: - The Innovation Park is in Hattiesburg, Mississippi



Mississippi State Map

Location

The site is located near the intersection of two significant US Highways. I-59 is a southwest to northeast interstate connecting New Orleans with Hattiesburg, Birmingham, AL, Chattanooga, TN, and into the northeast USA via connecting interstate highways. The other is US Highway 49 connecting the Mississippi Gulf Coast to Hattiesburg, Jackson and then to multiple cross-country destinations via interstates and highways. The park is roughly two miles from the Hattiesburg Lake Terrace Convention Center.

Primary vehicular entry to the park is from US Highway 49. Classic Drive, the primary arterial road within the park, intersects US Highway 49 just north of I-59.

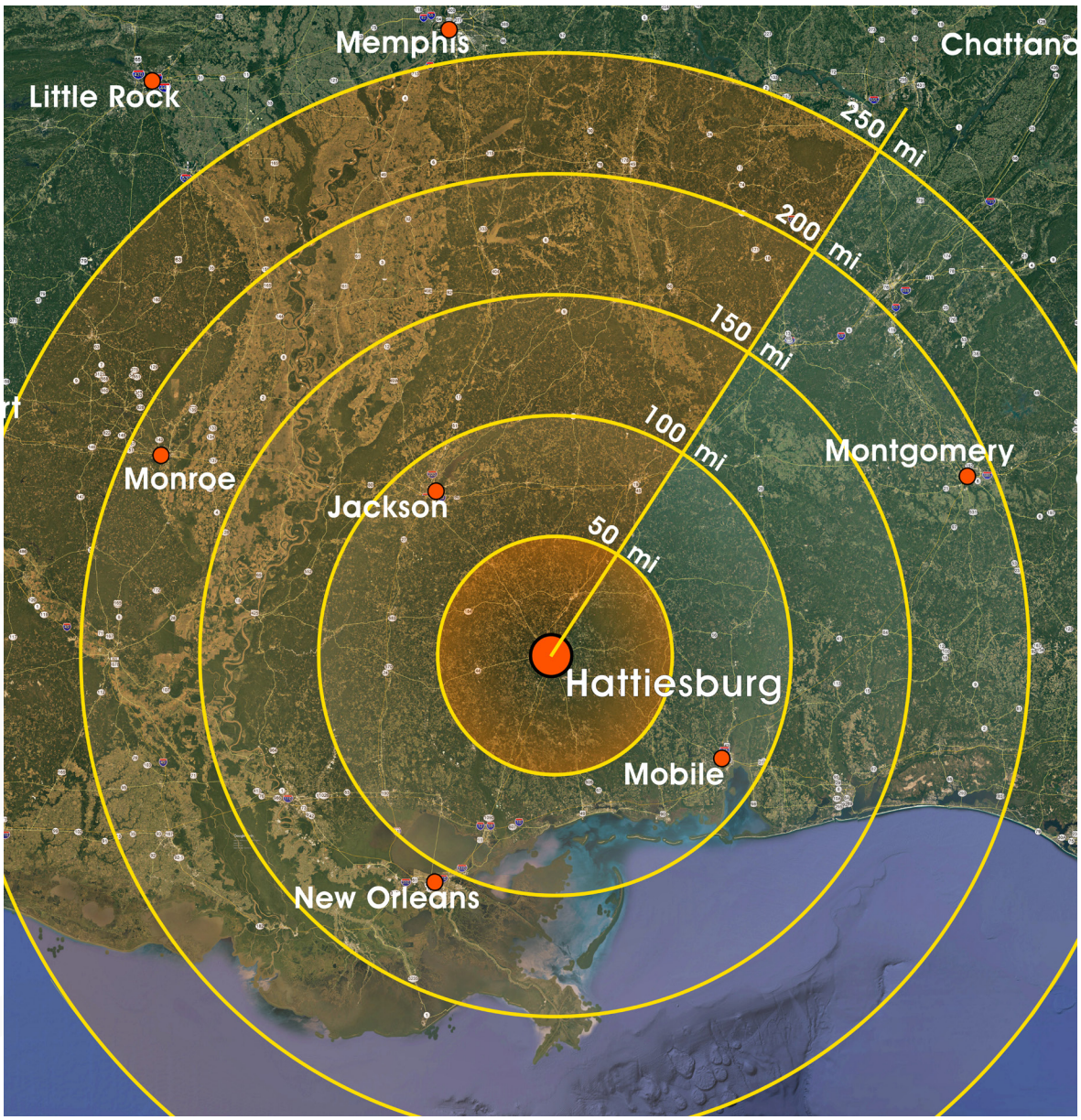


Lake Sehoy low ropes challenge course

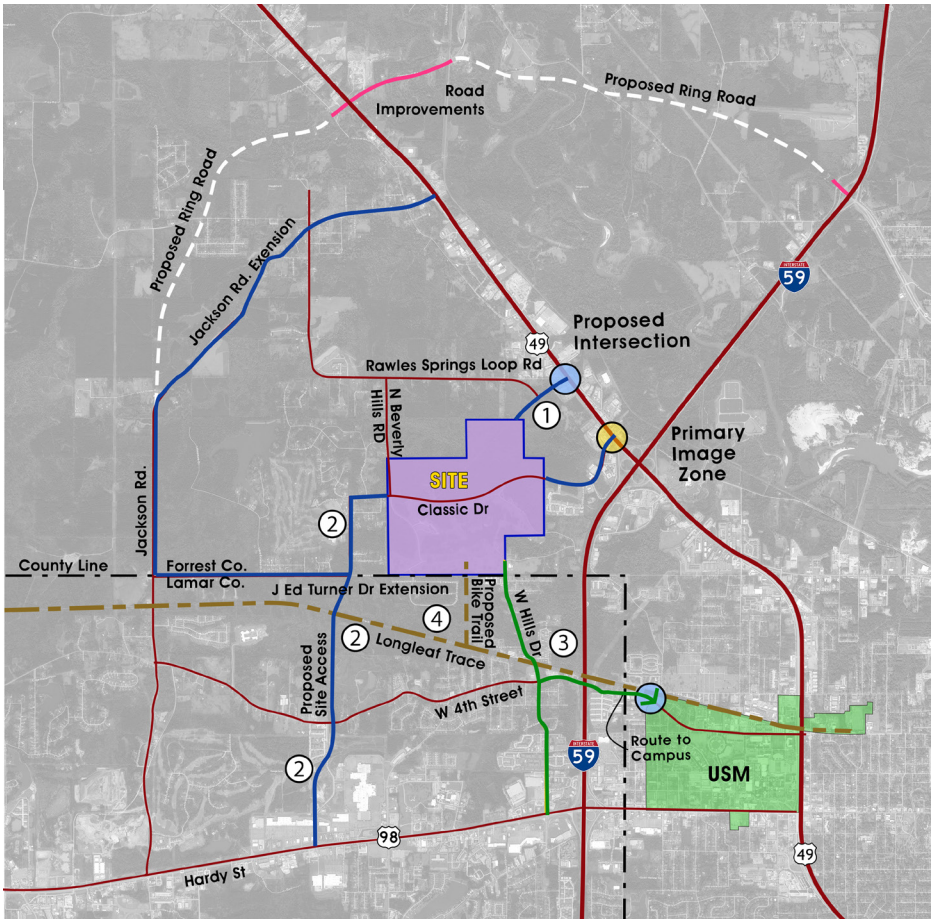
The ICP site is also close to the main campus of The University of Southern Mississippi. If a more direct access route were provided at the southeast corner of the park, travel distance would be approximately 1.75 miles via W. Hills Drive and West North Street. Travel distance to the Trent Lot Center on campus facing US HWY 49 is approximately 2.75 miles via West Hills Drive or approximately 3.25 miles via Classic Drive and US HWY 49.

Jackson is approximately 90 miles to the north via US HWY 49 and approximately 70 miles to the Mississippi Gulf Coast. Birmingham is roughly 230 miles northeast on I-59. Memphis, TN is roughly 300 miles to the north. New Orleans is approximately 100 miles to the southwest.

A map indicating travel distance from the site in concentric circles is shown below



Area Roadways



Access Options

1. Construct New Road from The Intersection of Rawls Springs Loop Road and Classic Drive to HWY 49
2. Construct New Road from US Highway 98 to Intersect at J. Ed Turner Road and Classic Drive
3. West Hill Drive Improvements Connector To campus and HWY 98
4. Connection to The Longleaf Trace (Rails to Trails)



View of Entrance to Park from U.S. HWY 49



View of Classic Drive Looking West



Westhills Apartments



Williamsburg Apartments



The Preserve Residential Development



Breckenridge Apartments

The distance from the South side of Lake Sehoy would be approximately 2 miles to the campus. Current access to the trail from the ICP is very limited. There is a dog park at the Jackson Road crossing in Hattiesburg – approximately 4.1 miles from the 2.6 miles from Lake Sehoy. A connection to the Trace from the south end of Classic Drive is currently under construction. Current access to the main USM campus is b



Longleaf Trace USM Station

Existing Zoning

The entire site falls inside the city limits of Hattiesburg. The City of Hattiesburg has established zoning for all areas within the city to promote the public health, safety and welfare of its citizens under the Hattiesburg, Mississippi Land Development Code adopted



Moose Lodge

February 2, 2017. The State of Mississippi owns the property which removes the property from Hattiesburg zoning jurisdiction. Mississippi Institutions of Higher Learning and the University of Southern Mississippi manage the property on behalf of the state.

Regardless of its current ownership, the ICP site is zoned R-1A Single Family Residential under the Hattiesburg Land Development code.



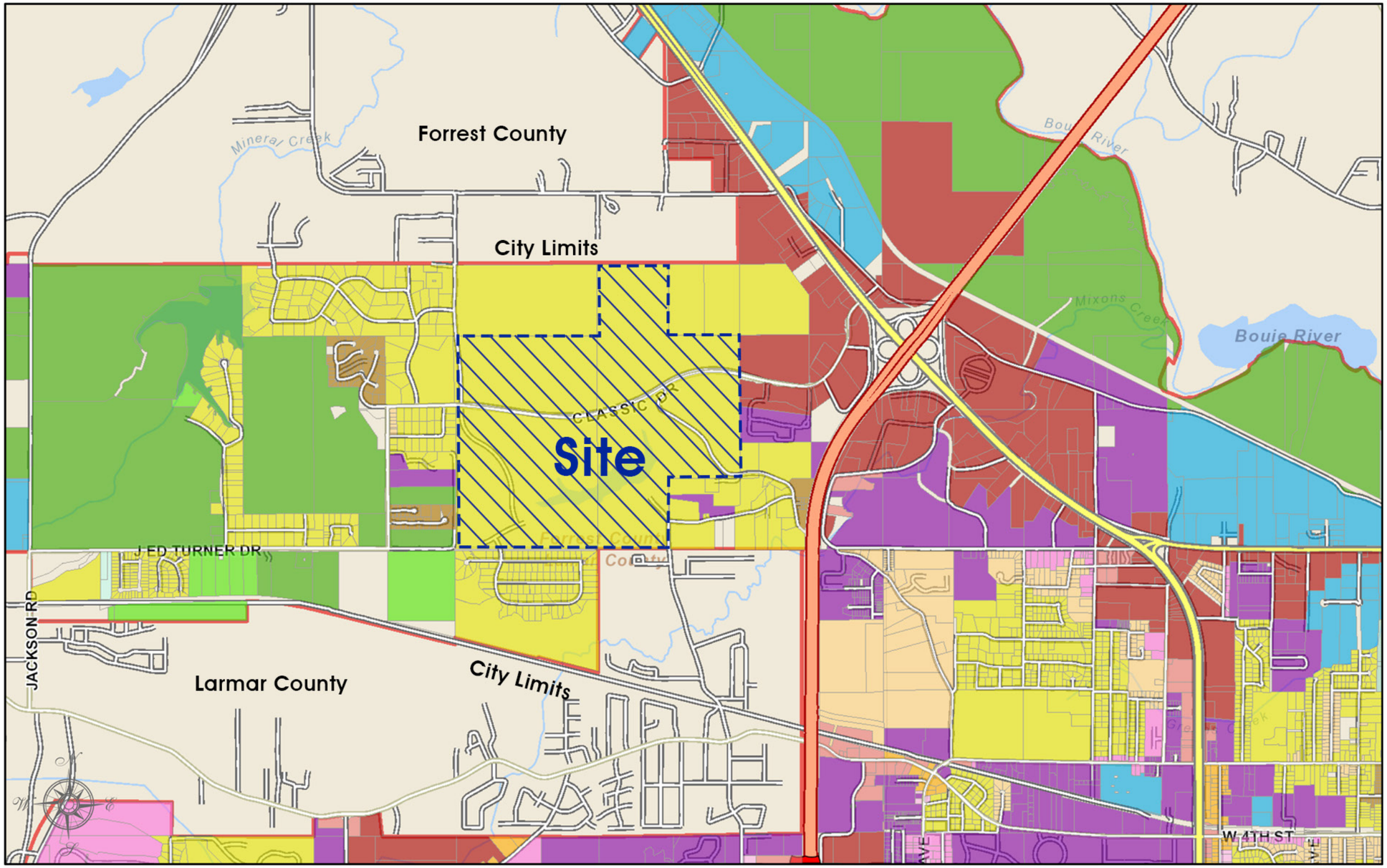
Campus Trail Apartments



Doubletree Hotel

Surrounding properties located in Lamar County and Forrest County are not zoned as these counties do not currently have zoning. Property along the entry drive outside of the park (Classic Drive coming from US Highway 49) is currently zoned B-3. Other properties along the east side of the park are zoned R-1A and a small area of R-3.

It is anticipated that properties in the ICP sold outright in the future would then be under the Hattiesburg Land Development Code. A new overlay district for the park's development is being considered.



Zoning

- R-1A
- R-1C
- R-3
- B-3
- I-1

City of Hattiesburg, MS

DISCLAIMER: This map is ONLY FOR REFERENCE. There is NO WARRANTY of the accuracy of data. This information CANNOT be used as a substitute for legal, business, tax or other professional advice.

MAP DATE: November 19, 2019

0 3,000 6,000
ft

City of Hattiesburg zoning districts related to areas around the ICP are:

R-1A Single Family Residential
R-1C Single Family Residential – projected lower density residential neighborhoods.
R-3 Multi Family Residential District allows medium to high density residential uses including multi-family, two family and single-family structures. This district is consistent with the neighborhood conservation 1 and 2 distric5ts in the comprehensive plan.
B-3 Community Business District is to provide for retail, personal service, and offices in locations with convenient access to the community consistent with comprehensive planning policies.
I-1 Industrial District provides for the development of research, light industrial, office parks, warehouse and distribution centers consistent with comprehensive planning policies.

School Districts Grades K-12

The entire site falls within the Forrest County School District. Within that district the site is in the Rawls Springs Attendance Center zone.

The Hattiesburg School District borders the Park property on the east and the Lamar County School District borders the site along the south

Site Analysis

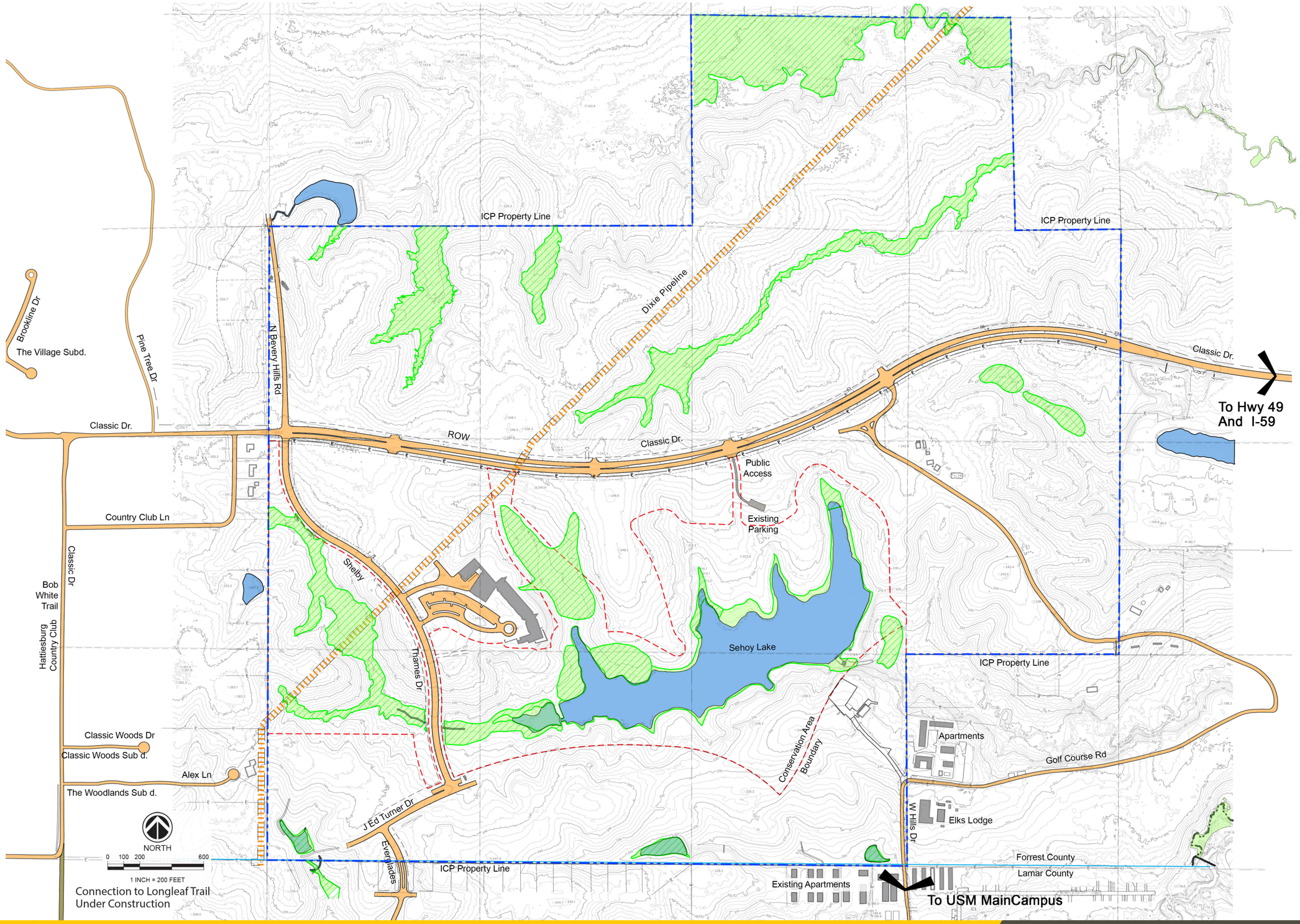
Each site has its own unique set of aspects (characteristics) and context. Development of a site is the result of discussions made by individuals and institutions which determine land use and development guidelines. As a property is developed, aspects and internal as well surrounding context help establish a sense of place.

A site analysis is fundamentally an evaluation of the site's aspects and context – the goal being to demonstrate suitability for various typologies of use. In the case of the Park, site analysis will result in a "site analysis" composite illustration and a developable areas map. Once the developable areas map is achieved, programmatic data from input provided by leadership and stakeholders is merged with the map. Land use typologies are then illustrated on site organizational schemes for review and refinement.

Site inventory is the next phase in the land planning and design process and is required for site analysis. Inventory and data collection include these aspects:

- Soils – primary stability
- Topography– slopes and high/low points; general landform characteristics
- Hydrology – drainage
- Climate – impacts of sun exposure and prevailing winds
- Cultural and environmental
- Vegetation – primarily the types of tree cover and open grass areas
- Utilities – supporting network

The Site



Legend

- Existing Building Apartments
- Wetlands
- Existing Road
- Pipeline

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

Current Recreation Tract

ICP Property Line

ICP Property Line

Dixie Pipeline

N Bevery Hills Rd

Brookline Dr

The Village Subd.

Pine Tree Dr

Classic Dr.

ROW

Classic Dr.

Classic Dr.

To Hwy 49
And I-59

Country Club Ln

Bob White Trail

Hattiesburg Country Club

Classic Dr

Shelby

Thames Dr

Sehoy Lake

L W C F
Conservation
Area
Apprx.100 Acres

Conservation Area Boundary

ICP Property Line

Apartments

Golf Course Rd

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

J Ed Turner Dr

Everglades

W Hills Dr

Elks Lodge

NORTH

0 100 200 600

1 INCH = 200 FEET

Connection to Longleaf Trail
Under Construction

ICP Property Line

Existing Apartments

Forrest County

Lamar County

To USM Main Campus

Legend

- Existing Building Apartments
- Wetlands
- Existing Road
- Pipeline
- Recreation Land Tract

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Current Recreation Tract

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

- Circulation (includes access)
- Sensory which would include visual environment and quality

Within the park is Lake Sehoy forming a natural centerpiece. Combined with the gently sloping open areas around the lake, this site presents a pleasant pastoral character – a great asset for the ICP and its users. The lake is approximately 18 acres in size and has a public access point with pavilion and gravel parking off Classic Drive. Also located at the lake's northeast end is a ropes challenge course. The challenge course at the Lake Sehoy features a low-ropes course and dual zipline for groups that are looking to enhance team morale, leadership skills, communication, and trust.

Soils

The site is a patterned mosaic of seven soil types. All are loams. All the soils are those found on uplands except for the floodplain and terrace soils found in the northeastern floodplain valley. The upland soils group themselves into those found on ridge tops, side slopes and the narrow, upper portions of valleys separating broader ridges. The narrowest bands of soils occupy the flattest slopes that characterize ridge tops and floodplains. The broadest bands of soils occupy the side slopes and the upper portions of valleys.

In terms of the site's soil characteristics, the soils are acidic, and acid loving plants flourish on them. All the soils have a loamy structure that facilitates their draining. Bottomland soils have a seasonally high-water table. With low shrink and swell characteristics, the soils are well suited for constructing buildings, roads and installing utilities.

The site's geology is relatively young. The land was formed during conditions very much like those we experience today. Situated in the Gulf of Mexico's coastal plain, the site is composed of soils that are sedimentary, that is deposited by water. These soils consist of loamy combinations of sand, silt and clay.

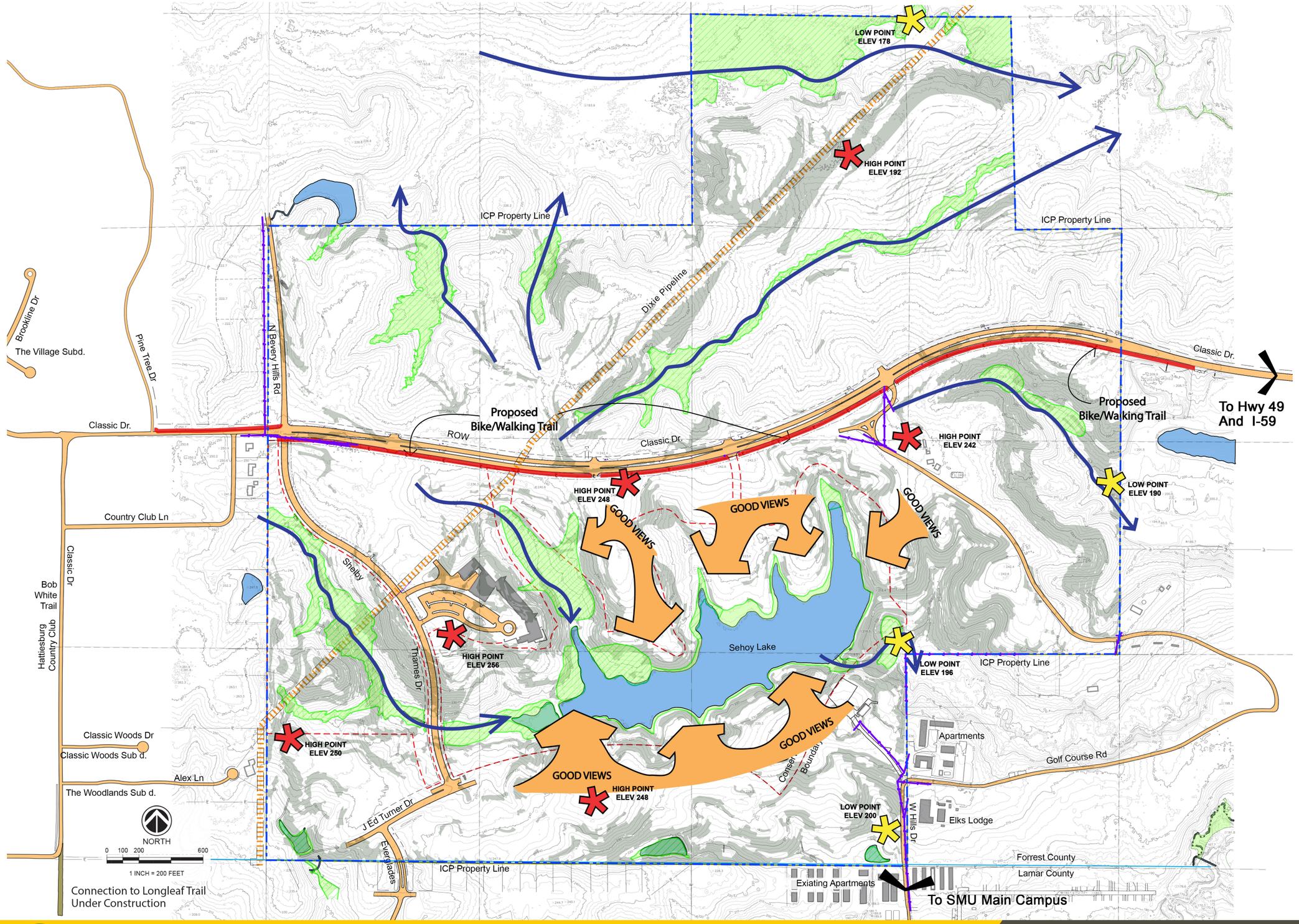
Topography

As shown on the topographic map and the slope analysis maps on the following pages, the property is characterized by a rolling topography interspersed with drainageways of moderate slope. A broad primary west to east ridge runs the length of the site and through its middle. A narrower secondary west to east ridge runs parallel and south of the major ridge in the vicinity of the site's southern boundary. A large lake valley between these two ridges includes a freshwater lake (Lake Sehoy) in the downstream portion of the valley that is half the length of the valley.

Maturing bottomland woodlands occupy the remaining portion of the valley.

One hundred feet of elevation separates the site's lowlands and uplands. A large diagonal spring fed valley runs from the site's midpoint at the broad primary ridge towards the northeast and the floodplain forming the most northern boundary of the property. A necklace of ponds parallels the most southern boundary of the site. The land's highest point offers a commanding view of the lake valley. The entire site's mosaic of ridges and valleys gives it a dramatic, undulating character. The site analysis map indicates some of the high and low points on the site with asterisks.

Site Analysis

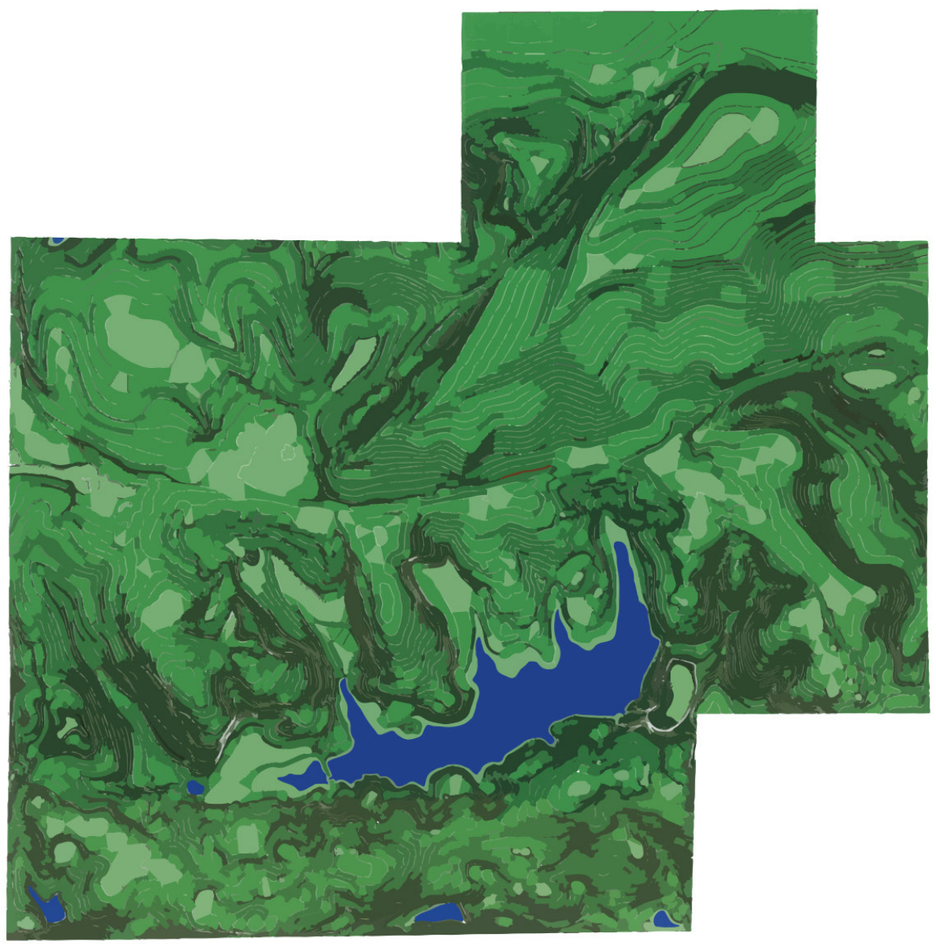


LEGEND

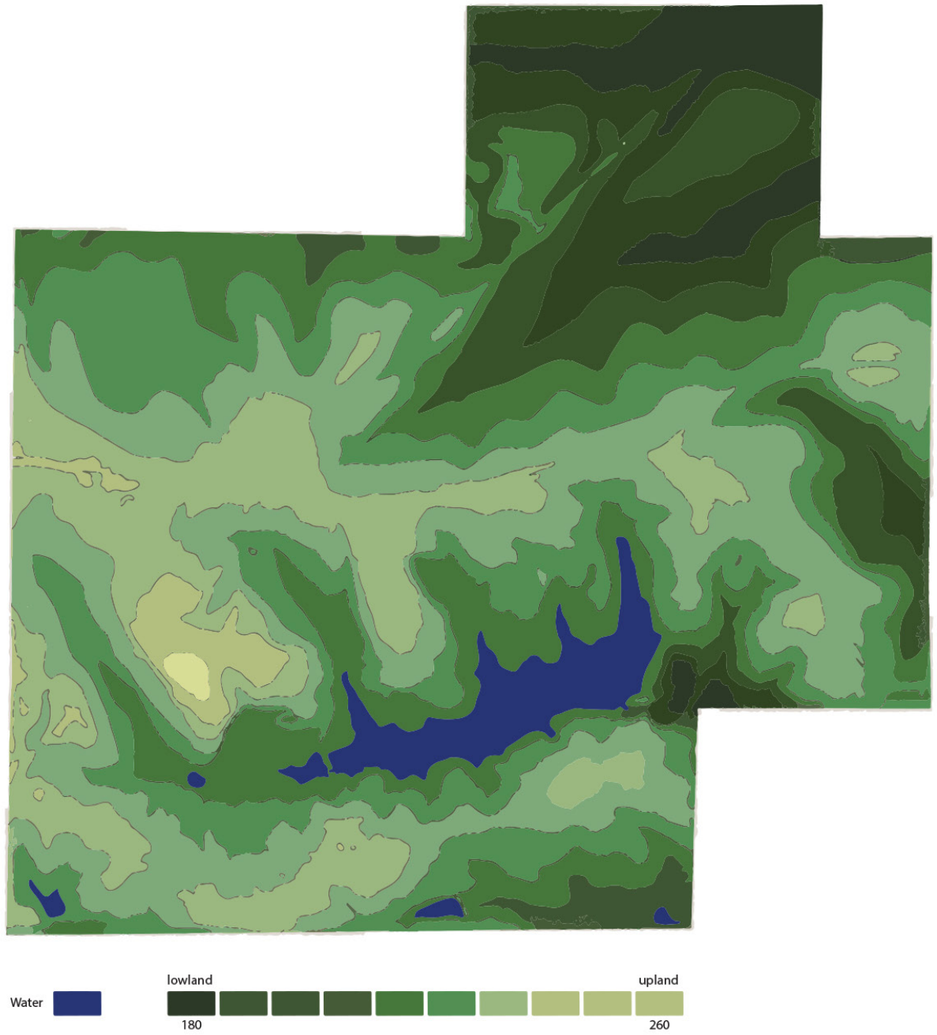
- Wetlands
- Lake
- Steep Slopes Excess 8%
- Gentle - More Developable Slopes Less Than 8%
- Drainage
- Existing Roadways
- Good Views
- High Points
- Low Points
- Proposed Bike Walkways
- Dixie Pipeline
- Connection to Longleaf Trail

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only



Slopes



Landforms

Imagery based on 2004 Innovation and commercialization Park Master Plan

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

Hydrology

The research park site is located towards the northern boundary of a larger watershed. The water draining from the research park site north of the broad primary ridge drains north of the I-59/US 49 cloverleaf into the Leaf River. The water draining from the site south of the broad primary ridge drains south of the I-59/US 49 cloverleaf into Mixon's Creek and past the before emptying into the Leaf River.

The ICP site is in the upland areas of two distinct drainage basins. Classic Drive serves as the ridgeline with drainage breaking to the south and to the north. The southern areas drain primarily to Lake Sehoy. The lake then discharges into a small unnamed stream to the southeast via a manmade dam structure. The stream travels easterly toward Interstate 59 where it converges with Mixons Creek. Mixons Creek is a major drainage basin for a large area of western Hattiesburg and eastern Lamar County. This area has experienced excessive development in recent years which has produced excessive stormwater run-off. Flooding along Mixons Creek is of great concern and should be addressed during the design phases of the research park. The northern half of the site drains to two small drainage areas in the northern sections of the property. These drainage ways generally flow easterly toward U.S. Highway 49 and then to the Bouie River.

The ICP site is drained by four major valleys. These are the northeastern Floodplain Valley, the northeastern Spring Fed Valley, the west to east Lake Valley and the eastern Gum Swamp Valley. Each of these valleys is located at the head of its watershed except for the floodplain valley. Its watershed originates westward of the site. All valleys have intermittent flows except for the Floodplain Valley and its flowing creek. The major valleys flow from west to east.

Primary drainage valleys are indicated on the site analysis map on page 19.

Climate

The attributes of regional/local climates may influence land planning and design. Attributes include precipitation, air temperature, humidity, cloudiness, solar orientation, predominant wind direction and speed.

In Hattiesburg the summers are long with high temps and high humidity. The winters are short and moderately cold. Over the course of a year, the temperature typically varies from 40 degrees to 92 degrees with lows rarely below 26 degrees and highs rarely above 97 degrees.

Cloudiness changes significantly throughout the year with the cloudiest days beginning in December and going through May. This winter/spring season is the wettest. September and October are typically the driest. Average annual precipitation is approximately 60 inches.

Hours of daylight range from 10 hours 7 minutes on the winter solstice – December 22 to 14 hours, 11 minutes on the summer solstice – June 21st.

The windiest months are October through April with February, March and April being the highest. Predominant wind direction is out of the east to southeast to south.

Natural and Environmental Features

The Park's natural features – its topography, hydrology, vegetation, soils, and geology – are factors that influence the developability of the site, particularly a relatively undeveloped site such as this one. Designing with an understanding of a site's intrinsic natural features will help to minimize the negative impacts with the cost of development by avoiding areas that represent cost related physical constraints.

The Park's key natural features include a small waterfall below Lake Sehoy, the lush ferns and mosses growing along Spring-fed Valley, a small tupelo gum swamp adjacent to the former Geology Park, and a small creek flowing along the northern edge of the park. The site's human-made features include the sinuous Lake Sehoy, the mile-long axial vista formed by the gas line right-of-way, picnic pavilions, water recreation facilities, ropes course, and central boulevard roadway along the primary east/west ridge. Also, a section of three lane roadway Shelby Thames Drive in the west section of the Park. These are illustrated on the Site map.

Wetlands

Seven wetlands have been delineated within the site. Two delineated wetlands are found in the Lake Sehoy valley. Both are immediately upstream and downstream from the lake and adjacent to it. Two delineated wetlands are found outside of the site's four major valleys. One occupies the midportion of a flattened ridge and its smaller twin is wedged in a narrow ravine. Both are found in the northwestern corner of the site. The wetlands found in the Lake Sehoy valley are in a youthful stage of succession. The others are covered by maturing woodlands.

For regulatory purposes under the Clean Water Act, the term wetlands means "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. As defined by EPA Regulations, wetlands generally include swamps, marshes, bogs and similar areas. Wetlands help absorb flood waters and help filter water before it reaches other water bodies. In addition, wetlands are extremely diverse habitats. Site layout should be developed to avoid disturbing any existing wetlands. The eastern loop road is shown in the master plan to cross a "Common "wetland just below the existing dam due to the constricted land area. This is a manmade wetland of less than one-acre in size that may legally be removed by construction and mitigated in another location.

Where possible, mature trees should be retained. Visually pleasing, they maintain the integrity of the site and are important for existing wildlife. Steep areas and drainage corridors should be preserved outright with only minimal development introductions such as paths and natural walks.

Plant diversity is a necessary ingredient in healthy ecosystems to promote biodiversity and resist epidemic disease. Native species are those which evolved naturally to live in a particular region or habitat. Native species to southern Mississippi should be used extensively throughout the development, and exclusively in the habitat areas. Native species often require little or no irrigation, fare better in drought conditions, and tend not to be invasive.

Natural Systems Guidelines Streams

- Protect and enhance existing stream corridors.
- Minimize development within watershed areas.
- Project and enhance the vegetative stream buffers.
- Maintain tree canopies over creeks and streams.
- Protect water quality and stream channels.
- Conserve adequate stream-corridor buffer width
- Do not outfall new stormwater pipes directly into creeks.
- Stabilize stream banks as required using bioengineering concepts.

Stream Preventive and Control Measures

- Avoid erosion.
- Keep flow to predevelopment levels.
- Manage storm water on site near the source.
- Minimize contiguous impervious area.
- Maximize infiltration movement of water into the soil.
- Prevent pollution of stormwater and the stream corridors.
- Comply with or exceed storm water management regulations
- Use innovative, low maintenance methods for keeping water onsite using bioswales and rain gardens.
- Infiltration devices
- Vegetative practices
- Detention/retention practices

Natural Vegetation

- Provide access to undeveloped natural areas with pedestrian pathways where feasible.
- Use predominantly native plant materials in natural and naturalized areas and greenway corridors.

As shown on the preceding vegetation map, most of the site, as well as the surrounding area, is wooded The entire site north of the broad, primary ridge is covered in woodland. Its ridge tops and side slopes are covered by a pine canopy with an emerging deciduous and evergreen hardwood mid-story strata and a dense evergreen shrub understory stratum. Higher and drier ridge tops are covered in longleaf pine with an understory of hickory and post oak. Maple, gum and beech occupy the Spring-fed Valley. Poplar, gum and bay magnolias are typical of the short, narrow ravines. The floodplain valley consists of bottomland oaks.

Most of the site south of the broad, primary ridge had been managed as a golf course. Dramatically sculpted, towering longleaf pines are clustered along the ridge top of former fairways, particularly along the secondary ridge south of the lake. The lake valley upstream and downstream from Lake Sehoy is a mixture of pine, yellow poplar, maple and white oak. The ravine valleys that drain into the lake valley are covered by a mixture of yellow poplar, bay magnolia, red maple and bottomland oaks.

Longleaf Pine

The most dramatic features found within the site's vegetative mosaic include the Gum Swamp Valley's tupelo gum flat, the Spring-fed Valley's emerging beech-magnolia woods, the Lake Sehoy alley's tulip poplar and white oak side slopes, and the former fairway ridges groves of majestic longleaf pine.

Overall, the site's woodlands are dominated by pine with contrasting deciduous trees flourishing along the bottoms of the narrow valleys. The contrast between shady woodland and sunny parkland, green uplands and silver-gray bottomlands and the roll between ridge and valley give the site its one-of-a-kind character.

At the beginning of the 17th century, an estimated 90 million acres of longleaf pine forests existed across the Southeast. However, only 3.4 million acres remain. Deforestation and urbanization have threatened this ecosystem, which is home to 100 bird species, 36 mammal species and 72 species of reptiles and amphibians. As these forests have declined, they have placed many of the wildlife in precarious positions, including many of them being classified as endangered or threatened species.

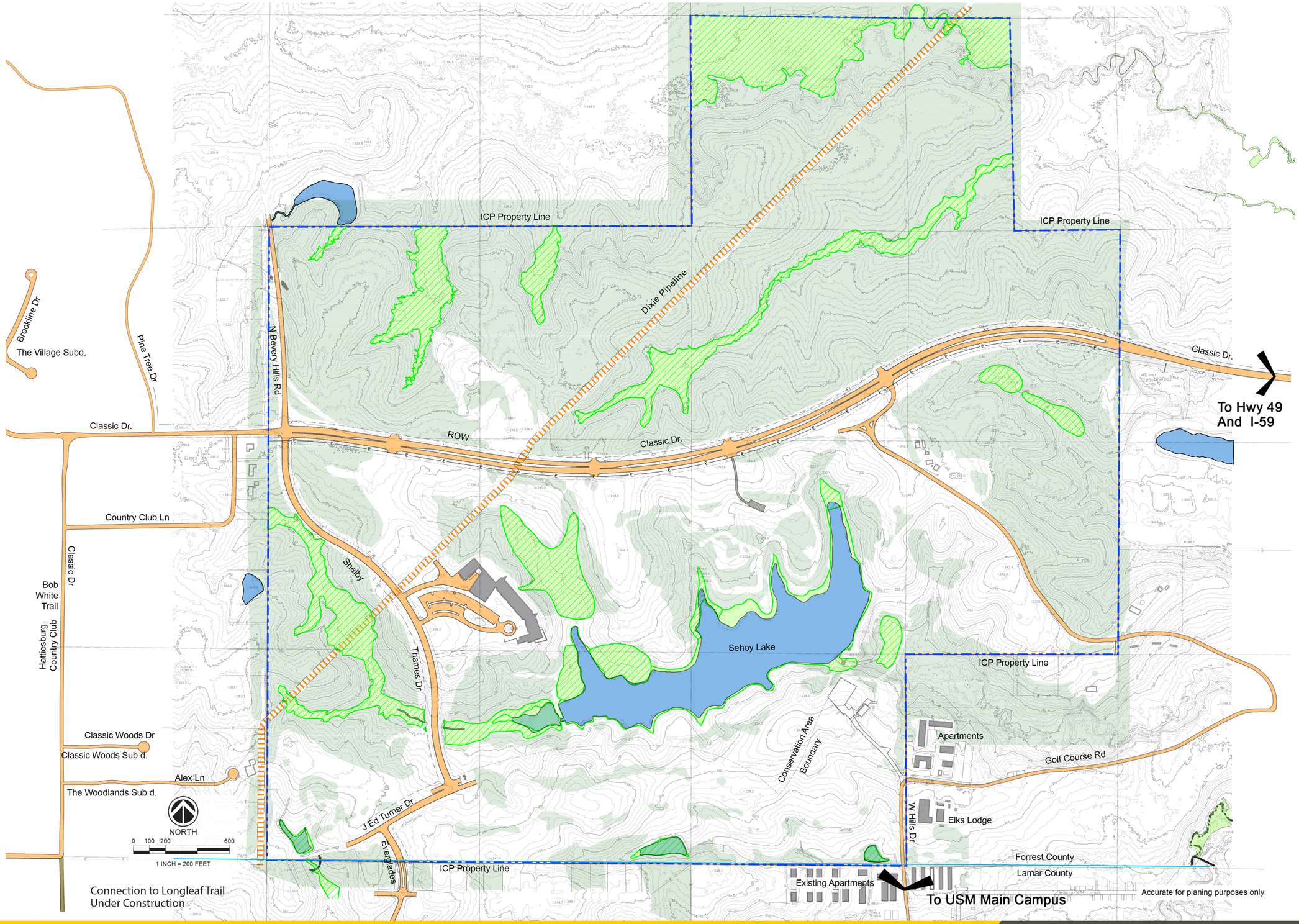
Through its conservation efforts, USDA's Natural Resources Conservation Service (NRCS) is focusing its efforts to help forest landowners more effectively conserve the priority resources concerns of the longleaf pine ecosystem. These programs include the Environmental Quality Incentives Program and the Healthy Forest Reserve Program (HFRP). States involved in the initiative include Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Texas and Virginia.

Longleaf pine is more resistant to insect and disease pests such as Southern pine beetles and fusiform rust than other Southern pines. Longleaf pine is also more resistant to fire than other Southern pines and can be burned at an early age maintaining early successional habitat, benefiting many wildlife species like bobwhite quail.

Because of the tree's smaller crown density and deep root system, Longleaf pine is not as susceptible to wind damage as Southern pines. The Longleaf pine stands withstood Hurricane Katrina's wind 48 percent better than the loblolly pine stands, according to one study.

The Longleaf pines produce longer needles that are preferred landscape mulches. Longleaf pine needles are longer and easier to bale, last longer than other pine mulches and have a distinguished red color that enhances the landscape.

Vegetation



LEGEND

- Wetlands
- Lake
- Nature Vegetation
- Proposed 10′ Multi-Use Pathway Phase 1A
- Proposed 8′ Recreational Trail Phase 1B
- Proposed 8′ Recreational Trail Phase 2
- Proposed 8′ Recreational Trail Connectors
- Existing Roadways
- Proposed Bike & Walking Trail Connecting to Longleaf Trail
- Connection to Longleaf Trail Under Construction

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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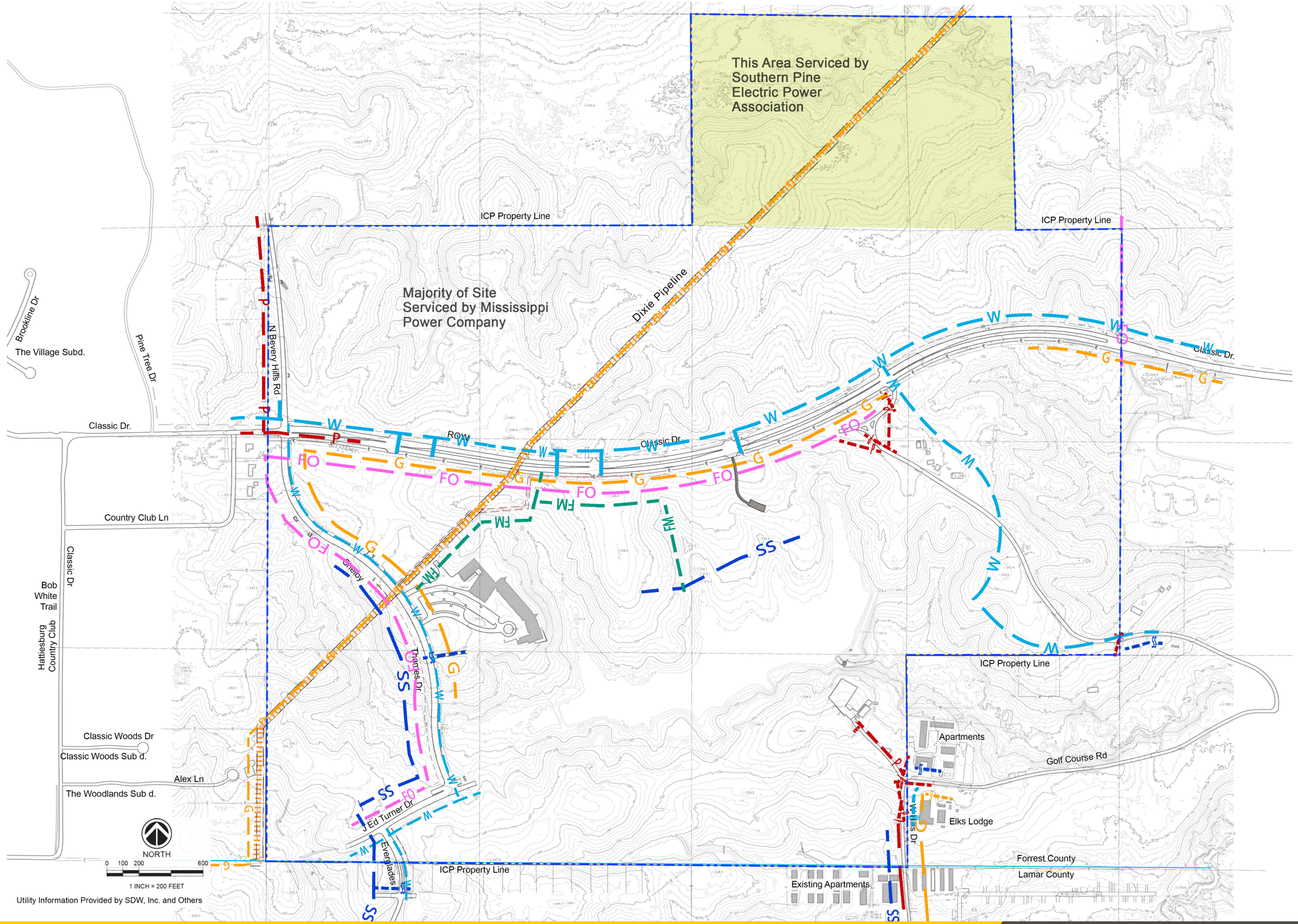
Existing Utilities



LEGEND

- Southren Pine Electrict Power Association
- P — Power Line
- G — Gas Line
- W — Watter Line
- SS — Sanitary Sewer
- FO — Fiber Optic
- FM — Force Main
- Dixie Pipeline

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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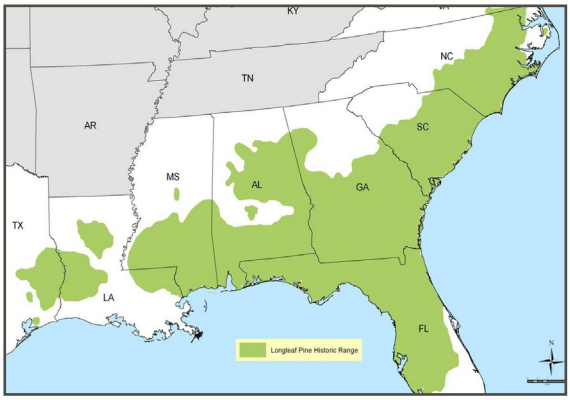
Longleaf Pine Initiative in Mississippi NRCS

Finally, longleaf pine is the best species to use in a silvopasture system due to the smaller crown density, which allows more sunlight to filter through the tree crown canopy to the grass below. Silvopasture is the practice of integrating trees, forage, and the grazing of domesticated animals in a mutually beneficial way. It utilizes the principles of managed grazing, and it is one of several distinct forms of agriforestry.

To find out more about LLPI, contact your local USDA NRCS service center.

Utilities and Jurisdictions

Several utility companies serve the site. Telephone service is provided by BellSouth, AT&T has distribution lines in the vicinity which supply fiber optic service, The natural gas supplier in the area is Spire, Inc. This locally owned company supplies natural gas to many communities though out the southern portion of Mississippi. The cable television provider is Comcast Cablevision of Hattiesburg. The local provider is a subsidiary of Comcast Cablevision which is one of the largest cable television providers in the United States. Two companies supply the electrical service: Mississippi Power Company and Southern Pine Electric Power Association serving the most northern fringes of the ICP. Mississippi Power is a subsidiary of the Southern Company which is a multi-state organization. Southern Pine is an electric power association based in Taylorsville, MS. Their primary mission is to supply affordable electrical service to rural areas. The City of Hattiesburg provides the sanitary sewer service. The City of Hattiesburg and Arnold Line Water Association provide potable water for the local residents. Existing water lines within the park are by City of Hattiesburg. The franchise area of each roughly divides the site in a generally southwest to northeast direction. Arnold Line Water Association is a rural water association with water supplies mainly for residential use.



Longleaf Pine Historic Range

Electrical, telephone, CATV and water service currently are primarily located along the existing infrastructure of existing roadways. These services are normally located within or directly adjacent to the right-of-way. Sanitary sewer service is present on the site and located in rights of ways of Classic Drive and Shelby Thames Drive and in areas adjacent to the site along Golf Course Road and cross country to the south of the site.

Fire protection service is by City of Hattiesburg.

Developable Area

Site analysis culminates with a developable areas map. The map on the following page illustrates areas that have been determined suitable for development with some restrictions for wetlands, steep slopes and preserved vistas or natural areas.



View of Pipeline Looking Northeast from Classic Drive

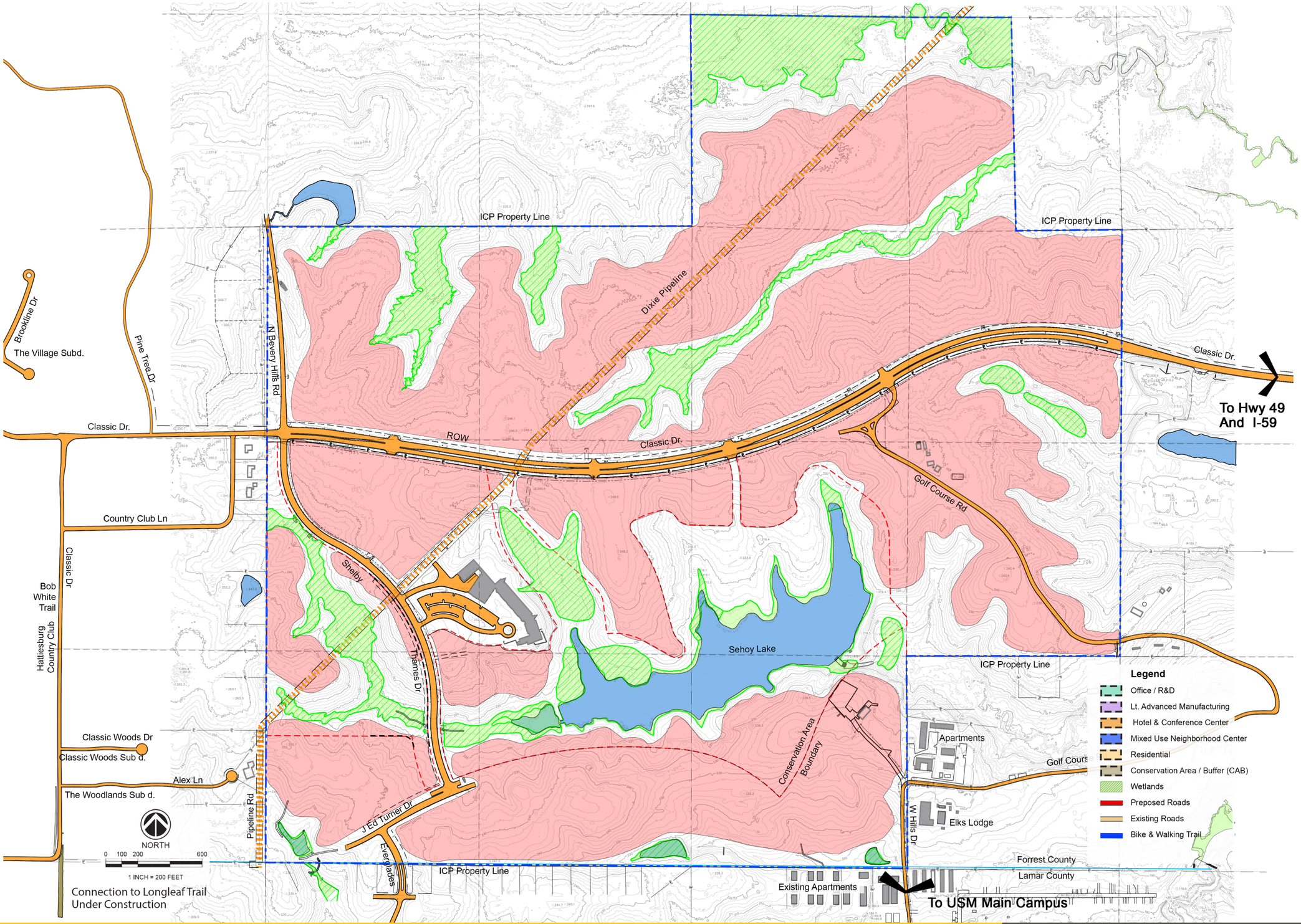
Designating developable land is the result of filtering the various site analysis attributes such as wetlands and slope - the most significant physical constraints. The composite map of developable areas on the following page indicates the areas as a single classification. Generally, the shown developable areas have these aspects:

- Moderate topography – mostly 8% slopes or less.
- Most exhibit areas outside of primary and secondary surface drainage.
- Wetlands are excluded from the category of developable land.
- A majority of The dedicated conservation area associated with Lake Sehoy is excluded

The Evaluation Assumes:

- Utilities can be provided to all developable land
- Climate is assumed generally equal except for north and south facing slopes with prevailing breezes from the east to south. South facing slopes could expect to be more comfortable in the warmer months. South facing slopes on the north side of Sehoy Lake may be warmer in the winter as vegetation and landforms to the north may help reduce cool breezes in the winter months.
- Roads like utilities have minimal impact under the assumption that roads either exist or can be constructed to accommodate need. Large tracts sold for residential development would have internal streets designed and provided by the developer.
- Soils are generally considered good throughout the park.
- Natural areas, open space and vistas will be maintained through regulation as well as Park ownership.
- Land and Water Conservation Areas are not totally excluded from developable areas.

Developable Areas



Legend

- Existing Building Apartments
- Developable Areas
  Approx. 281.4 Acres
- Wetlands
- Existing Road
  Approx. 10.6 Acres
- Dixie Pipeline
- Connection to Longleaf Trail
  Under Construction

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

Developable Areas

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI.

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The developable areas map indicates approximately 267 acres of land suitable for project construction. Some of the conservation area around Lake Sehoy has been included as it is prime land in terms of location and physical properties. Use of this land would require revisions to the Land and Water Conservation Fund agreement for dedicated public lands. Some areas of the LWCF conservation area could be swapped for appropriate land. However, these options for such redesign of the conservation area are limited. It is typical that ridgetops are the most developable land. The Park is no exception. All areas south of Lake Sehoy exhibit relatively good slopes as does the area northwest of the Accelerator. Areas along the south side of Classic Drive also exhibit good slopes along with good views to the lake. Areas north of Classic Drive tend to be steeper. If the northwest portion of Golf Course Road could be relocated further south then a large area of ridgetop opens up for development.

The lands west of Lake Sehoy tend to be steeper with more wetlands. This area may be more suitable for conservation and land swap with the LWCF

The Dixie Pipeline bisects the entire property. Buildings cannot be constructed on the pipeline R.O.W. but roads can cross it as well as parking. Any development in the area of the pipeline should be carefully coordinated with the pipeline managing firm.

Land within the northern most segment of property has wetlands and low bottomland making it unsuitable for development other than parks, trails and green space. This segment acts as a buffer to lands to the north. These bottom lands could be obtained for future swap of LWCF area.

Chapter - 3
Charrette



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 3 - Charrette

Charrette

According to the Urban Dictionary the term “charrette” (little cart) appeared in the late 1800’s. Architecture students at the Ecole Des Beaux – Architects in Paris who needed to rush their designs to their instructors, placed their drawings on a cart which was called a charette. Later the word broadened in meaning and came to describe any intense short form design project. Today, the word is used by the architectural and design community at large to describe any intense on the-spot design effort.

The cart (charrette) was known to carry the designs to an exhibition area often while students added finishing touches as the cart progressed.



Charrette Photo 1

In today’s design world, charrettes are considered a design collaborative planning session involving a team of relevant leaderships, stakeholders and various design, engineering and environmentalists and other professionals. Proposed projects and solutions are adapted in a limited time frame.

Charrette process establishes methodology for a charrette. Key to the on-time process is the defining of the overall goals or desired results. Charrettes can be used for a host of principal phasing and implementation plans and strategies, identification of barriers and corresponding action plans and educating leadership and stakeholders of not only the process but results and action plans.

A Charrette process includes these key tasks:

- Preplanning such as agendas, goal statements, overviews presentation of project and handouts.
- Research data and information on the site and its context. This may include prior studies current demographics and economic information, as well as government entities.
- Site data collection may include items such as topography, legal boundaries, environmental data, vegetation analysis, watersheds, access to the site and regional energy strategies.
- Pre-charrette meetings to obtain participant input on goals and objectives to create early concepts and solutions.

Goals and Objectives

A meeting was held at the Accelerator on October 22, 2019 for the purposes of updating the Park project team and to discuss and record project goals and objectives.

Wikipedia.org defines a goal as an idea of the future or desired result that a group of people envision, plan and commit to achieve. People endeavor to reach goals within a specified time frame. Wikipedia goes on to say that before anyone can set out to achieve a goal, they must decide on what their desired end-state will be.

Business dictionary.com defines objective as a specific result that a person or system aims to achieve within a time frame and with available resources. In general, objectives are more specific and easier to measure than goals. Objectives are basic tools that underlie all planning and strategic activities.

The following objectives were noted in the October 22, 2019 Goals and Objectives Workshop:

Connectivity

a. Interconnect natural setting and features
b. Safe bicycle access and connection to Longleaf Trace
c. To USM main campus by bike or trolley; electric vehicles
d. Possible golf cart connections depending on land use and development
e. Connect off-site private developments
f. Provide public access to Sehoy Lake and trails

Sustainable Design

a. Create an overlay district to manage development pattern and land use
b. Capitalize on perpetual conservation space
c. Strive for an orderly development pattern and land use compatibility
d. Minimize negative impacts of adjacent incompatible land uses
e. Optimize development density
f. Create a town center with diversity, interest and economic viability
g. Preserve wetlands and sensitive ecosystems
h. Preserve area around lake for entrepreneurial development and creativity
i. Encourage pedestrian or bicycle use – rather than automobiles
j. Retain scenery as value
k. Provide shaded trails
l. Outdoor activity areas along trails. Rest stops, drinking fountains, small gathering areas, phone recharging stations

m. Design roadway system to support accentuation of best views and image
n. Employ sustainable site design standards to minimize erosion and the need for built infrastructure
    i. Minimize erosion; protect vegetated slopes
    ii. Reduce the need to build infrastructure with use of natural systems such as bioswales and rain gardens
    iii. Solar orientation of buildings to minimize energy consumption
    iv. Use best management practices throughout development

Visual and image/branding improvements for entry drives for park-on-site and off-site

Make adjacent neighborhoods safer – with safer image

a. Employment opportunities for neighborhoods to elevate quality of life
b. Take advantage of high-end neighborhoods to the west
c. Look at higher end residential development as a use for part of the property. One suggestion is the northwest portion of the site. Also, possibilities for higher end condos.
d. Could sell property north of Classic Drive and retain property around lake for R&D/Education
e. Look at value of highest and best use
f. Look at school systems locations
g. Identify areas that are in dry (non-alcohol) counties and those that are wet

MDA grant: 100 acres for office R&D and light advanced manufacturing

a. Advanced materials
b. USM R&D related to NOAA

Criminal Justice

a. R &D homeland security
b. NCIS – Naval Criminal Investigative Services
c. NCSA – National Center for Supercomputing Applications
d. Data and security

Computer Science – could be in conjunction with university, criminal justice

a. School of Nursing data and security
b. Data centers

Overall Community

a. Engineering R&D, education as possible university collaboratives
b. Improve air service to Hattiesburg
c. See recreation study by City – Visit Hattiesburg Group Destination

City of Hattiesburg Comprehensive Plan 2008 – 2028

Most of the vision statement from the comprehensive plan applies to development of the Park to some degree. Four vision statements stand out as uniquely specific to the Park. They are:

a. Neighborhood
   We envision a city of safe, attractive neighborhoods that are convenient to schools neighborhood shopping centers, and city parks. Neighborhoods where it is safe, accessible and enjoyable to walk or ride bicycles. Neighborhoods where residents watch out for one another and work together to achieve common goals.
b. Natural Environment We envision a city that recognizes and protects its natural environment, a city with clean, scenic creeks, rivers, and streams. A city known for its well-managed urban forest. A city where residents understand how humans impact the natural environment; a city where residents recognize the importance of conserving natural resources.
c. Community Appearance
   We envision a clean city where residents appreciate the beauty of the natural and built environments. A city where residents work together to prevent littering, beautify public and private spaces, protect trees, creeks and rivers, and show visitors a well-maintained, attractive community.
d. Economy
   We envision a diverse economy where it is desirable to locate large business and industries, a city that fosters a prosperous environment for small businesses and entrepreneurship. We focus on attracting and maintaining a qualified workforce for a range of industries and specialties. We understand the importance of offering a high quality of life to residents and business-owners and recognize that continued investment in public and private facilities will ensure and sustain our economic prosperity.

Planning Issues

In the overall process of planning, various concerns have a bearing on the ultimate success of the plan. These concerns can be physical, geopolitical, regulatory or issues with the process itself. Some of these concerns for the Park are:

1. Look at what the land is saying. It has constraints and opportunities. Work these aspects to anticipate challenging conditions early on. Identified opportunities can become functional visual values which not only enhance the user's experience but add monetary value for development. For the Park, topography, drainage, wetlands and natural features are the key site aspects influencing land use.

2. Though the land in the Park seems generous in quantity, the plan should be responsive to efficient layout optimizing financial returns while preserving desired natural features.
3. Be aware of surrounding users and compatibility with the proposed plan.
4. Roadways, stormwater management and infrastructure such as water, sewer, gas and electricity impact on initial and long-term costs. This aspect is closely associated with the land consumption mentioned in issue #2. Phase future growth for cost effective extension of utilities.
5. Plan collaboratively with governing entities to reflect designed benefits for not only the University of Southern Mississippi and the Innovation and Commercialization Park, but those that can provide components of the plan such as infrastructure and amenities. Roads and streets can become barriers to future development and should be in response to the best land uses.
6. A master land use plan must be flexible going forward. Marketability and demand are variable, so a development must adjust to specific demand, marketing strategies and results and adjust to changing trends in a competitive environment.
7. Evaluate areas of responsibility for USM/ICP long term and related costs.
8. Plan uses such as light advanced manufacturing to be compatible with surrounding uses.
9. Identify that the Park Community exhibits insignificant visibility at key access points. This not only impacts way finding but also first impressions of the park.

Organizational Concepts

As a result of the October 22, 2019 workshop and the goals and objectives produced in that process the design team developed three broad brush organizational concepts for the PArk. Common to all three concepts are road and street layouts. These concepts reflect comments in the workshop and interest in maximizing development closer to the lake.

Residential has been included to address several concerns:

- Reduction of land controlled and maintained by USM/ICP on a reasonably aggressive time frame.
- All three concepts assume diversification of the LWCF property through land swaps.
- Residential development can be a good neighbor to existing residential properties off site.
- If demand for residential development is high enough to generate quicker construction in the Park, the forward movement of the park will send a positive message to the community and potential commercial or other enterprises.
- All three concepts illustrate a new connector road from Shelby Thames Dr. to Golf Course Rd. and a proposed segment of north/south connector going to the existing intersection of Classic Dr.
- Street front commercial and town center has been included to provide a functional enterprise to support not only workers in the park but those outside the park. Developed correctly, a “sense of place” could evolve that helps with the Park identity.

- All three schemes indicate property on the south side of Lake Sehoy abuts the lake creating optimum connection to public LWCF property and preserve lands and the lake.
- Town centers and related commercial or residential is generally more successful on streets with higher traffic counts.
- All three concepts present a location for a boutique style hotel on the north shore at Lake Sehoy. Such a hotel might provide a unique meeting space. Concepts demonstrate development based on developable area and generally exclude the total commitment of the Land and Water Conservation Fund (LWCP) preserve. Adjustments for the LWCF preserve will be addressed in the design refinement phase.
- In all three concepts, office/R&D uses are interchangeable with light advanced manufacturing.

Concepts are provided herein on the following pages and described below. The primary purpose of these concepts is to encourage discussion and interaction at the charrette.

Concept 1. Places more emphasis on a linear commercial development along Classic Drive. Ideally, the town center would relate to business development in that area. Note residential development along the south side of Lake Sehoy. Land uses are dispersed more with less grouping.

Concept 2. Has a larger percentage of office/R&D light advanced manufacturing. The town center/commercial area is also more linear residential as optimized as a buffer to adjourning property.

Concept 3. Generally, shows all residential north of Classic Drive. The town center is more westerly bearing some relationship to the existing neighborhoods to the west. Concept 3 presents land use solutions with higher percentages of office/R&D and light manufacturing.

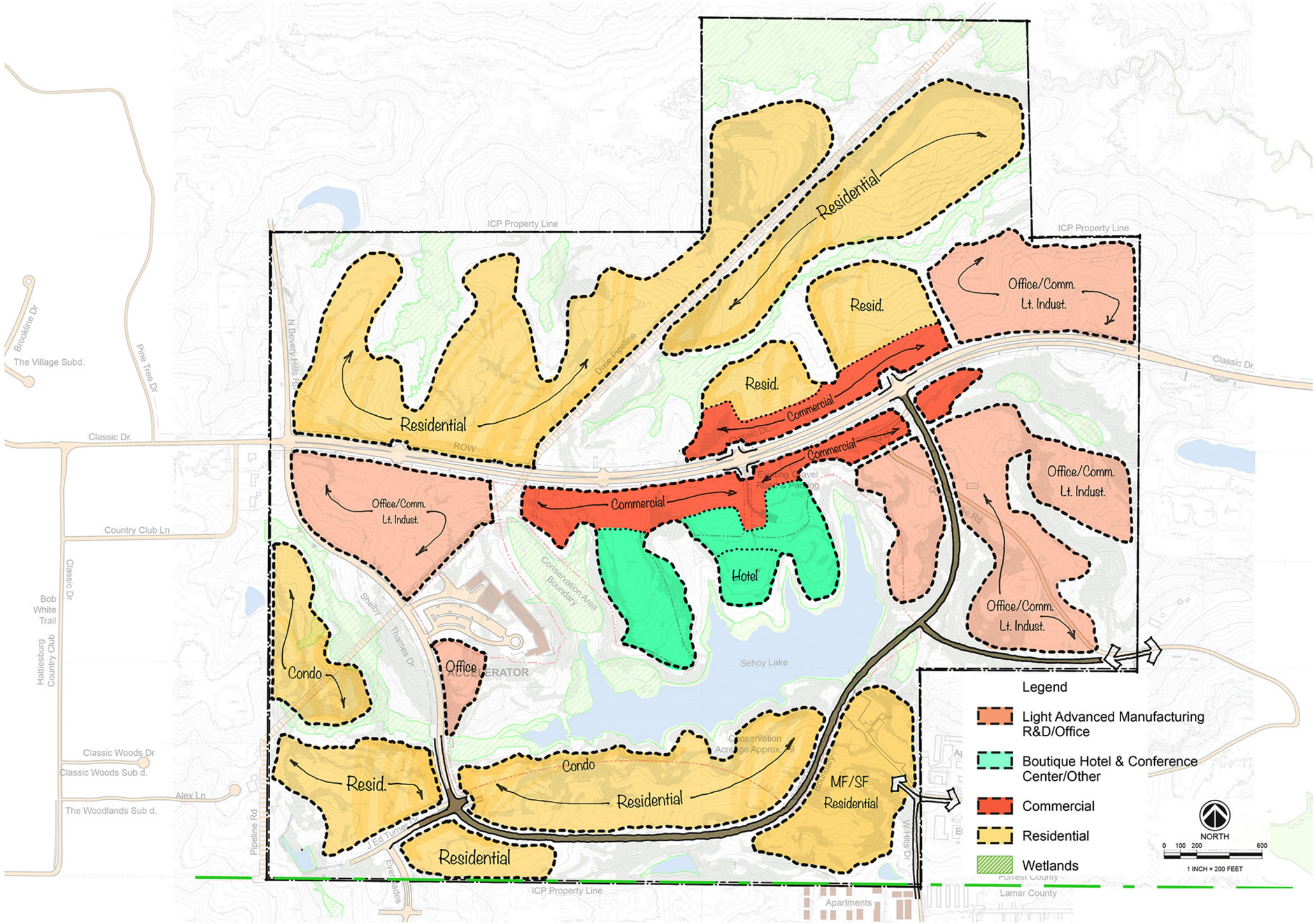
Charrette Recommendations

On November 21, 2019 a charrette was conducted at the Accelerator. Participants included leadership, stakeholders and professionals. A list of participants is provided in the Appendix.

Moving toward more highly advanced schemes, the input and feedback from the charrette has been used to explore options beyond the broad concepts presented in the pre-charrette phase. Below is a list of comments and recommendations from the charrette. Participants delivered input in four primary methods. Each of the three concepts were mounted on boards and displayed on easels. A marker board for sketching and notes was located at the front of the conference room. The four methods are:

a. Open discussion
b. Written comments or sketches directly on one of the three concept boards and marker board.
c. Red and green adhesive tags were provided so participants could apply them on the concept boards. Green for approval or like of the area and red for dislike.
d. Huddle groups at each concept board.

Concept 1



Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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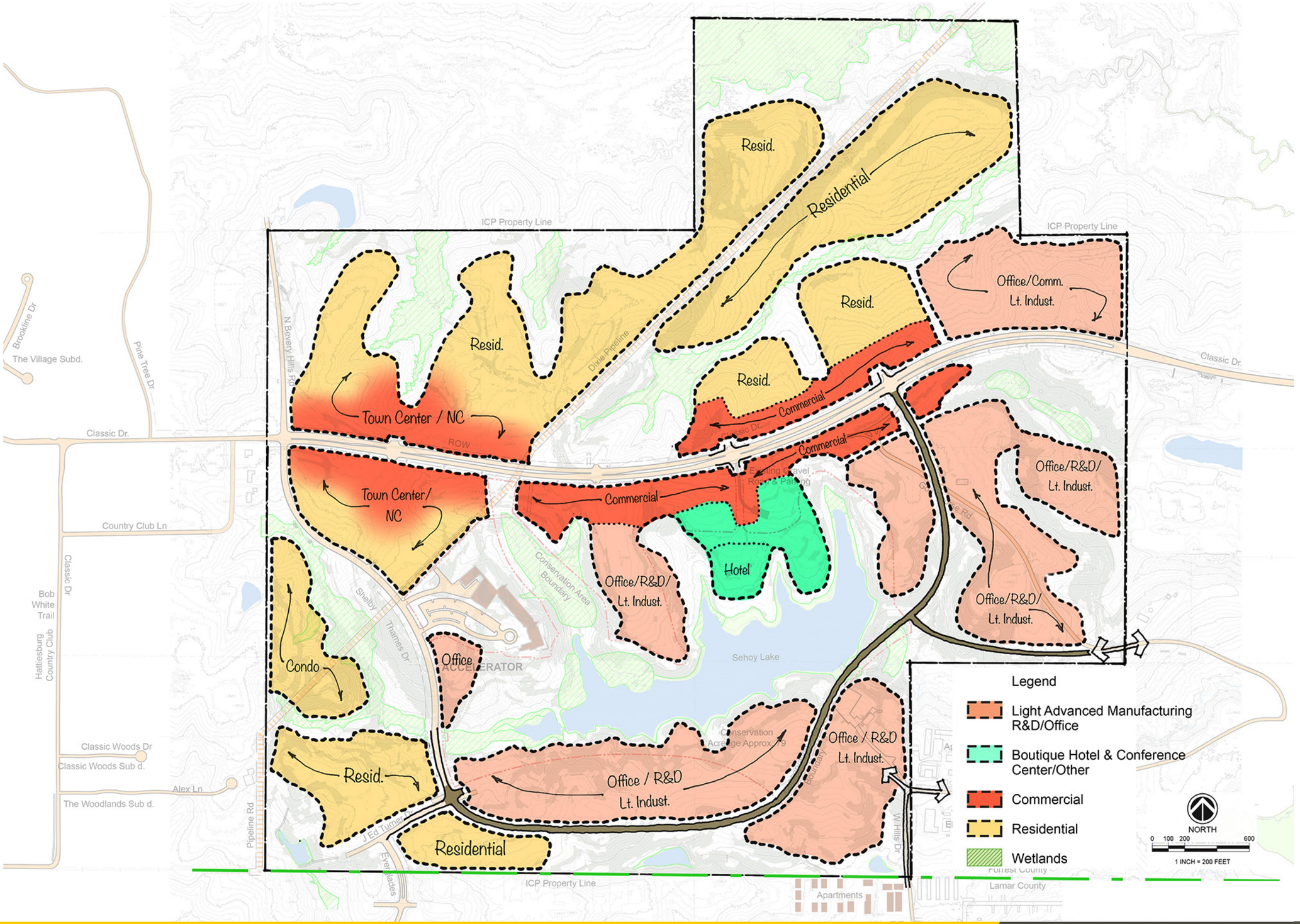
Concept 2



Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

Concept 2

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN

19 November 2019

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

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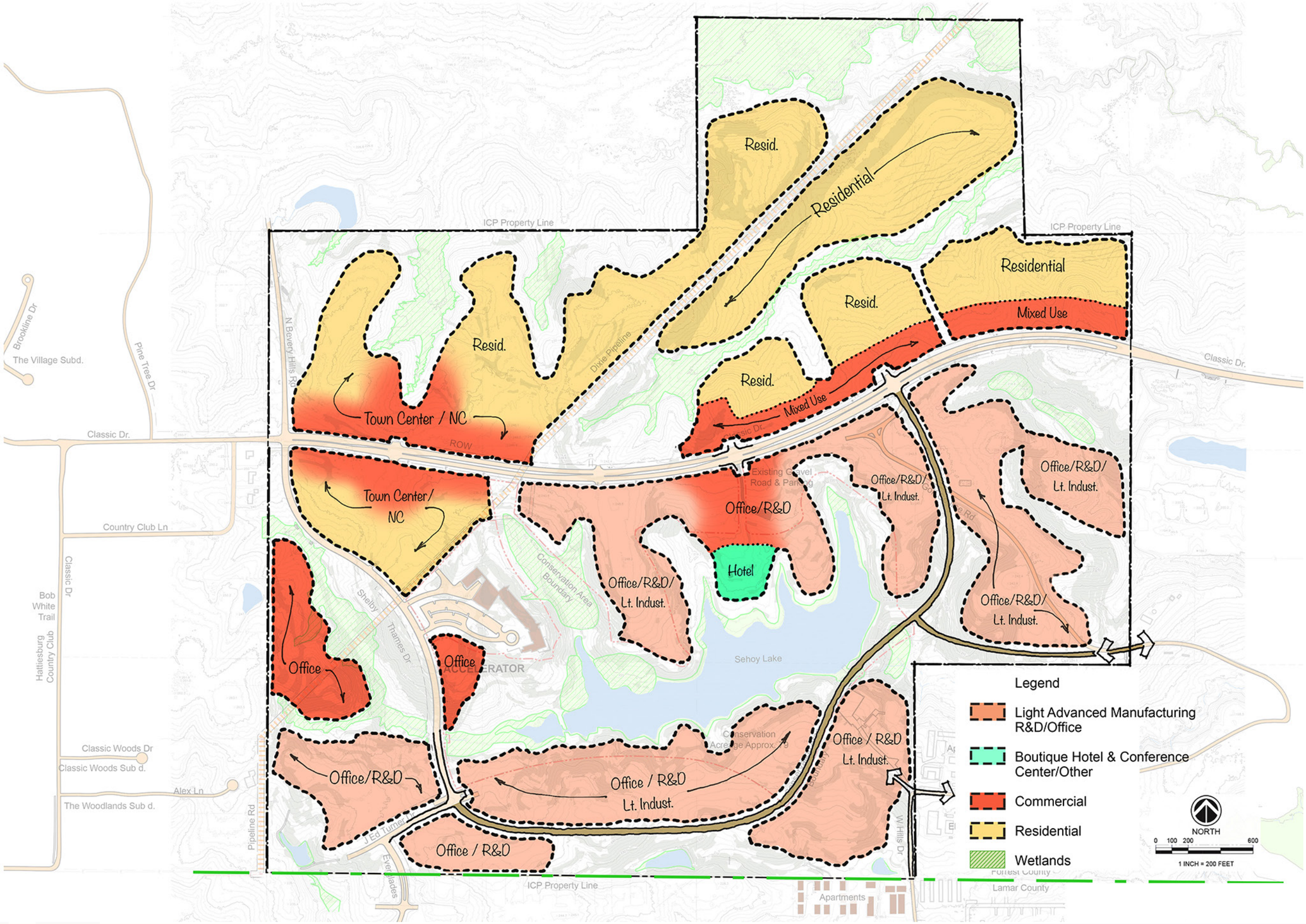
Concept 3



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INNOVATION AND COMMERCIALIZATION PARK

Concept 3

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN

19 November 2019

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

General Comments and Recommendations



Charrette Photo 2

Recorded recommendations on marker board by charrette group:

a. Locate town center more central to site to promote more interaction with Lake Sehoy and LWCF preserve.

b. Create good delineation between what is office/R&D and what is traditional light industrial (if allowed)

c. If/when J Ed Turner is extended, southwest residential area may quickly become undesirable. Recommend that it remain green space.

d. Big opportunities:

   i. Connectivity to USM south

   ii. Industrial NE site 22-25 acres

   iii. Data center site is a possibility – need to make sure infrastructure is or can be upgraded to handle if needed

   iv. Small conference center with cabins – on lake

e. Multi-use trails / pedestrian walkways throughout

f. Airport access is a weakness

g. Protect residential boundaries to the west

h. Protect recreation area north of lake

i. Expand business incubator

j. Maintain lines of sight to Lake Sehoy

k. Currently Hattiesburg hotels generally in oversupply.

Comments on Concept Boards

Concept 1 Suggestions

a. While the commercial areas along Classic Dr. are desirable, strip malls or strip centers should not be allowed. The commercial areas need to include small neighborhood commercial and mixed-use type buildings.
b. The location of Town Center is not desired in the location shown.
c. The Office/Comm/Lt Industrial areas on the east edge of the site are desired.
d. Make a major connection with a new roadway running due south toward campus.
e. Make a northern connection that connects traffic to Hwy 49 via Rawls Springs Rd.
f. Residential areas adjacent to southwest and western edges are desired as is residential on the southern edge of the lake
g. Desire to keep Office/Commercial areas around the Accelerator

Concept 2 Suggestions

a. The location of the Town Center is not desired on the western edge/entrance of the property.
b. Town Center is preferred to be closer to the center of the lake - presumably near the “hotel” location south of Classic Dr.
c. Commercial and R&D facilities are more desired around the Accelerator, or at least more “Accelerator-type” uses are desired in the area just north of the Accelerator bldg.
d. Create a major connection with a roadway running due south toward campus.
e. The Office/Comm/Lt Industrial areas on the east edge of the site are desired. The area north of Classic Dr. is the “best” location for industrial sites, close to 59 and further from residential areas.
f. Of the large Office/R&D area south of the lake, it would be “ok” to have the eastern half as residential
g. The Office/R&D area on north side of lake would be a great location for a “Retreat” center with possible cabin accommodations on the lake.
h. Preserve the site attractiveness for business and tech companies.

Concept 3 Suggestions

a. The commercial area north of Classic Dr. on the east side is desired as a good site for industrial but needs to be expanded to more than 22 acres if possible. Form the west edge of this area against the extended roadway from the south. A recent potential developer advised that the 22 acres at the east entry north side is too small. Tracts should be larger where possible.
b. The mixed use and residential area adjacent to the 22-acre site is desired.

c. Town Center location on the west end of site is not the desired location, but the residential shown there is desired.
d. The area just north of the Accelerator and south of Classic Dr. should be USM R&D facilities.
e. The small office area shown on the west end of the lake should be a USM Business incubator facility or similar to the Accelerator and work in conjunction with the Accelerator.
f. Area around the lake on the west end should be for tech bldg. uses, but the "office/R&D/Lt. Industrial" notation is not desired at that location.
g. Create a connection to the south with a roadway that connects to campus, as well as connecting to the east property - perhaps an intersection so that traffic from the south can connect easily to both Classic Dr. and the Accelerator with equal ease.
h. A note for "mixed-use" is noted on the northeast area, but that conflicts with the 22-acre site for industrial.

Economic Context

Hattiesburg Five County Region Study

According to the 5 Mississippi Counties Study provided by the University of Southern Mississippi, the population of the 5 counties has grown by 0.3% between 2013 and 2018 and is to grow 0.6% by 2023. Total population of this 5-county region was 236,558 in 2013. The region boasted 105,346 jobs in 2018 with average earnings per job at $20.1K.

Counties included in this study are Forrest, Lamar, Covington, Jones and Perry. The top three industries in 2018 were restaurants and other eating places, and local Government, excluding education and hospitals.

	Population **(2018)**	Labor Force **(2018)**	**Jobs(2018)**	Cost of **Living**	**GRP**	**Imports**	**Exports**
Region	236,558	104,095	105,346	88.8	$9.13B	$11.45B	$11.11B
State	2,985,953	1,304,104	1,276,643	88.4	$112.21B	$140.21B	$155.16B

Labor force participation has continued to rise as indicated in the table below. Unemployment rates are trending downward as seen in the table below.

Timeframe	**Labor Force Participation Rate**	**Timeframe**	**Unemployment Rate**
2013	53.69%	2013	7.39%
2014	52.89%	2014	6.44%
2015	53.63%	2015	5.82%

2016	53.93%	2016	5.52%
2017	54.44%	2017	4.66%
January – April 2018	53.94%	January – April 2018	4.03%
May 2018	54.75%	May 2018	4.82%
June 2018	54.96%	June 2018	5.27%
July 2018	55.21%	July 2018	4.88%

In 2018, the five-county region had 51,168 millennials (ages 20 – 34). The national average for an area this size is 48,855. For those retiring soon, people 55 and older, there were 63,393 in 2018 while the national average for an area this size was 67,244. Veterans in the region were 13,825 in 2018 compared to a national average of 13,716.

Industry characteristics indicate in 2018 the top five highest paid workers were in these industries.

Management of companies and enterprises	$ 116,562
Utilities	$ 104,344
Mining, quarrying and oil and gas extraction	$ 83,095
Health care and social assistance	$ 61,856
Finance and insurance	$ 58,217

The table below presents a broader picture of worker earnings:

Industry Characteristics – 5 County Region

Industry	2013 Jobs	2018 Jobs	Change in Jobs	%Change in Jobs	2018 LQ	2018 Earnings Per Worker	2017 GRP
Government	24,019	24,470	451	+2%	1.54	$49,211	$1.41B
Retail Trade	12,388	12,956	568	+5%	1.21	$28,408	$717.45M
Manufacturing	12,250	12,343	93	+1%	1.49	$55,757	$1.24B
Health Care and Social Assistance	9,802	10,467	665	+7%	0.79	$61,856	$756.90M
Accommodation and Food Service	9,104	7,789	685	+8%	1.08	$16,135	$268.51M
Construction	5,009	5,349	340	+7%	0.92	$44,516	$406.64M

Administrative Support and Waste Management and Remediation Services	3,803	5,179	1,376	+36%	0.79	$26,154	$201.76M
Other Services (except) Public Administration	4,672	4,672	56	+1%	0.92	$23,531	$193.37M
Transportation and Warehousing	3,095	3,622	527	+17%	0.97	$50,734	$329.48M
Wholesale Trade	2,536	2,680	144	+6%	0.68	$54,405	$422.72M
Finance and Insurance	2,532	2,659	127	+5%	0.63	$58,217	$368.51M
Professional, Scientific, And Technical Service	2,203	2,341	138	+6%	0.34	$54,415	$236.99M
Educational Services	1,770	1,445	-325	-18%	0.53	$36,488	$64.27M
Management of Companies and Enterprises	894	1,288	394	+44%	0.86	$116,562	$189.48M
Real Estate and Rental and Leasing	1,271	1,287	16	+1%	0.73	$40,640	$256.34M
Agriculture, Forestry, and Hunting	1,058	1,200	142	+13%	0.95	$42,631	$224.08M
Mining, Quarrying, And Oil and Gas Extraction	2,212	1,131	-1,081	-49%	2.66	$83,095	$597.14M
Utilities	924	907	-17	-2%	2.49	$104,344	$311.67M
Arts, Entertainment, And Recreation	816	881	65	+8%	0.48	$19,825	$29.18M
Information	810	678	-132	-16%	0.35	$52,962	$143.65M

15,718 Companies that Employ Your Workers in the Region

In 2018, profiles for regional workers were 15,178 companies as employers, with the top 10 appearing below. In the last 12 months, 2,405 companies in the region posted job postings, with the top 10 appearing below.

Top Companies	Profiles	Top Companies Posting	Unique Postings
University of Southern Mississippi	1,466	CRST International, Inc.	995
Forrest Country General Hospital	1,021	C.R. England, Inc.	595
United States Department of Treasury	387	Forrest General Health Services	553
General Dynamics Corporation	374	J.B. Hunt Transport Services, Inc.	464
Wal-Mart Stores, Inc.	373	South Central Regional Medical	425
Lamar County School District	305	USA Truck, Inc.	408
Hattiesburg Public School District	294	Dollar General Corporation	348
Hattiesburg Clinic, Professional	290	Community Health Systems, Inc.	237
Howard Industries, Inc.	272	Swift Transportation Company	217
Wesley Medical Center	259	Low's Companies, Inc.	190

The table below compares location of work place to where workers live. The Innovation and Commercialization Park (ICP) has the potential to add not only high-quality residential living areas but also high paying jobs. This objective reinforces the "live, work, play" ideology that is gaining momentum throughout the country. For the LCP to be competitive in today's market, strengthening quality of life opportunities for users and residents is essential.

5 County Region

Where Talent Works			Where Talent Lives		
Zip	Name	2018 Employment	Zip	Name	2018 Workers
39401	Hattiesburg, MS (in Forrest County)	18,780	39401	Hattiesburg, Ms. (in Forrest)	15,619
39042	Hattiesburg, MS (in Forrest County)	14,569	39042	Hattiesburg, MS (in Forrest)	14,777
39440	Laurel, MS (in Jones County)	14,458	39443	Laurel, MS (in Jones county)	9,280
39475	Purvis, MS (in Lamar County)	13,218	39465	Petal, MS (in Lamar County)	8,803
39482	Sumrall, MS	5,188	39475	(In Lamar County)	7,755

With these broad-brush statistics in mind, the ICP should address retaining workers and attracting new highly skilled workers. One strategy to accomplish this objective is to bring in high skilled

industries, from technology-based companies to professional services into the marketplace. Long term prosperity can be achieved by cultivating a more resilient, diverse and Tech-oriented base. This objective was supported in the work sessions and Charrette.

Hattiesburg employment/worker statistics for 2017 indicate that there were 42,791 workers in the city. Of those, 17,477 live in the city while 33,095 or 77.3% of workers live outside the city. There were 9,696 workers employed in the city who also live in the city. 7,781 workers live in the city but were employed outside the city.
Hattiesburg is Mississippi's fourth largest city and the third most visited city. Visit Hattiesburg 2019 lodging market analysis revealed the market segments that are driving overnight visitation. Lodging Market Analysis provides a snapshot of who visitors are. Observations included:

a. More than half (54.8%) of Hattiesburg's lodging demand is being driven by the combined business transient segments of individuals traveling for: business, government/military, long-term labor/construction and medical-related reasons.
b. The combined leisure transient segments of tourists, which includes VFR (visiting friends & relatives), people passing through the area and university-related travelers accounted for (29.8%) of the overall lodging market room demand.
c. The combined group/conference/meeting segments account for the remaining 23.1% of room nights sold.
d. STR data supported these findings with Friday and Saturday nights running highest occupancy, followed closely by Tuesday and Wednesday nights. Leisure transient and the combined group markets primarily filling both the weekend and weekday nights, while the combined business transient market segments most likely accounting for the mid-week room demand. The following table shows more detail.

Hattiesburg Visitor Market Segmentation

On the following pages contain data on R&D expenditures at U.S. universities and colleges - published in 2018. Overall, Federal expenditures represent 54% of R&D expenditures by U.S. universities and colleges.

In 2016 dollars, Mississippi spent overall $920 million on R&D, of which 26.4% were Federal dollars. This equated to $308 per capita. The highest in the nation was California at $135,129 billion with 1.7% Federal dollars and $3,446 per capita. The lowest was South Dakota at $289 million with 5.5% Federal dollars and $335 per capital

2018	Hattiesburg, MS Market Segmentation
54.8%	**Business / Gov't / Medical - Transient**
22.6%	Business travelers (individuals)
13.4%	Government / Military
7.3%	Skilled workers (long term labor - construction)
3.8%	Medical-related
29.8%	**Leisure - Transient**
12.8%	Tourists visiting the area (local attractions, shopping, events, visiting friends / relatives, etc.)
9.3%	Pass - through / Other
7.7%	University related primaily ballgames and graduation
23.1%	**Groups / Conference / Meetings**
7.4%	SERF -- social, educational, religious, fraternal
6.9%	Team sports / Tournaments
4.0%	Conferences / Meetings / Associations
3.9%	Government / Military
0.9%	Group Tour / Motorcoach

R&D expenditures at universities and colleges, by field: FY 2016
(Millions of current dollars)

Field	Total expenditures	Federal expenditures
All R&D fields	71,833	38,794
Computer and information sciences	2,078	1,443
Geosciences, atmospheric sciences, and ocean sciences	3,088	1,993
Life sciences	40,888	21,798
Mathematics and statistics	682	444
Physical sciences	4,894	3,287
Psychology	1,219	761
Social sciences	2,367	899
Sciences nee	1,077	465
Engineering	11,382	6,583
Non-S&E	4,161	1,120

nec = not elsewhere classified.

Note(s)
Detail may not add to total because of rounding.

Source(s)
National Science Foundation, National Center for Science and Engineering Statistics, Higher Education Research and Development Survey (HERD), FY 2016.

Science and Engineering Indicators 2018

Higher education R&D expenditures, by Carnegie classification, institution type, and type of cost: FY 2016

(Thousands of dollars)

Carnegie classification and institution type	All R&D expenditures	Direct Costs									Indirect costs	
		Total	Salaries, wages, and fringe benefits	Software purchases			Capitalized equipment	Passed through to subrecipients	Other direct costs	Total	Recovered	Unrecovered
				Total	Noncapitalized software	Capitalized software						
All institutions	71,833,308	55,299,302	31,476,669	113,777	95,247	18,530	2,171,192	5,733,598	15,804,066	16,534,006	11,460,964	5,073,042
Research universities - very high research activity	51,249,576	38,866,432	22,077,133	62,795	56,434	6,361	1,473,962	4,265,477	10,987,065	12,383,144	8,742,566	3,640,578
All other universities and colleges	20,583,732	16,432,870	9,399,536	50,982	38,813	12,169	697,230	1,468,121	4,817,001	4,150,862	2,718,398	1,432,464
Public	47,147,814	36,991,418	21,773,123	89,480	74,178	15,302	1,578,451	3,555,996	9,994,368	10,156,396	6,622,726	3,533,670
Private	24,685,494	18,307,884	9,703,546	24,297	21,069	3,228	592,741	2,177,602	5,809,698	6,377,610	4,838,238	1,539,372

Source(s)

National Science Foundation, National Center for Science and Engineering Statistics, Higher Education Research and Development Survey (HERD), FY 2016.

Science and Engineering Indicators 2018

Chapter - 4
Master Plan



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 4 - Master Plan

Master Plan and Land Use Options

As a product of the charrette and resulting recommendations, three land use options were developed reflecting the ideas generated in the charrette. These ideas combined with further study and analysis assisted the design team in formulating and refining concepts into land use options. These options are located on the following pages.

Specific land use typologies have been employed to provide distinction of intent. These typologies are further defined in the following section.

The goal is for leadership to be able to visually and numerically explore and view the best options and make decisions about further development of a final direction. Final direction could be one option or a combination of different options. A final direction would be tested for optimum land utilization while preserving desired natural features. Cost of development also comes into play as a practical application in evaluation. Cost would include additional infrastructure and funding mechanisms to support infrastructure expansion. These can front-load a project's capital cost thereby stressing budgets for quick start components.

Proposed Land Use

The Innovation and Commercialization Park Master Land Use Plan is illustrated on the following page Master Land Use Plan. The Land Use Plan is comprised of five land use typologies and three non-typology land uses. All are discussed further below.

Overlay District

Master Plan and Land Use Typology

Land uses are the recommended types of development activities that should occur in a development. In the case of the Innovation and Commercialization Park (the Park), land uses are primarily suburban. Typologies provided in this report represent feedback from the Park administrators and stakeholders as well as charrette work session participants.

Non-typology uses are mapped outside the typology system due to their scale and or nature of their use. Those used in this study are discussed on the following pages.

1. **Residential/Housing:** Four types of housing have been considered for the Park. Though residential/housing is a general typology as illustrated on option maps, sub-categories may be implied at various locations. Ultimately, development should take into consideration the compatibility of each sub-category in the overall plan. These strategies are addressed in the overlay district to help guide development and density.

    a. Detached Housing: Refers to detached single family homes where the entire property is under single ownership.

b. Attached Housing: May include townhomes/condominiums, new houses, stacked flats and other legally complete dwellings joined by common walls. Each unit is on its own lot are part of a condominium.

c. Mixed Use/Neighborhood Center Housing: Can be attached housing as described above or flats over retail/commercial space. Guidelines will determine ownership of these units as condominiums or rental units

d. Assisted Living Facilities: Sometimes referred to as residential care, is a type of living arrangement in which personal care services such as meals, housekeeping, transportation, and assistance with activities of daily living are available as needed. An important aspect of assisted living facilities are activities for residents. The natural character and open spaces of the Park are highly suitable for such a facility.

2. **Boutique Hotels:** Typically, these hotels are themed on a stylish or aspirational manner and are generally smaller in scale than conventional hotels Hattiesburg currently has a number of hotels that supply the market with rooms at competitive prices and support the Lake Terrace Convention Center. A market may exist for a unique hotel in a lake setting offering an interesting alternative to typical hotels in the Hattiesburg area. As the Park expands, a small meeting room component could offer benefits within the Park. Specialty dining a rooftop bar could become popular with locals.

3. **Mixed Use:** With small scale offices, retail and personal or professional services, these components help to form the combined mixed-use neighborhood center. This area provides a sense of place for those in the park and surrounding developments. The neighborhood center could also have residential second or third story elements as condominiums or rental units.



The Claiborne at Adelaide, Starkville, MS

4. **Office/R&D:** Commercial office, company headquarters and research & development that could have an educational component. This would typically be larger developments on tracts of five acres or more.

5. **Light Advanced Manufacturing:** Advanced manufacturing centers upon improving the performance of industry through the innovative application of technologies, process and methods to product design and production. A 2010 survey of advanced manufacturing definitions by the White House states: "A Concise definition of advanced manufacturing offered by some is manufacturing that entails the rapid transfer of science and technology (S&T) into manufacturing products and processes."

Non-Typology Land Uses

1. Parks: Scenic Lake Sehoy provides an excellent public space with its 18-acre man-made lake, ropes course and walking/jogging trails. The Park's non-topology use is intended for public or private property for active or passive recreation such as the Lake Sehoy area, trails and certain conservation areas.
2. Conservation Area/Buffer/CAB: Similar to "Parks" CABs are not necessarily public but areas with wetlands, flora, and natural characteristics which should be preserved or protected. Often these areas are environmentally sensitive or pose risks for erosion or impacts on flora and/or wildlife. Such areas may be sold or leased with terms requiring the perpetual maintenance of the conservation areas.
3. Buffers: Landscaped and natural green wooded areas which are used to create a visual separation between land uses within the Park or adjacent lands. These areas may include wetlands, small water bodies or streams. Residential uses should be buffered from all commercial uses except in town center development. Buffer areas may be sold or leased with terms requiring the perpetual maintenance of the buffer.

Introduction to Options

Option 1

Option 1 most closely resembles the concepts prepared earlier in the project for the charrette. A potential boutique hotel is included in Option 1 and 3 but could be added to others. The idea behind the boutique hotel is that good sites exist in the area of Lake Sehoy suitable for a unique smaller hotel or lodge or even small cabins. While Hattiesburg has a number of hotels, a boutique lodging facility here with a small amount of meeting space could generate a clientele looking for something special. If developed adjacent to the town center, beneficial synergies could help both uses.

Of the options created and presented here, Option 1 has the highest amount of residential. The permanent conservation areas around Lake Sehoy and to the west are fixed acreage. Any modification of the total acreage would require an equal amount of acreage added for those deducted.

As suggested by charrette participants, office/R&D has been clustered around the accelerator. Residential areas north of Classic Drive are buffered by natural terrain and wooded areas containing wetlands.

A new road is also proposed across the southern portion of the park connecting Shelby Thames Drive with W. Hills Drive. The proposed roadway closely follows the southern property line and keeps developable land south of Lake Sehoy unbroken so the development takes optimum advantage of being “lake front” property. Commercial/mixed use/neighborhood center is the most aggressive with option 1 as it relates to acreage. The extent of this type of development will depend largely on marketing and promotion of these uses. In this case, a residential section is attached to the use and could be high density residential.

Option 2

Most of the conservation area around Lake Sehoy is preserved in Option 2. A new arterial roadway connecting W. Hills Drive to the core of the Park presents a good opportunity to improve vehicular connectivity to the main USM campus. This arterial street would be a great connector – by extension – to US Hwy 49. In the charrette, support for connecting to Hwy 49 was strong. Beneficiaries would not only be the USM and the Park but the City of Hattiesburg and Forrest and Lamar Counties. A new road is also proposed across the southern portion of the park connecting Shelby Thames Drive with W. Hills Drive.

All three options suggest a revision of the existing roadway connecting Shelby Thames Drive and Everglades Road on the southwest corner of the Park. As shown on all three options is a proposed bike and walking path to connect Lake Sehoy with the Longleaf Trace – thereby strengthening the bike and pedestrian connector to the main campus as well as recreation opportunities on the Longleaf Trace. All three schemes propose a new roadway connector to Golf Course Road.

Option 2 has slightly less residential acreage than option 1.

Option 3

Last of the 3 options, three presents another location for the proposed north/south roadway. Here the existing intersection is used where this roadway meets Classic Drive as in option 1. Three indicates the greatest amount of acreage allocated to Light Advanced Manufacturing and Residential use is reduced to the lowest of the three options.

In options 2 and 3, current public lake and park along the north side of Lake Sehoy are preserved. This does not preclude the possibility of developing those parcels at some future date as long as overall acreage in the Land and Water Conservation Fund (LWCF) conservation area is maintained.

Utilizing the existing intersection with Classic Dr. will likely save money for infrastructure. The intersection has already been set up as a priority location for a new road connection.

Option 1

Combined Acreage Use

- Appr. 69 Acres Office / R&D
- Appr. 59Acres Lt. Advanced Manufacturing
- Appr. 4 Acres Hotel & Conference Center
- Appr. 14 Acres Mixed Use Neighborhood Center
- Appr. 111 Acres Residential
- Appr. 90 LWCF Conservtion Area

Appr. 347 Total Developed

Legend

- Office / R&D
- Lt. Advanced Manufacturing
- Hotel & Conference Center
- Mixed Use Neighborhood Center
- Residential
- Conservation Area / Buffer (CAB)
- Wetlands
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- High Point
- Low Point

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

INNOVATION AND COMMERCIALIZATION PARK

Land Use Option 1

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Option 2

Combined Acreage Use

- Appr. 44 Acres Office / R&D
- Appr. 82 Acres Lt. Advanced Manufacturing
- Appr. 17 Acres Mixed Use Neighborhood Center
- Appr. 102 Acres Residential
- Appr. 107 LWCF Conservtion Area

Appr. 349 Total Developed

To Hwy 49

Conservation Area / Buffer

LOW POINT ELEV 178

CAB

Lt. Advanced Manufacturing Apprx.16 Acres

Lt. Advanced Manufacturing Apprx.13 Acres

HIGH POINT ELEV 192

ICP Property Line

ICP Property Line

CAB

CAB

Lt. Advanced Manufacturing Apprx.22 Acres

Dixie Pipeline

Combined Mixed Use Neighborhood Center Apprx. 17 Acres

Residential Apprx.47 Acres

CAB

Lt. Adv. Mfr. Apprx.3 Acres

Conservation Area / Buffer

Classic Dr.

To Hwy 49 And I-59

ROW

Classic Dr.

HIGH POINT ELEV 242

Office / R&D Apprx. 13 Acres

Office / R&D Apprx.16 Acres

HIGH POINT ELEV 248

Office / R&D Apprx. 15 Acres

LOW POINT ELEV 190

Lt. Advanced Manufacturing Apprx.28 Acres

L W C F Conservation Area Apprx.76 Acres

Existing Accelerator Apprx. 10 Acres

CAB

CAB

CAB

Sehoy Lake

HIGH POINT ELEV 256

L W C F Conservation Area Apprx.28 Acres

LOW POINT ELEV 196

ICP Property Line

Apartments

Golf Course Rd

Conservation Area Boundary

HIGH POINT ELEV 250

Residential Apprx.11 Acres

HIGH POINT ELEV 248

Residential Apprx.44 Acres

LOW POINT ELEV 200

CAB

Elks Lodge

Forrest County

Lamar County

ICP Property Line

Proposed Bike & Walking Trail Connection to Longleaf Trail

Existing Apartments

To USM Main Campus

Connection to Longleaf Trail Under Construction

The Village Subd.

Brookline Dr

Pine Tree Dr

N Bevery Hills Rd

Country Club Ln

Classic Dr

Bob White Trail

Hattiesburg Country Club

Shelby

Shelby Thames Dr

Everglades

W Hills Dr

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

NORTH

0 100 200 600

1 INCH = 200 FEET

Legend

- Office / R&D
- Lt. Advanced Manufacturing
- Hotel & Conference Center
- Mixed Use Neighborhood Center
- Residential
- Conservation Area / Buffer (CAB)
- Wetlands
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- High Point
- Low Point

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

Land Use Option 2

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Option 3

Combined Acreage Use

- Appr. 57 Acres Office / R&D
- Appr. 46 Acres Lt. Advanced Manufacturing
- Appr. 4 Acres Hotel & Conference Center
- Appr. 21 Acres Mixed Use Neighborhood Center
- Appr. 114 Acres Residential
- Appr. 99 LWCF Conservtion Area

Appr. 341 Total Developed

To Hwy 49

Conservation Area / Buffer

LOW POINT ELEV 178

Residential Apprx.68 Acres

Residential Apprx.13 Acres

HIGH POINT ELEV 192

CAB

ICP Property Line

CAB

CAB

Dixie Pipeline

Lt. Advanced Manufacturing Apprx.21 Acres

Combined Mixed Use Neighborhood Center Apprx. 21 Acres

Residential Apprx.68 Acres

Conservation Area / Buffer

Classic Dr.

To Hwy 49 And I-59

CAB

ROW

Classic Dr.

HIGH POINT ELEV 242

Office / R&D Apprx. 7 Acres

Office / R&D Apprx. 16 Acres

HIGH POINT ELEV 248

Office / R&D Apprx. 15 Acres

Boutique Hotel Apprx. 4 Acres

Lt. Advanced Manufacturing Apprx.25 Acres

LOW POINT ELEV 190

CAB

CAB

Existing Accelerator Apprx. 10 Acres

L W C F Conservation Area Apprx.71 Acres

Sehoy Lake

HIGH POINT ELEV 256

L W C F Conservation Area Apprx.28 Acres

LOW POINT ELEV 196

ICP Property Line

Conservation Area Boundary

Apartments

HIGH POINT ELEV 250

Residential Apprx.11 Acres

HIGH POINT ELEV 248

Office / R&D Apprx. 19 Acres

Residential Apprx.15 Acres

LOW POINT ELEV 200

Golf Course Rd

Residential Apprx.7 Acres

Elks Lodge

CAB

ICP Property Line

Forrest County

Lamar County

Proposed Bike & Walking Trail

Connection to Longleaf Trail

Existing Apartments

To USM Main Campus

Connection to Longleaf Trail Under Construction

The Village Subd.

Brookline Dr

Pine Tree Dr

N Bevery Hills Rd

Shelby Thames Dr

W Hills Dr

Everglades

Country Club Ln

Classic Dr

Bob White Trail

Hattiesburg Country Club

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

NORTH

0 100 200 600

1 INCH = 200 FEET

Legend

- Office / R&D
- Lt. Advanced Manufacturing
- Hotel & Conference Center
- Mixed Use Neighborhood Center
- Residential
- Conservation Area / Buffer (CAB)
- Wetlands
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- High Point
- Low Point

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

INNOVATION AND COMMERCIALIZATION PARK

Land Use Option 3

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN

22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Master Land Use Plan (The Park Plan)

Located on the following page The Master Land Use Plan (the Park Plan) provides recommended land use typologies as discussed earlier in this chapter. Based on the site analysis approximately 3 &1 acres of land within the Park is considered developable. This acreage excludes existing road sights of way. In the Park plan, some areas are consolidated for purpose of creating practical tracts while portion of the tracts may contain land with certain development challenges.

The Park Plan focuses on marketable uses, logical vehicular roadways providing access to all parcels/ uses, and opportunities to preserve valuable natural and scenic characteristics. Phasing has been considered in the Park Plan as it relates to existing roadways and infrastructure- making it possible to accelerate development of some uses. The existing Classic Dr. is a significant phasing consideration since it is in place and has major utilities for the most part, that would make land adjacent to Classic Dr. an almost immediate economic generator with minimal infrastructure required.

Through the planning process, a determination was made to offer land north of Classic Dr. for outright sale- thereby generating cash flow for additional infrastructure. North/South vehicular circulation to the main USM campus is a priority. This arterial connector would also bring traffic to the proposed town center node at the intersection created at Classic Dr. Getting development going north of Classic Dr. will also bring construction activity publicly indicating progress with the Park.

Lt. Advanced Manufacturing is located closest to I-59 and US 49 vehicular access with the goal to minimize traffic of longer vehicles within the Park.

Residential on the north side of Classic Dr. and along the south side of the Park provide buffers to surrounding residential developments. The LWCF conservation area at the west end of The Park also provides similar buffer. Lands to the south of Classic Dr. would be retained by USM and leases to developers on long term leases.

The Park Plan proposed roadway system is intended to improve vehicular circulation within the Park while enhancing acres to the Park. A north/south arterial connector would satisfy a current need for improvement main campus access as overall as access to US HWY 49 to the north. The concept of connecting to US 49 is to make new interchange at 49 and have Rawls Springs Loop Rd. tie into the new connector. The newly created interchange offers significant alignment and gateway improvements. The image opportunities is probably the most significant to provide a real gateway to the Park.

Residential land north of Classic Dr. is considered best for higher end single family development. Using a more traditional neighborhood development (TND) design approach would increase density, create common use open space, and preserve environmentally sensitive, and natural access.

The town center is proposed at an existing interchange in Classic Dr., adjacent to diffusive land use and densities. A suggested Sehoy Lake Lodge could become a key Park component, enhancing the town center, and taking advantage of being adjacent to the lake and natural areas.

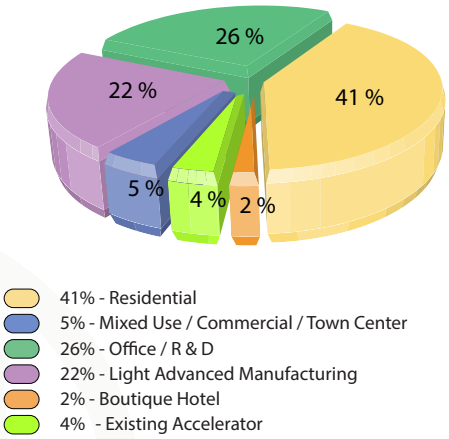
Areas near the southern property line provide good opportunities for a quality assisted living facility. Access to the Lake and natural areas with walking paths and trails are among the amenities made available to encourage exercise and outdoor activity. Land adjacent to the South Side of Classic Dr. designated for Office/ R&D use – is some of the most prime and most visible property within the Park. This property should be retained for projects of the highest caliber. Potential land swaps for the LWCF preserve could expand the age of these tracts. Bottom Land at the north boundary of The Park property could possibly be traded for some of the current LWCF property.

In development of the Park, care should be taken to minimize small tracts except in the town center area. Broken small tracts would not provide the desired character for the Park as a whole.

USM and the ICP will need to coordinate with the Mississippi Institution of Higher Learning (IHL) and Mississippi Legislative authorization for leasing of university property. A key component of this collaboration is the length of Lease allowed in terms of time duration with impacts developer's ability to obtain financing for projects.

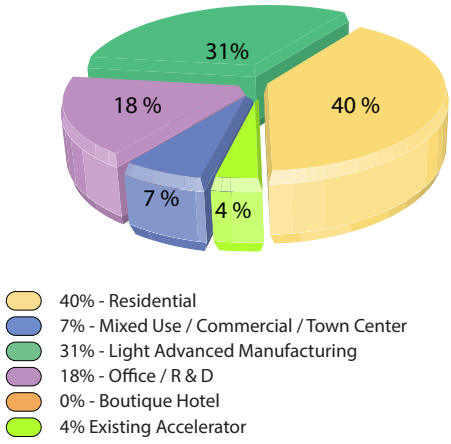
The color-coded pie charts below indicate the typologies by color and approximate percentage of the overall property in each of three (3) .

Proposed Land Use - Option I

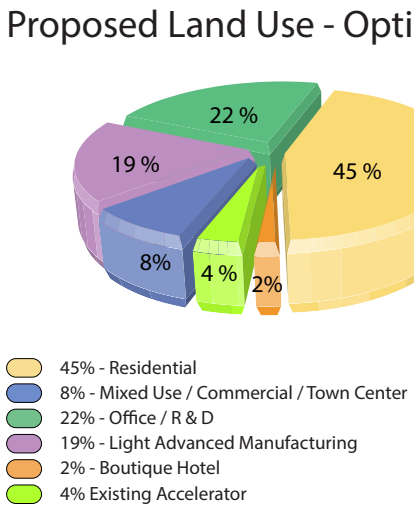


Pie Chart Option 1

Proposed Land Use - Option II



Pie Chart Option 2



Pie Chart Option 3

Mixed-Use Neighborhood Center (MUNC)

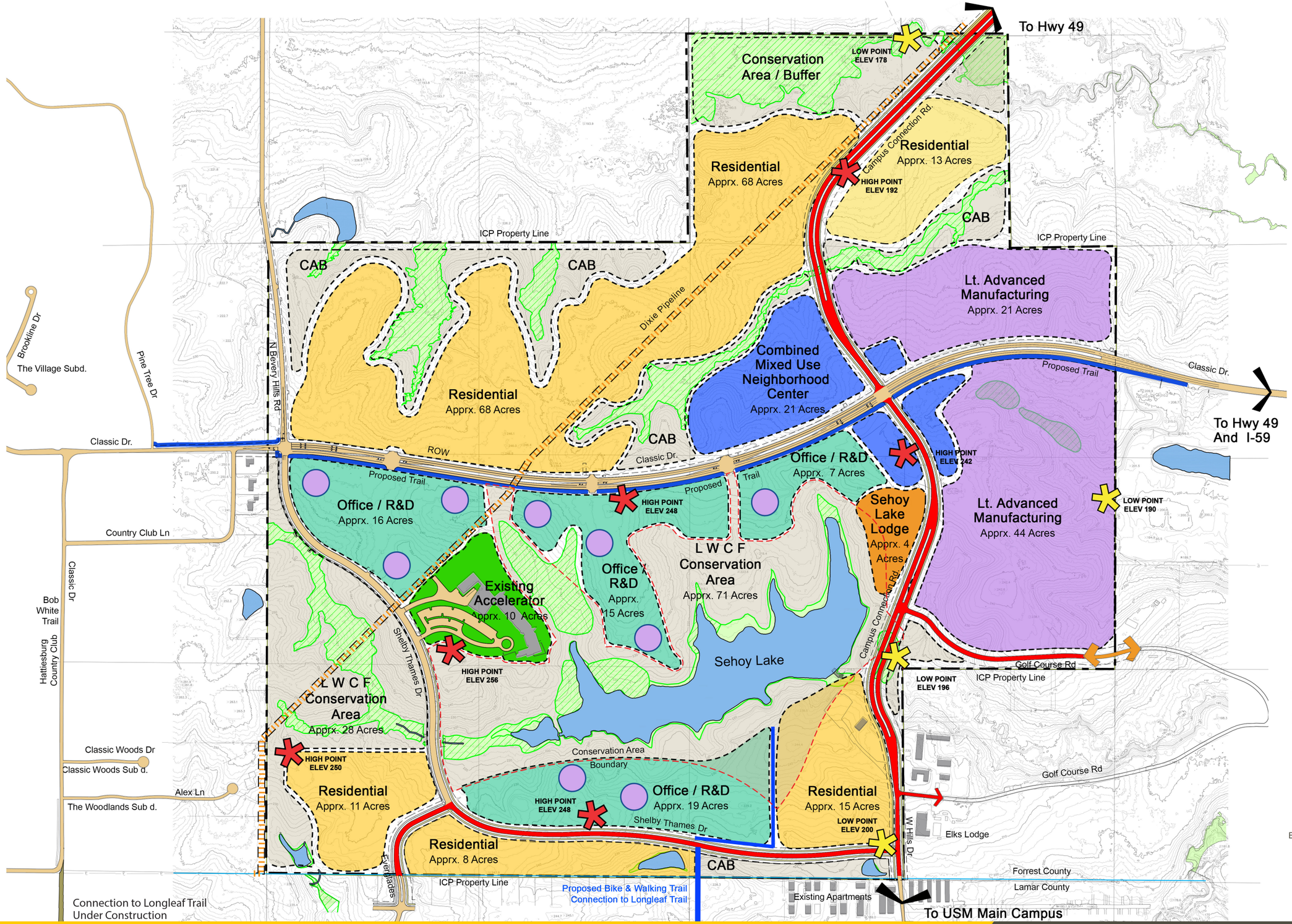
Throughout the planning process, participants requested a town center to be included in the project. This would include neighborhood mixed use that provides a range of goods and services within a convenient distance to surrounding business, residential and other development. This town center designation is intended to create retail centers with plazas and open space for social gathering and to promote pedestrian accessibility to goods and services. Some higher density residential use is commonly found in a MUNC. The residential use helps increase the visibility of neighborhood retail and services.

On the following page is a graphic example of how a commercial mixed-use neighborhood center might look in the Park. Working with the master landuse plan and suggested overall land uses the plan illustrates a series of typologies and secondary uses working together to create a sense of place that is integrated with all uses within the park.

For the purpose of land development code and potential overlay district, as well as the Mixed Use Neighborhood Center designation, some physical and functional properties must be defined. They include:

- Intensity is often expressed as a floor to area ratio (FAR) where floor is the gross square feet (GSF) of a building and area is the gross acreage related to the building. The higher the FAR the denser the development. An FAR of 0.35 might be typical for office or R&D
- Height guidelines will be appropriate for all use typologies within the Park. Guidelines should be flexible to encourage creative entrepreneurship and diversity. Building Heights are important to provide approximate transitions to surrounding properties.

Final Master Land Use Plan



Legend

- Appr. 57 Acres Office / R&D
- Appr. 65 Acres Lt. Advanced Manufacturing
- Appr. 4 Acres Hotel & Conference Center
- Appr. 21 Acres Mixed Use Neighborhood Center
- Appr. 114 Residential
- Appr. 99 LWCF Conservation Area / Buffer (CAB)
- Wetlands
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- High Point
- Low Point
- Limited Preferred Lt. Manufacturing Sites

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Final Master Land Use Plan

MASTER PLAN

22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS


Legend
Boutique Hotel
Town Homes
Mixed Use
Light Advanced Manufacturing
Office / R&D
Single Family Lots
Green Space
Dixie Pipeline
Walking Trails
Lake Sehoy
L W C F
Wetlands
Arterial Road
Dixie Pipeline
Dixie Pipeline
Bridge
vehicular
Bridge
Walking
Classic Drive
Classic Drive
Bike and Walking Trail
L W C F
Conservation
Area
Apprx.100 Acres
Lake Sehoy
New Golf Course Road
NORTH
0
100
200
600
1 INCH = 200 FEET

- As indicated in the illustration above, building heights often help frame high quality environments for social gatherings and the overall sense of place. Typically, buildings in the mixed-use neighborhood center will not exceed 3 stories for the Park.
- The MUNC concept plan on the following page presents a number of combined conceptual ideas. Discussion of each of these follows below.
- Most of the typologies are discussed in this chapter but some input is needed to understand the relationships of uses.
- Locating the MUNC near the lake adds a significant benefit for the MUNC. In this application shown on the next page, a critical mass of a boutique hotel and mixed-use development can interact with the lake and related trails.
- Office/R&D can be located adjacent to the MUNC on the west side and become integrated with the development- all within walking distance. The hotel shares a ridge point with spectacular views of the lake and LWCF preserve.
- Vehicular circulation is crucial to a successful MUNC development. First, a continuous flow of vehicles through the development insure physical and visual access to the MUNC-town center. The proposed new north/sough arterial road would likely carry sufficient volumes of traffic to help support the center. Classic Drive will also help. The scale and traffic spread of roadways and vehicles is important in creativity and a sense of place. Second, having buildings on both sides of the road make a significant visual impact and begins to slow traffic down, create defined space and street scape character
- Higher density residential along the north side of the MUNC takes advantage of closeness to business enterprise in the center while transitioning to single family lots north of wetlands and green space. Higher density here could be townhomes, condos or multi-family.
- As previously discussed, the MUNC acts as a transitional and buffering component to proposed Light Advanced Manufacturing east of the center. Residential development located to the north and west would now have further visual and noise buffering.

Illustrative Support

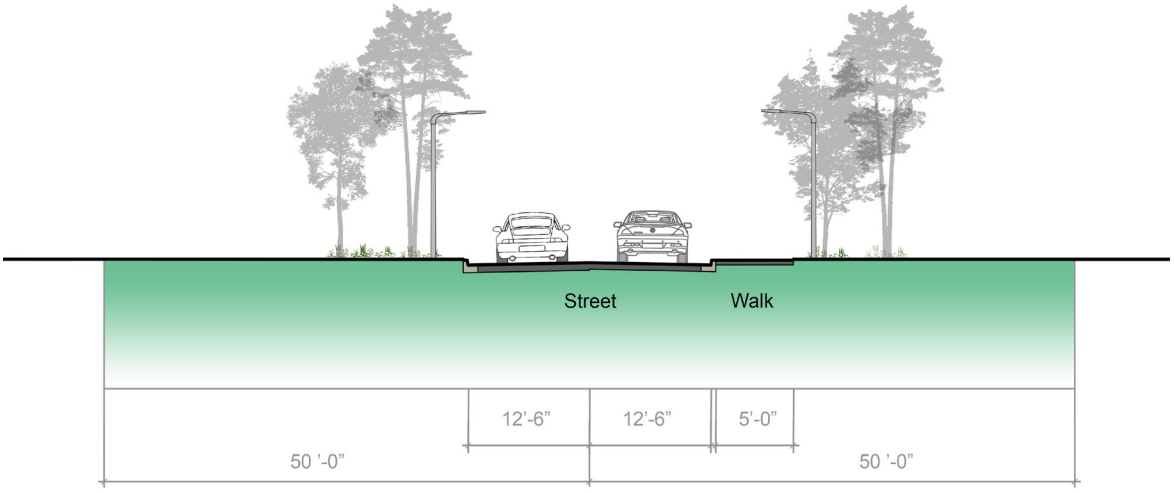
In addition to the Master Land Use Plan graphic found in the previous section and other site data maps, some supporting illustrations are included here to help communicate several aspects of the plan.

Roadways are one of the most important image components of a development. These are seen by all people visiting the Park either as visitors, employees, or local residents passing through headed to other developments outside the Innovation and Commercialization Park. Not only does the character of the roadways help to form initial and long-lasting images of the Park, but their condition also translates into an overall character of cleanliness, conscientious maintenance and awareness of public perception. This of course starts with the initial design concept of the roadways and accessories like walkways, bike paths and vistas.

Street Envelope Standards

There are four primary street types proposed for the Park. Twenty-five-foot corridors, 30' corridors, four lane boulevards and town center conditions. Lights, walks and trees are proposed for each type. Reference the following street envelop sections along with the associated detailed plans for proper placement of each. All new roadways should include bike lanes or trails, walks and pathways as part of the initial primary project. This addition is crucial to linkage creating a successful connected park.

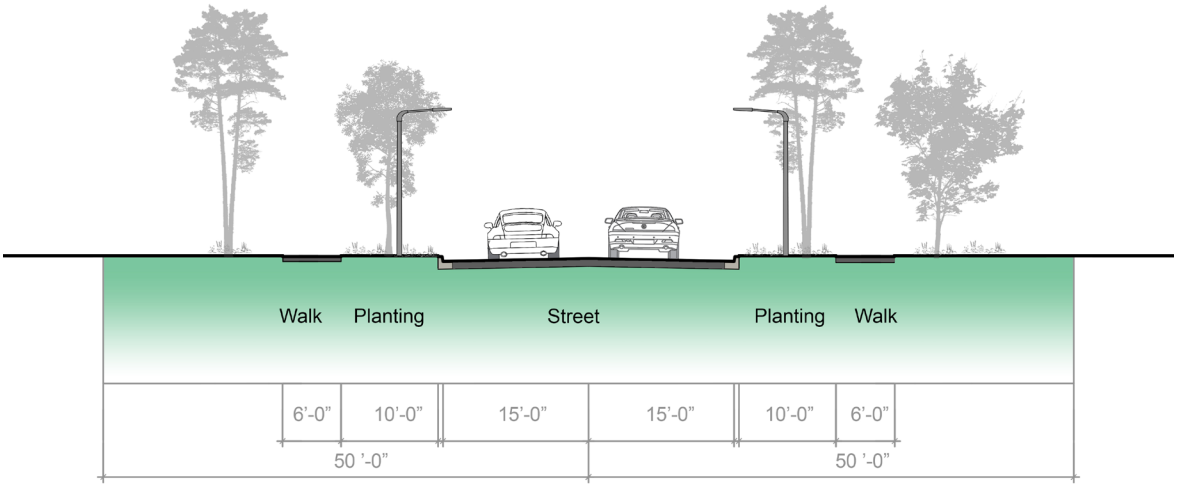
Shelby Thames Drive is the existing version of three lane – center turn lane – roadway. While this roadway presents an imposing openness, going forward, such roadways should not be needed to meet the Parks vehicular circulation demands.



25' Corridor elevation

25' Corridor

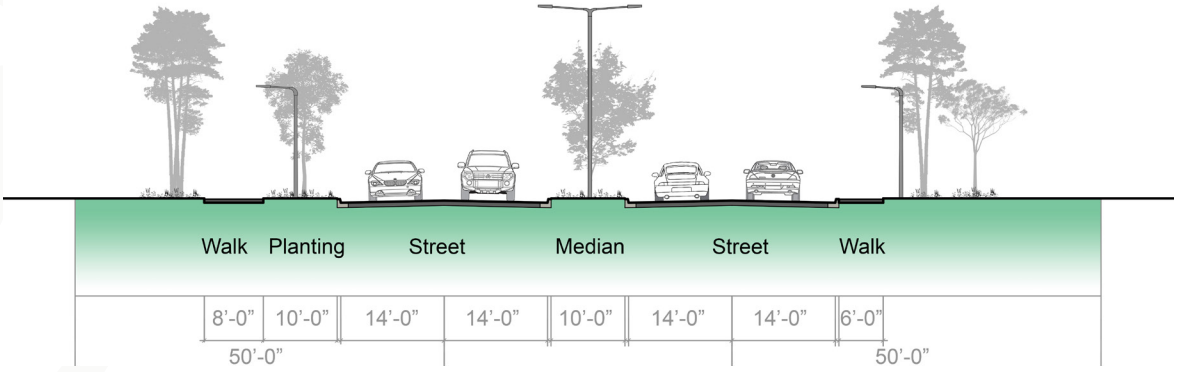
The typical 25' roadway is for slower traffic volumes within the park. When walks appear on these corridors, they should not be adjacent to the street edge. Light pole footings should be square, and connected to the walk to minimize maintenance. To reduce the visual width of the corridor, shade trees should be placed along the walk, 5' behind the edge of pavement. This roadway would be appropriate for the new Golf Course Rd.



30' Corridor elevation

30' Corridor

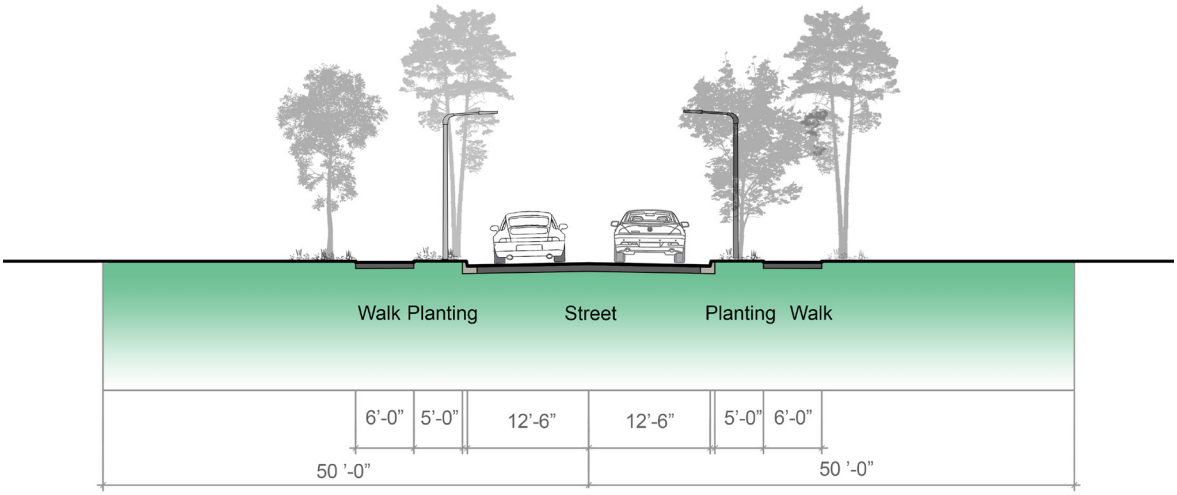
The 30' corridors have specific functions in the Park. When walks appear on these corridors, they should be buffered with a 10' min. landscape edge where possible. When trees appear along these corridors, they should form a row of trees on each side of the street where possible to create a sense of scale for the corridor. Lights, alternating on each side should be where appropriate and spaced based on fixture type for effective corridor lighting. This roadway would be appropriate for the new east/west roadway near the south property.



Four lane boulevard elevation

Four Lane Boulevard

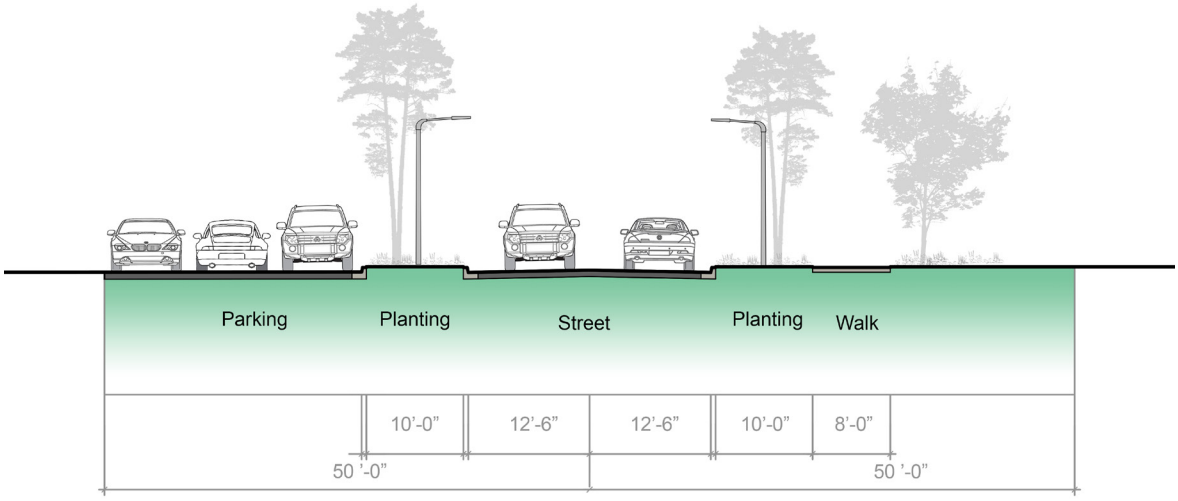
Classic Drive serves as the primary arterial and collector road for the Park. At four lanes and a median, it presents a robust capacity, and visual as well as functional opportunities. The boulevard could be enhanced with additional trees and landscaping. The current physical condition of Classic Dr. warrants review for resurfacing. As the most significant road in the Park, addition of walking/ biking paths and seating areas would provide appreciable functional uses and connectivity. This roadway type would be appropriate for the new arterial connection road



Mixed-Use Corridor in Mixed-Use/Town Center elevation

Mixed-Use Corridor in Mixed-Use/Town Center

To allow adequate space for local traffic and fire trucks, the pavement area should be 25' from edge to edge of curb and gutter. Potential amenities include pedestrian lights, seating and trash receptacles. Lighting should be placed approximately 50' apart (alternating both sides of street) depending on fixture type. Light pole footings should be square and connected to the walk or can be in the walk to minimize maintenance, when needed as long as walks are at least 8' wide. Benches and receptacles should be within the sidewalk or plaza pavement width. Specific placement should be limited to areas near major buildings. To reduce the visual width of the pavement, shade trees should be placed along the street, 3' behind back of curb.



Parking Lots in Mixed-Use/Town center elevation

Parking Lots in Mixed-Use/Town center

Parking lots should be organized with clear vehicular and pedestrian circulation. Shade trees should be provided (minimum 1 per island) in each parking island and along the edges of parking lots. Shrubbery (3.5' max.) should be provided along parking edges. Walks should be set back where appropriate (10' min.) to allow for a landscape buffer between the pedestrian corridor and the street or parking area. Lighting should be provided in islands and along pedestrian corridors where appropriate. For walkways 10' a buffer provides a good growing medium for trees and landscaping as well as a safer separated distance for pedestrians

Character Images

The following page contain some typical examples of town centers, mixed use developments containing residential and high density residential. Higher density residential can include townhomes, condominium flats or smaller lots. It is common in today's trends to see higher density incorporated into mixed use development and town centers. Such combinations help to create more activity in the mixed- use area as well as providing additional economic support for the mixed-use project

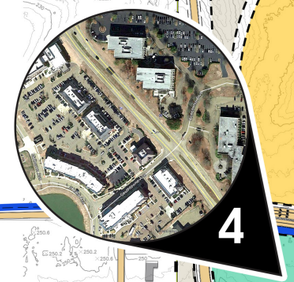
Land Use Character Examples

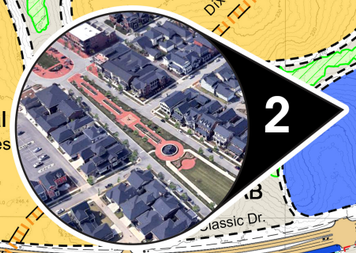
Master Plan Character Examples Legend

1. Lt. Advanced Manufacturing
2. Mixed Use Neighborhood Center & High Density Residential
3. Low Density Single Family Residential
4. Office / R&D
5. Townhomes / Condominiums / Residential
6. Boutique Hotel
7. Dense Residential / Assisted Living
8. Conservation Area / Buffer

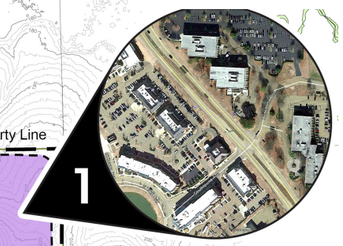






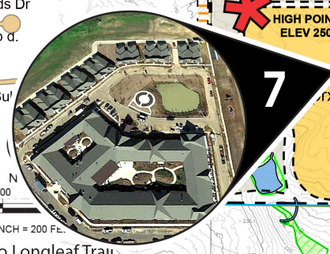












To Hwy 49

Conservation Area / Buffer

LOW POINT ELEV 178

Residential Apprx. 68 Acres

Residential Apprx. 13 Acres

Campus Connection Rd.

HIGH POINT ELEV 18

ICP Property Line

CAB

Dixie Pipeline

Advanced Manufacturing Apprx. 21 Acres

Brookline Dr.

The Village Subd.

Pine Tree Dr

Residential Apprx. 68 Acres

Combined Mixed Use Neighborhood Center Apprx. 21 Acres

Proposed Trail

Classic Dr.

To Hwy 49 And I-59

Classic Dr.

ROW

Proposed Trail

Office / R&D Apprx. 16 Acres

HIGH POINT ELEV 248

Office / R&D Apprx. 7 Acres

HIGH POINT ELEV 242

Sehoy Lake Lodge Apprx. 4 Acres

Lt. Advanced Manufacturing Apprx. 44 Acres

LOW POINT ELEV 190

Country Club Ln

Classic Dr

Bob White Trail

Hattiesburg Country Club

Existing Accelerator Apprx. 10 Acres

Office / R&D Apprx. 15 Acres

Shelby Thames Dr

HIGH POINT ELEV 256

L W C F Conservation Area Apprx. 28 Acres

Campus Connection Rd.

Golf Course Rd

Classic Woods Dr

Classic Woods Sub d.

HIGH POINT ELEV 250

Conservation Area Boundary

HIGH POINT ELEV 248

Office / R&D Apprx. 19 Acres

Residential Apprx. 15 Acres

LOW POINT ELEV 200

W Hills Dr

Elks Lodge

Residential Apprx. 8 Acres

CAB

ICP Property Line

Proposed Bike & Walking Trail

Connection to Longleaf Trail

Existing Apartments

Forrest County

Lamar County

To USM Main Campus

Connection to Longleaf Trail Under Construction

0 100 200

1 INCH = 200 Fe

Legend

- Office / R&D
- Lt. Advanced Manufacturing
- Hotel & Conference Center
- Mixed Use Neighborhood Center
- Residential
- Conservation Area / Buffer (CAB)
- Wetlands
- Preposed Roads
- Existing Roads
- Bike & Walking Trail

Accurate for planning purposes only

ormation taken from Shows Dearman and approximate boundaries, existing lakes, raphic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Land Use Character Examples

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

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Town Center Character Images



Mixed Use



Mixed Use



Public Spaces



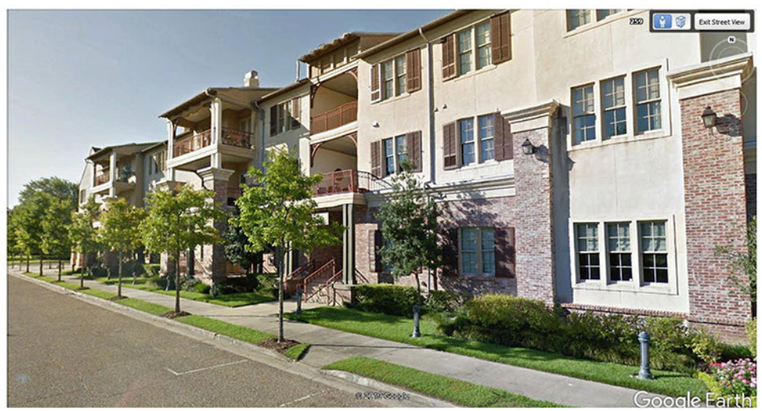
Mixed Use



Mixed Use



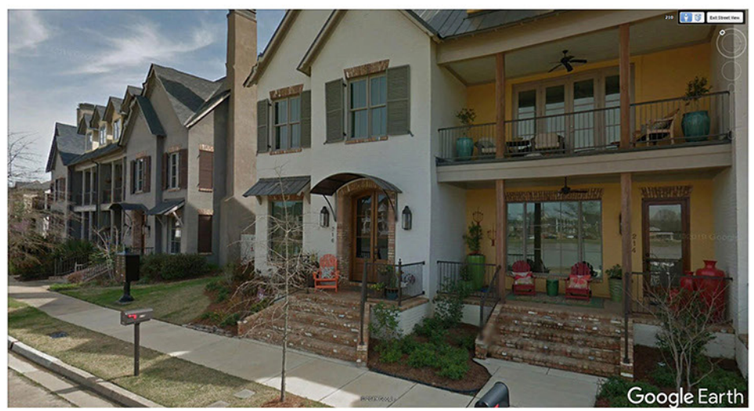
Mixed Use



High Density Residential



Public Spaces



High Density Residential

Chapter - 5
Implementation



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 5 - Implementation

The proposed new Master Land Use Plan organizational strategy provides for a reduction in the quantity of land owned by the State of Mississippi and managed by USM. Outright sale of property will generate income while reducing maintenance costs borne by the university. Sold property that is developed consistent with the master plan will become part of the synergy of the compatible and cohesive development. Priorities have been set for cohesive areas targeted for early development. Infrastructure is needed to support new projects and help move forward on support projects and help move toward an active energized park. Funds generated from sales can help with infrastructure costs.

The phasing map on the following page illustrates priority road ways and related utilities required. It is anticipated that funding will also be supported by local public entities i.e. City of Hattiesburg, Forrest County, Lamar County and other mechanisms such as The Mississippi Development Authority and MDOT. Implementation begins within the parcel map on the next page. Based on the various studies conducted in this project, parcels have been shown in marketable tracts. Conservation areas are also shown. Parcels are categorized and numbered according to proposed use. Tracts on the tract Summary Map are somewhat fluid so they can adjust to the demands of the market. Key strategic components should be maintained in their relationship to other uses to help assure long term success of the Park and desired synergies. Property adjoining Lake Sehoy will remain in the ownership of the state. Any land adjacent to the lake to be developed will be leased in long term leases to developers.

Phasing Plan

First Phase priorities are as follows:

- New north/south arterial roadway connecting W. Hills Drive to Hwy 49. This roadway is proposed as a 4-lane boulevard except where passing through the town center. This new roadway is essential to development of the Park – to provide needed access to project tracts. Phase 1 will likely be 2 lanes with an appropriate R.O.W. to accommodate a future 2 lane addition. At a minimum, road should extend north of Classic Dr. even if not to US 49.
- Connection of Golf Course Road to the new north/south arterial road.
- Sale and development of tract 2 – light advanced manufacturing.
- Provide utility infrastructure along the new north/south arterial road to support new development.
- It is essential to include walking/biking trails with all new roads and existing roads where possible. These community accessories will give the Park a competitive edge in the market place and could enhance the value of property as well as accelerate sales/leases.
- Construction of the proposed new walking/biking trial on the south side of Classic Drive.
- Sale of residential properties north of Classic Drive – Tract 1 and 19.
- Lease of any designated tracts along the south side of Classic Drive – 8, 9 and 10.
- Sale or lease of town center tracts 3 and 4.
- Construction of new signage/graphics at Hwy 49 intersection with proposed north/south arterial roadway and other areas to clearly identify entrances/ gateways to the Park.

Tract Summary Plan

Tract Summery

Tract 1	Appr.	22.6
Tract 2	Appr.	25.0
Tract 3	Appr.	1.0
Tract 4	Appr.	3.0
Tract 5	Appr.	44.3
Tract 6	Appr.	2.6
Tract 7	Appr.	15.6
Tract 8	Appr.	18.9
Tract 9	Appr.	10.2
Tract 10	Appr.	12.6
Tract 11	Appr.	29.3
Tract 12	Appr.	70.7
Tract 13	Appr.	7.4
Tract 14	Appr.	16.0
Tract 15	Appr.	10.6
Tract 16	Appr.	15.7
Tract 17	Appr.	15 0
Tract 18	Appr.	2.7
Tract 19	Appr.	105.4
Tract 20	Appr.	18.5
Tract 21	Appr.	4.6
ROW	Appr.	54.1
Total		**505.8**

To Hwy 49

Tract 20
Apprx. 18.5 Acres

Tract 1
Apprx. 22.2 Acres

Campus Connection Rd.

ICP Property Line

ICP Property Line

Tract 2
Apprx. 25.0 Acres

Tract 3
Apprx. 1.0 Acres

Tract 19
Apprx. 105.4 Acres

Dixie Pipeline

Tract 17
Apprx. 15.0 Acres

Tract 18
Apprx. 2.7 Acres

Tract 4
Apprx. 3.0 Acres

Proposed Trail

Classic Dr.

To Hwy 49
And I-59

N Bevery Hills Rd

ROW

Proposed Trail

Classic Dr.

Proposed Trail

Tract 13
Approx. 7.4 Acres

Tract 16
Apprx. 15.7 Acres

Tract 14
Apprx. 16.0 Acres

Sehoy Lake Lodge

Tract 5
Apprx. 44.1 Acres

Tract 12
Apprx. 70.7 Acres

Tract 21
Apprx. 4.6 Acres

Tract 15
Apprx. 10.6 Acres

L W C F Conservation Area

Sehoy Lake

Accelerator

Shelby Thames Dr

Campus Connection Rd.

Golf Course Rd

ICP Property Line

Tract 11
Approx. 29.3Acres

Tract 6
Apprx. 2.6 Acres

Conservation Area Boundary

Tract 7
Apprx. 15.6 Acres

Golf Course Rd

Tract 10
Apprx.12.6 Acres

Tract 8
Apprx. 18.9 Acres

Shelby Thames Dr

W Hills Dr

Elks Lodge

Tract 9
Apprx. 10.2 Acres

R O W Buffer

Forrest County

Lamar County

ICP Property Line

Proposed Bike & Walking Trail
Connection to Longleaf Trail

Existing Apartments

To USM Main Campus

Connection to Longleaf Trail
Under Construction

Brookline Dr

The Village Subd.

Classic Dr

Country Club Ln

Bob White Trail

Hattiesburg Country Club

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

Everglades

NORTH

0 100 200 600

1 INCH = 200 FEET

Legend

- Office / R&D
- Lt. Advanced Manufacturing
- Hotel & Conference Center
- Mixed Use Neighborhood Center
- Residential
- Conservation Area / Buffer (CAB)
- Existing Accelerator
- Proposed Roads
- Existing Roads
- Bike & Walking Trail
- Connection to Longleaf Trail Under Construction
- Dixie Pipeline
- ROW

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INNOVATION AND COMMERCIALIZATION PARK Tract Summary Plan

The University of Southern Mississippi and The Area Development Partnership

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Phasing Plan

Phase 1

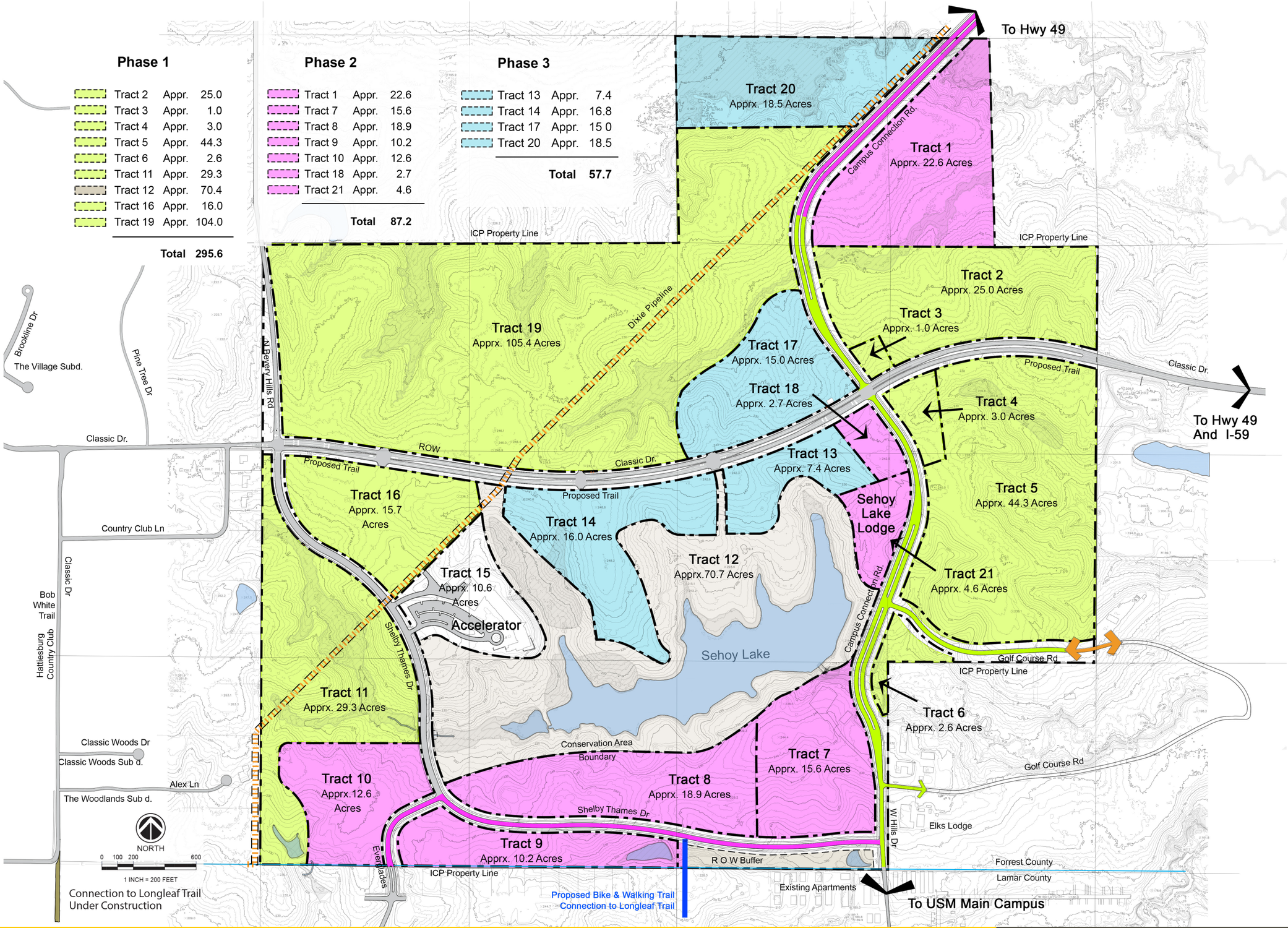
Tract 2	Appr.	25.0
Tract 3	Appr.	1.0
Tract 4	Appr.	3.0
Tract 5	Appr.	44.3
Tract 6	Appr.	2.6
Tract 11	Appr.	29.3
Tract 12	Appr.	70.4
Tract 16	Appr.	16.0
Tract 19	Appr.	104.0
Total		**295.6**

Phase 2

Tract 1	Appr.	22.6
Tract 7	Appr.	15.6
Tract 8	Appr.	18.9
Tract 9	Appr.	10.2
Tract 10	Appr.	12.6
Tract 18	Appr.	2.7
Tract 21	Appr.	4.6
Total		**87.2**

Phase 3

Tract 13	Appr.	7.4
Tract 14	Appr.	16.8
Tract 17	Appr.	15 0
Tract 20	Appr.	18.5
Total		**57.7**



Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

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INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Phasing Plan

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Second Phase Priorities are:

- Marketing and lease of tract 16 for office/R&D
- Construction at proposed new east/west connector from Shelby Thames Drive to the proposed new North/south arterial roadway with appropriate walkways and trails.
- Lease of residential tracts 9 and 10.
- Development of trails around Lake Sehoy.
- Construction of trails in tract 12 conservation area west of Shelby Thomas Dr.
- Construction of additional way finding signage and graphics as needed
- All roads should be completed in phase 2.

Third Phase Priorities are:

- It is recommended that tracts 13 and 14 be retained until later. These are prime tracts and should be held for optimum quality development as well as highest dollar values. Park aesthetic enhancement is critical for these tracts.
- Sale of the tract 17 for town center development which should enhance tracts 3,4 and 18.
- Lease of residential tracts 9 and 10.
- Retain tract 20 for future LWCF land swap between tracts 13/14 and Sehoy Lake

Action Steps

At the conclusion of the master planning process an action plan will be needed to advance the development of the Innovation and Commercialization Park. University and ICP leadership will determine if a specific action task force is needed. One major reason a specific action plan is needed is to maintain certain control of the implementation process. Action steps should respond to top ranked goals and objectives, keeping the primary mission in the foreground.

Below is a list of possible action items. This list is not all inclusive and the selected action group may change. There may be multiple action options to help move a component forward.

Immediate Steps:

- Verify Phase 1 infrastructure goals.
- Establish budgets for roads and infrastructure. This step will require civil engineers.
- Obtain needed road rights of ways (R.O.W.) to implement proposed new roads.
- Develop legal descriptions of tracts where appropriate, like residential on North Side of Classic Dr.
- Work with City of Hattiesburg to implement a zoning overlay district. An attorney will be required to complete this step.

- Establish legal guidelines for property owners/leases to maintain protected green space.
- Look for additional funding options to help carry out plans for roadways and infrastructure.
- Retain a signage consultant to assist the team in identifying needed signage at gateways and way finding signage within the Park.
- Develop a schedule for component implementation and priorities, including land swaps related to the Land and Water Conservation Fund preservation areas (see proposed recreation plan this section of report.)

Environment/Linear Parks

The Proposed Tracts map on the following page illustrates a series of inter connected green ways. These green spaces would provide opportunities for residents, ICP users and town center customers to walk or bike to destinations, exercise or simply enjoy the natural features of the Park. Green spaces within sold or leased tracts could be maintained by property owner, lease or owners' associations. Avoid development within or modification of 100-year flood plains or floodways. Predominate long term dedicated green space is currently the area within the LWCF conservation tract.

Green spaces should be used for pedestrian connectivity. Park policies and land holding agreements can help ensure amenities within these areas can be accessed by the public or designated land occupants. Connectivity can be accomplished with sidewalks or trails creating linear parks where possible. Mixed use developments should provide connectivity between land uses.

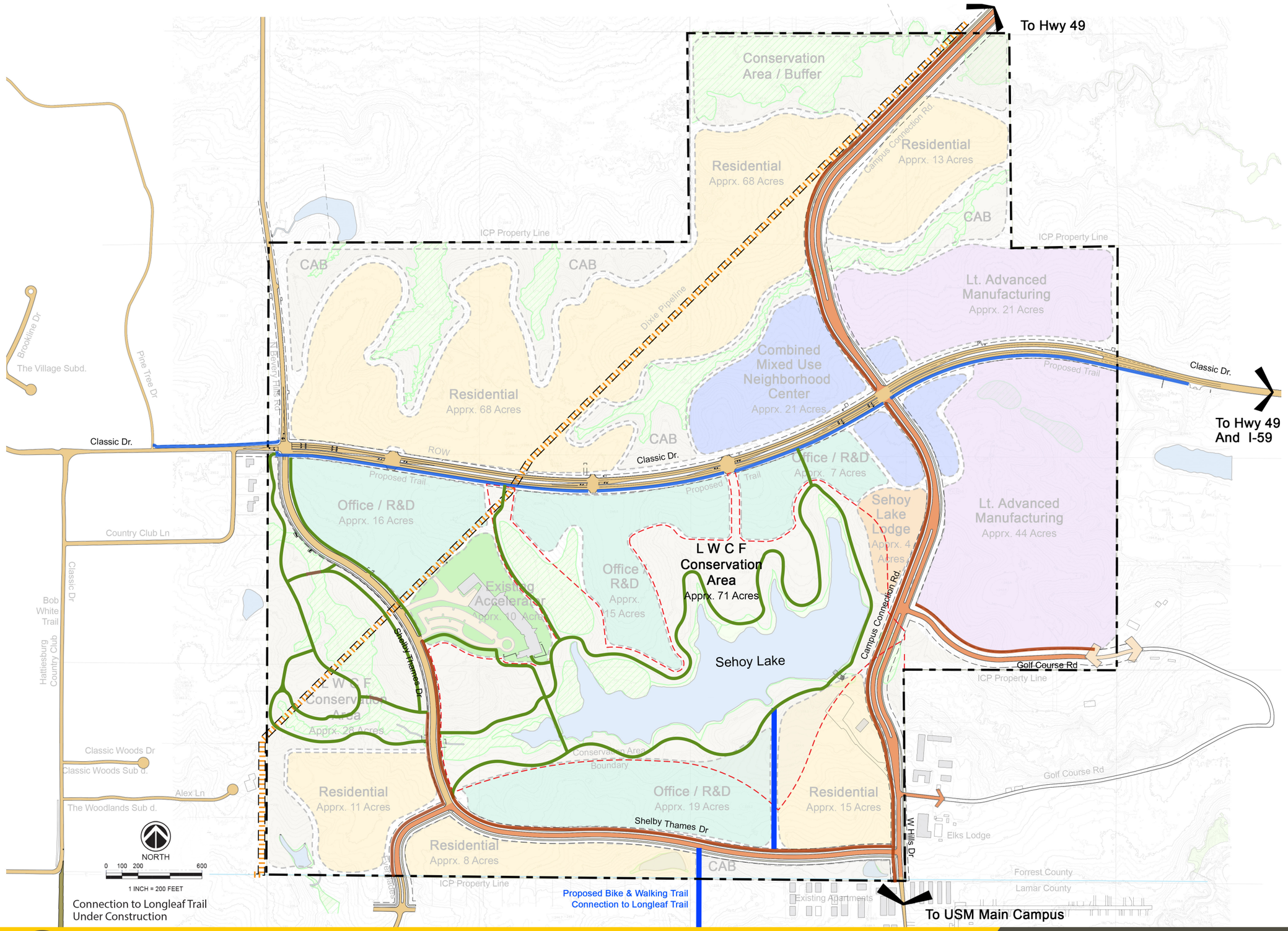
The Park is currently host to a variety of ecosystems. On a large scale, these include the Long Leaf Pines throughout the property and Lake Sehoy. Smaller scale ecosystems are found in the valleys, drainageways and bottom lands. Benefits of these ecosystems include:

- Removing and reducing pollutants in water by natural filtration. Most of these areas contain active wetlands.
- Erosion and sediment control: this is particularly important at the ICP within the steep slopes.
- Providing refuge and reproduction habitat for plants and animals.
- For humans, enhance physical, mental and social well-being as a result of interaction with nature.

Development of any typology within or near these ecologically sensitive areas should be responsive to their inherent value and provide appropriate protection.

Tract 20 on the phasing plan is floodplain bottomland. This property should be retained by USM/ the Park for potential future land swap. The area between tracts 13 and 14 and Sehoy Lake could be added to those tracts to create larger- more marketable tracts in phase 3.

Proposed Trails Plan



LEGEND

- Lake
- Proposed 10′ Multi-Use Pathway Classic Dr.
- Proposed 8′ Recreational Trail
- Existing Roadways
- Proposed Bike & Walking Trail Connecting to Longleaf Trail
- Connection to Longleaf Trail Under Construction

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Proposed Trails

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

THE ACCELERATOR

DALE PARTNERS

Proposed Reserved Recreation Tract

ICP Property Line

ICP Property Line

Dixie Pipeline

Brookline Dr.

The Village Subd.

Pine Tree Dr.

N Bevery Hills Rd

Classic Dr.

ROW

Classic Dr.

Classic Dr.

To Hwy 4
And I-59

Public Access

Existing Parking

Country Club Ln

Classic Dr

Bob White Trail

Hattiesburg Country Club

Shelby

Thames Dr

Lake Sehoy

ICP Property Line

Land and Water Conservation Fund Reserved Tract

Apprx.100 Acres

Conservation Area Boundary

Apartments

Golf Course Rd

Classic Woods Dr

Classic Woods Sub d.

Alex Ln

The Woodlands Sub d.

J Ed Turner Dr

Everglades

W Hills Dr

Elks Lodge

Forrest County

Lamar County

ICP Property Line

Existing Apartments

To USM Main Campus

NORTH

0 100 200 600

1 INCH = 200 FEET

Connection to Longleaf Trail Under Construction

Legend

- Existing Building Apartments
- Wetlands
- Existing Road
- Pipeline
- Recreation Land Tract

Base map data and information taken from Shows Dearman and Waits, Inc., includes approximate boundaries, existing lakes, roadways, topographic survey and wetlands survey.

Accurate For Planning Purposes Only

INNOVATION AND COMMERCIALIZATION PARK

The University of Southern Mississippi and The Area Development Partnership

Proposed Recreation Tract

MASTER PLAN
22 January 2021

THE UNIVERSITY OF SOUTHERN MISSISSIPPI

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Chapter - 6
Overlay District



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Chapter 6 - Overlay District Introduction

Overlay District Introduction

The Park may benefit from establishing a unique overlay district within the City Land Development Code; or at least amendments to the existing ICP Covenants and Restrictions (copy located in Appendix).

In reality, a combination of both may be desirable. Any areas that transition into a privately held disposition would be subject to the City Overlay District established for this area. Property that is retained in State of Mississippi ownership would adhere to an amended Covenants and Restrictions with guidelines and regulations similar to the Overlay District.

Across the country, communities are finding that traditional zoning does not promote creative entrepreneurship of complicated growth and development land uses. Special zoning districts are being created with increased flexibility. The overlay district is a special zone placed over an existing zoning district, over a part of a district, or over a combination of districts. The overlay typically provides requirements (or incentives) to either protect a specific resource or to encourage development in certain areas.

As already established in the Hattiesburg Land Development Code, common uses of overlay districts include flood plain areas, historic districts, and corridor development zones. Overlay district regulations might encourage clustered development with higher densities, specialized projects such as Light Advanced Manufacturing and Research and Development, as well as target other incentives that are available at the Park site for New Market Tax Credits, Opportunity Zone and other potential incentives like Tax Increment Financing.

The overlay district should be an enhancement to existing zoning and/or existing covenants. It may contain a combination of mandatory and optional requirements.

Light Advanced Manufacturing

As noted earlier in this report, funds from the Mississippi Development Authority have been used for this study and other components of the Park improvements. The goal of the MDA grant is to develope 100 + acres of land in Lt. Advanced Manufacturing, Office and R&D.

According to the Brookings Institute, advanced manufacturing industries employed 12.3 million U.S. workers in 2013 (about 9 percent of total U.S. employment), but U.S. advanced industries produce $2.7 trillion in value (added annually), 17 percent of all U.S. domestic product and more than any other sector. Correspondingly, 80 percent of the nation's engineers are employed by this sector as well as 90 percent of private sector R & D, and generates approximately 85 percent of all U.S. patents.

Mississippi is home to a number of global leaders in advanced manufacturing as they discover the state's competitive advantages – the kind needed for long-term success. The advanced manufacturing business climate of Mississippi fosters and ensures companies sustain growth in today's demanding economy.

The Mississippi Polymer Institute at the University of Southern Mississippi is a national leader in the study of composites, advanced materials, polymers and plastics. MPI helps high-tech and advanced manufacturing companies find solutions, train employees and improve their processes and products. Additionally, MPI has one of the most rapid prototyping systems in the world.

Overlay Districts and Current Zoning

As indicated on the zoning map in chapter 2, the entire site is currently zoned residential R-1. Since the Park is state owned, zoning does not currently apply to the site.

If property within the park is sold, then that property will fall under the jurisdiction of The City Land Development Code. Since the entire site is currently zoned R-1, some portions of property sold will likely require rezoning. The type of use of the properties will determine applicable zoning regulations.

Section 4.19 of the Hattiesburg Development Code describes Overlay Districts as follows: An overlay district at the Park could have similar characteristics of these current overlay districts.

Planned and Overlay Districts Described, Purpose

Some areas within the zoning jurisdiction of the City are divided into special zoning districts, within which the use of land and water areas; the location, height, bulk, appearance and use of the structures; the provision of parking and loading areas; and the provision of buffers, landscaping and screening are regulated according to an approved plan as provided in this Code. These zoning districts are established as follows:

- PMU – Planned Mixed-Use
- CD – Corridor District
- FP – Floodplain District
- HO – Historic Overlay District



Union Station

Individually and collectively, these districts are intended to advance the purposes of the adopted Comprehensive Plan, Corridor Plans and the intent of this Code.

PMU Planned Mixed-Use District.

The purpose of The Planned Mixed-Use District is to provide a regulatory framework for permitting mixed-use development projects in areas designated as mixed-use within the official Comprehensive Plan and any other specific plans subsequently approved. Specifically, the Planned Mixed-Use District serves to:

- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with an approved plan that protects adjacent properties.
- Provide an environment within the layout of a site that contributes to a sense of community and a coherent living style.
- Encourage the preservation and enhancement of natural amenities and cultural resources; to protect the natural features of a site that relate to its topography, shape, and size, and to provide for a maximum amount of open space;
- Provide for a more efficient arrangement of land uses, buildings, circulation systems, and infrastructure; and
- Encourage infill projects and the development of sites made difficult for conventionally designed development because of shape, size, abutting development, poor accessibility, or topography.

Refer to Hattiesburg Land Development Code for additional information on PMU.

Corridor District (CD)

Zoning Map Designation. When approved, all Corridor District rezoning shall carry the map designation of CD along with the abbreviation for the Plan Area it is intended to implement. Such abbreviations may include, but shall not be limited to:

- CD – AE (Arts and Entertainment)
- CD – MU (Mixed-use)
- CD-LW (Live Work)

Refer to Hattiesburg Land Development Code for more detail on Corridor Overlay District.

Floodplain Overlay District

The Floodplain Overlay District is a special district that has a set of regulations detailed in Section 9 of this Code. All other standards and regulations contained within this Code not superseded by these floodplain requirements shall be in full force and effect for all properties within the overlay as specified in the base district as well as general requirements applicable to all properties within the City.

Refer to the Hattiesburg Land Development Code for more detail on the Flood Plain Overlay District.

Historic Overlay District

The Historic overlay District is a special district that has a specific plan and set of regulations that are administered separately from this Code, except that all standards and regulations not superseded by Historic District requirements shall be in full force and effect for all properties within the overlay as specified in the base district as well as a general requirements applicable to all properties within the City. Refer to the Hattiesburg Land Development Code for additional information on the Historic Overlay District.

Zoning for The ICP

Going forward, the Park may benefit from establishing a unique overlay district within the City Land Development Code; or at least amendments to existing ICP Covenants and Restrictions (copy located in Appendix) In reality, a combination of both may be desirable. Any areas that transition into privately held disposition would be subject to the City Overlay District established for this area. Properties that are retained in State of Mississippi Ownership would adhere to an amended Covenants and Restrictions with guidelines and regulations similar to the Overlay District.

Development Concerns

The Innovation and Commercialization Park undeveloped offers a rare opportunity with the quantity



ICP Looking Southwest

of undeveloped land, its unique environment and the richness of its natural features. Protecting the natural features and making good choices for development projects are key to long term success. Allowing the construction of inferior visual quality projects could reduce the park's potential.

There are several development concerns that are specific to the Park. These concerns should be addressed in new guidelines and regulations.

1. Adequate preservation and protection of green spaces and vistas. These are irreplaceable once destroyed or blocked.
2. Management of architectural vocabulary for all structures and land use typologies.
3. Protection of environmentally sensitive wetlands and streams/drainageways. Siltation is destructive. When areas around Sehoy Lake are being developed, special care should be required with regards to site and drainways water runoff.

4. Management of diverse development densities, particularly with any residential component.
5. Improvement of image both externally and internally. Specific to roadway required for creation of a “sense of place
6. Good long-range planning on transportation systems will impact place quality. Important to productive arterial roadways, transit systems and pedestrians and bicycle networks; encouragement of non-polluting and efficient system offering wellness benefits.
7. Economic sustainability: stable economics need diversity in order to weather business cycles and retain talent of all types.
8. Flexibility and adaptability for changing markets: continued assessment and evaluation of the master land use plan and developments to meet demands of a competitive market.
9. Leveraging public/private partnerships for optimum development. Integration of government incentives.
10. Land uses and strategies that will help accelerate build out faster than described in the 2001 Market Study.

Proposed Innovation & Commercialization Park Overlay District/Amended Covenants & Restrictions

Changes to guidelines and regulations for the Park could occur in two ways. First would be the covenants and restrictions for the park (see existing covenants and restrictions in the Appendix). A second option could be an Overlay District amendment to the Hattiesburg Land Development Code. In practice, both are likely required so that fundamental regulations and park commitments can be applied to land deeds with either out right sales of leases.

Areas that are sold outright and become subject to the Hattiesburg Land Development Code could be governed by an Overlay District similar to the following draft. The draft is written as an addition to the Hattiesburg Code.

4.20 Overlay Zoning Districts Described: Purpose

Unless otherwise stated below, permitted uses and conditional uses are regulated by the base district as listed in Section 5 of the Hattiesburg Land Development Code. Use Regulations or by standards sa set forth in Section 9, environmental standards. Similarly, dimensional standards and design requirements are regulated by the base district or use standards as listed in Section 6, dimensional standards or Section 7, design standards respectively unless otherwise modified below.

4.20.3 Draft Innovation and Commercialization Park (ICP) Overlay District

The ICP overlay District is a special district that has a specific land use plan and a set of regulations that are administered separately from this code, except that all standards are not sponsored by the ICP. Overlay District requirements shall be in full force and effect for all properties within the overlay as specified in the base district as well as general requirements applicable to all properties within the City.

Purpose

The ICP Overlay District (ICPOD) is created to provide a regulatory framework for permitting various use development projects in an area designated as part of or adjacent to the Innovation and Commercialization Park, and within the official Hattiesburg Comprehensive Plan, and any other specific plans subsequently approved. The ICP Master Land Use Plan should be incorporated into the Hattiesburg Comprehensive Plan. Specifically, the ICP Overlay District serves to:

a. Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with an approved Master Land Use plan that protects adjacent properties.
b. Provide an environment within the layout of a site that contributes to a sense of community and a coherent living style.
c. Encourage the preservation and enhancement of natural amenities and cultural resources; to protect the natural features of a site that relate to its topography, shape, and size; and to provide for a maximum amount of open space.
d. Provide for a more efficient arrangement of land uses, buildings, circulation systems, and infrastructure.
e. Encourage projects and the development of sites made difficult for conventionally designed development because of shape, size, poor accessibility, or topography.
f. Eligibility for rezoning to an ICP Overlay District is based on the City of Hattiesburg Comprehensive Plan as well as other specific plans adopted by the Innovation and Commercialization Park.
g. District Types. When requesting a rezoning to a new ICPOD, the applicant must identify which Comprehensive Plan Area, or areas, applies. Each request for rezoning to an ICPOD must demonstrate substantial conformance with characteristics, acceptable land uses and minimum project size as indicated in table 4.6-1

Eligibility

Eligibility for rezoning to ICPOD is based on the City of Hattiesburg Comprehensive Plan as well as other specific plans adopted by the ICP and the City. Areas generally eligible for rezoning to ICPOD are indicated as Residential, Neighborhood Business, Light Advanced Manufacturing, General Office, and Planned Unit Development on the Future Land Use Map.

District Types

When requesting a rezoning to a new ICPOD district, the applicant must identify which Comprehensive Plan Area, or areas, applies. Each request for rezoning to a ICPOD must demonstrate substantial conformance with the characteristics, acceptable land use and minimum project size as indicated in table 4.6-1 and in the ICP Master Land Use Plan

Zoning Map Designation

If approved, all requests for ICPOD rezoning shall carry the map designation of ICPOD along with the abbreviation for the Comprehensive Plan Area it is intended to implement. Abbreviations shall be as follows:

- ICPOD – Residential
- ICPOD – Neighborhood Business/Planned Mixed Use (PMU)
- ICPOD – General Office and R&D
- ICPOD – Planned Unit Development
- ICPOD – CIVIC
- ICPOD – Light Advanced Manufacturing

District Regulations

i. Permitted uses. There are no permitted uses in the ICPOD.

ii. Conditional Uses. All uses within an ICPOD are conditional upon review and approval of a detailed site plan and other schematics required to prove consistency with specific regulations within this Code as well as the intent of the ICP Master Land Use Plan. While use-specific conditions shall apply, other conditions required to mitigate incompatibilities and address site-specific conditions as imposed by the applicant or required by City Council shall apply and be binding. All development is subjected to the approval of the University of Southern Mississippi Innovation and Commercialization Park

iii. Conditional uses within an ICPOD shall conform to the acceptable uses list for the Comprehensive Plan Area that is applicable; however, customary accessory uses shall also be permitted as conditional uses unless specifically excluded herein. Uses not substantially similar to the uses listed, as determined by the Director and the ICP shall be prohibited.

iv. All requests for the rezoning to an ICPOD shall be accompanied by a detailed site plan indicating specific uses for each phase, parcel and structure. The site plan and the list of uses must conform to all applicable requirements of the LDC as well as rezoning application requirements and shall, once approved, be binding on the property.

v. All requests for rezoning to any ICPOD except ICPOD-PD shall be accompanied by sufficient information to determine compliance with all applicable requirements of this Code. However, site plans and specified uses presented as part of the rezoning process shall not be binding on the property if the rezoning is approved and shall be

prominently noted as such and any materials presented as part of the rezoning process shall not be binding on the property if the rezoning is approved and shall be prominently noted as such on any materials presented as part of a public process. Any property configuration or use that is consistent with the characteristics and acceptable uses for the Comprehensive Plan Area indicated shall be permitted only upon review and approval by the Site and Design Committee as part of a zoning permit request and the Innovation and Commercialization Park.

vi. Mix of Uses Required. The ICPOD PMU District is specifically intended to contain and support a mix of acceptable uses including residential, commercial, office and open spaces located and within a walkable and bike-able overall development.

vii. Change of Use. Subsequent to approval of ICPOD-PMU District, any change of use shall be reviewed and approved by the Director. Any requested change that is not substantially consistent with the approved plan shall require the applicant to submit a request for plan amendment. Such revision shall be reviewed and approved by the City Council and ICP following the same procedures and requirements for rezoning. All changes for use in any other ICPOD District shall be reviewed and approved by the Site Design and Review Committee and the Innovation and Commercialization Park prior to issuance of a zoning permit.

viii. Dimensional Standards. The following dimensional standards shall apply to the ICPOD-PMU district unless otherwise approved by City Council and the Innovation and Commercialization Park as part of a site-specific development plan. Any exception to these standards must be shown on the site plan and requested by the applicant in their presentation to the Council and the Innovation and Commercialization Park including an explanation for the exception. Any exception granted may require the applicant to incorporate conditions or design mitigation strategies imposed by the ICP and the Council and the Innovation and Commercialization Park. Such conditions or strategies shall be presented by the Council and agreed to by the applicant prior to the action to rezone.

ix. Open Space. Open space shall be located, designed and maintained as an integral part of all IPOD ICP and District areas. Open space shall be required as follows:

Land Use Category	**Required Open Space**
Residential	250 square feet per dwelling unit
Nonresidential	200 square feet per 1,000 square feet of gross floor area and 250 square feet per 1,000 square feet of parking and loading area

x. At its discretion, the City Council and the Innovation and Commercialization Park may approve a decrease in the amount of required open space when the plan includes unique design features or amenities that achieve an especially attractive and desirable development such as, but not limited to, terraces, sculptures, water features, preservation and enhancement of unusual natural features, or landscape sculpture (i.e., areas that are intensely landscaped). Open space may be held in common by a property owners association dedicated to the City for use as a public amenity or donated to a land conservancy where it will be held and maintained for the intended use. Permanent

ownership and maintenance responsibility of open space by the City is subject to approval by the City.

xi. Design standards. All uses, when an ICPOD district, shall be subject to specific design standards as detailed in Section 6 Design Standards in addition to any other standards stipulated in adopted area plans. Where conflicts between standards exist between the two, standards in the adopted plan shall prevail.

xii. Design Mitigation. When submitting any application for rezoning to an ICPODor any zoning permit request within an existing ICPOD, the applicant shall make a particular effort to mitigate potential incompatibilities with adjacent zoning districts. Such mitigation measures may include: the addition or increase of buffers, landscaping, open space, and screens; decreasing intensity, structure height, or bulk; reducing the amount of parking and restricting loading, solid and liquid waste collection (e.g. dumpsters, grease pits, and recyclable materials) adjacent to the perimeter; restricting access to local streets; and integration of other relevant design features that helps to merge the districts into a cohesive whole. Mitigation measures integrated into the application at time of submittal shall exceed the standards of this Code and shall be noted as binding conditions imposed by the applicant

xiii. Business hours for non-residential uses shall be 6 A.M. to 12 P.M. unless an exception is approved by the City and the Innovation and CommercializationPark

xiv. Outside speakers, live music and outdoor events are restricted to ares approved by the City and/or the Innovation and Commercialization Park and other sound generated by the use is limited to 45 decibels at the property line unless approved as a conditional use.

xv. Lighting when the business is closed for the day or is no longer operating.

4.5.5 I-3 Light Advanced Manufacturing

Description and Purpose. Characteristic Development Type

The purpose of the I-3 is to provide for the development of research, light advanced manufacturing and office parks. Consistent with comprehensive planning policies. The district is similar to a Corporate Office District in the Comprehensive Plan.

District Uses and Use Standards	See Section 5	of the Land Development Code
District Dimensional Standards	See Section 6	of the Land Development Code
District Development Standards	See Section 7	of the Land Development Code
District Sign Standards	See Section 10	of the Land Development Code

Appendix



INNOVATION AND COMMERCIALIZATION PARK

MASTER PLAN

22 January 2021

Appendix

A References and Resources

1. 2004 Innovation and Commercialization Park Master Planprepared by SDW, Inc.
2. The University of Southern Mississippi Innovation and Commercialization Park Application for Mississippi Development Authority Site Development Grant, January 31, 2019
3. Coastal Mississippi Investment Analysis, Gulf Coast Business Council and Gulf Coast Community Foundation, November 2019.
4. Twin Districts Workforce Development Area Sector Strategy 2017, written by Southern Mississippi Planning and Development District, Economic Development Division, June 2
5. Enterprise Products Encroachment Guidelines, Enterprise Partners LP. (applies to Dixie Pipeline)
6. IBS World Business Environment Profile, Research and Development Expenditure prepared for the Southern Company, February 2019
7. IBIS World Commercial Leasing in the US, March 2019 prepared for the Southern Company
8. Comprehensive Economic Development Strategy 2018-2022 prepared by The Southern Mississippi Planning and Development District
9. Google Earth Pro and Google Maps Services provided by Google LLC located at 1600 Amphitheaters Parkway, Mountain View, CA., 94043
10. Longleaf Trace, Pearl & Leaf Rivers Rails to Trails Recreational District Board, P.O. Box 15187, Hattiesburg, MS. 39404
11. Visit Hattiesburg, Five Convention Center Plaza, Hattiesburg, MS 39401
12. Hattiesburg Vision 2020 Stragic Plan by Visit Hattiesburg
13. Long Leaf Pine Initiative in Mississippi NRCS (National Resources Conservation Services, United States Department of Agriculture)
14. Longleaf Pine, Wikipedia.org
15. Hattiesburg, Mississippi Land Development Code Ordinance # 3209, Adopted 2-21-2017
16. Comprehensive Plan 2008-2028, City of Hattiesburg, Mississippi, adopted December 16, 2008

B GSA's 2016 Guiding Principles Checklist for New Construction and Major Modernization Projects

GSA's 2016 Guiding Principles Checklist for New Construction and Major Modernization Projects

GPC #	Criterion Name	2016 GPC Language
		I. INTEGRATED DESIGN
1	***Integrated Design***	Use a multidisciplinary integrated project team to establish energy, water, sustainable landscape design, and other environmental performance goals during design. Consider design choices that improve performance, support occupants' health and wellness, and consider climate risks including wildfire. Integrated design should consider all stages of the building's life cycle, including deconstruction. References: - Integrated Design Process: http://www.wbdg.org/design/engage_process.php - LEED "Integrative Process" (NC) (CS) (CI) credit
2	***Commissioning***	A. Hire a qualified commissioning agent independent of the design and construction or operations team, at the beginning of design. Commissioning should optimize building performance and be tailored to the project's size and complexity. The commissioning agent should work for GSA, or, at minimum, a Construction Manager as Agent (CMa) firm hired by GSA. Please explain. B. Upload into ePM a Commissioning Plan that meets or exceeds LEED's "Fundamental Commissioning and Verification" prerequisite. State which systems' installation and performance was commissioned. AND, C. Provide a Commissioning Report that confirms whether identified issues were appropriately addressed. References: - GSA Building Commissioning Guide: https://www.gsa.gov/graphics/pbs/BCG_3_30_Final_R2-x221_0Z5RDZ-I34K-pR.pdf - PBS P100 Facilities Standards ("P100") § 1.10.2.6 "Total Building Commissioning" - GSA Schedule 871: https://www.gsa.gov/portal/content/245467 - LEED "Fundamental Commissioning and Verification" (NC) (CS) (CI) (EB) and "Enhanced Commissioning" (NC) (CS) (CI) (EB) credits
3	***Site Selection***	Potential sites are evaluated by the PBS Portfolio office, before a project receives its Congressional appropriation. If possible, upload the project's Site Selection Report and NEPA analysis into ePM, and describe the file's location in this GPC's comment. Insert a brief comment about this the site's environmental impact, and whether floodplains and wetlands were avoided. References: - P100 § 2.2.1 "Sustainable Locations": avoid the adverse impacts associated with development on sensitive sites such as floodplains, wetlands, greenfields, farmland, and habitat for pollinators or threatened/ endangered species. - GSA order ADM 1097.1, "Incorporating Principles of Sustainability, Economic Development and Efficiency into GSA Business Practices and Location Decision-making": http://www.gsa.gov/portal/directive/d0/content/697578 - PBS Floodplains Management Desk Guide: http://www.gsa.gov/portal/content/100860 - CEQ's "Sustainable Locations for Federal Facilities" implementing instructions: https://www.whitehouse.gov/sites/default/files/microsites/ceq/implementing_instructions_-_sustainable_locations_for_federal_facilities_9152011.pdf - LEED "Site Assessment" (NC), "Site Development - Protect or Restore Habitat" (NC) (CS), "Sensitive Land Protection" (NC), "High Priority Site" (NC), and "Surrounding Density and Diverse Uses" (NC) (CS) (CI) credits
4	***Transportation***	A. Evaluate electric vehicle charging needs, including fleet charging infrastructure, and include to the extent feasible. Minimize onsite automobile parking where transit alternatives are readily available. B. Provide secure, dedicated onsite bicycle parking facilities with direct, safe pedestrian access from the main entrances of the building for at least five percent of building users. Design onsite pedestrian and bike paths to provide safe, clear connections directly to adjacent neighborhood streets, transit, pedestrian routes, bike paths, and local amenities. AND, C. Address whether building location is within 1/4 mile walk distance of fixed route, high-frequency bus service or 1/2 mile walk distance of bus rapid transit stops, commuter rail, light rail, or subway stations. References: - P100 § 2.2.1.3 "Site Supports Neighborhood Connectivity, Walkability, and Bikeability" - GSA Order on "Providing Electric Vehicle Supply Equipment Infrastructure" - LEED "Reduced Parking Footprint" (NC) (CS), "Bicycle Facilities" (NC) (CI), and "Access to Quality Transit" (NC) (CS) (ID+C) credits

5	***Safeguarding Assets***	Paste in narrative explaining how climate-related and extreme weather risks are being managed, per P100 § 1.10.3, or paste in narrative from relevant A/E SOW deliverables. Otherwise, answer questions A through C: A. Address risks from observed and expected changes in climate, per the risk management elements of GSA's Regional Office/ Central Office (RO/CO) project review; the Capital Investment and Leasing Program's (CILP) section on "Enhancing Resilience And Reducing Vulnerability To Observed And Expected Changes In Climate"; and P100 § 1.10.3 "Resilience: Management of Climate-Related and Extreme Weather Risks". B. Assess the observed and expected impacts for the intended service life of the asset's building enclosure and site development (i.e. drainage, access/egress). Does this investment support core mission-related functions that are affected by impacts from the observed and expected changes in climate (i.e. energy/water surety requirements)? Is this a culturally or historically significant asset? AND, C. Balance design options against budget, mission, and security. Address the risk exposure to the observed and expected changes in climate: Can the building adapt now and in the future? Identify outcome-focused, performance-based thresholds to monitor and manage the asset as conditions change to mitigate risks to mission while providing acceptable performance for the asset's service life.
II. Optimize ENERGY Performance		
6	***Energy Star***	Use Energy Star or FEMP-designated energy efficient products, e.g. appliances. (Per EISA 2007 §§ 323 & 525) References: - Energy Star Certified Products: https://www.energystar.gov/products - LEED "Purchasing - Ongoing" (EB) credit
7	***Energy Efficiency***	For new construction: ensure that energy efficiency target is at least 30% better than the current ASHRAE 90.1 standard. (Per EPAct 2005 § 109) For new construction OR modernizations: set an energy goal that achieves a fossil-fuel reduction of at least 65%, compared to a CBECS 2003 baseline. (Per EISA 2007 § 433) For modernizations, ALSO ensure one of the following: 1) Energy use target is at least 20% below the fiscal year (FY) 2015 energy use baseline; 2) Energy use target is at least 30% below the FY 2003 energy use baseline; 3) The building has an ENERGY STAR® rating of 75 or higher; OR 4) If the building type is not in ENERGY STAR Portfolio Manager, the building is in the top quartile of energy performance for its building type, compared to adequate benchmarking data. References: - Optimizing Energy Use: http://www.wbdg.org/design/minimize_consumption.php - Fossil fuel reduction target guidance: http://architecture2030.org/2030_challenges/2030-challenge/ - P100 § 5.4 "Whole Building Energy Performance Requirements" - LEED "Minimum Energy Performance" (NC) (CS) (CI) (EB) and "Optimize Energy Performance" (NC) (CS) (CI) (EB) credits
8	***Renewable and Clean Energy***	Evaluate and implement, where appropriate and life cycle cost-effective, renewable energy projects on-site, including solar thermal to meet 30% of building's anticipated hot water demand. (Per EISA 2007 § 523.) Document evaluation of onsite renewable energy sources (e.g. photovoltaic, geothermal, or wind energy), and upload into ePM. Evaluation tools include PV Watts and Solar Prospector. References: - Solar Hot Water Cost and Efficiency Estimation Guide: http://energy.gov/energysaver/estimating-cost-and-energy-efficiency-solar-water-heater - Integrating Renewable Energy in Federal Construction: http://www.wbdg.org/ffc/doe/criteria/guide-integrating-renewable-energy-federal-construction - Renewable Energy Projects and Resources: http://energy.gov/eere/femp/federal-renewable-energy-projects-and-technologies - LEED "Renewable Energy Production" (NC) (CS) (CI) (EB) and "Green Power and Carbon Offsets" (NC) (CS) (CI) (EB) credits
9	***Metering - Energy and Water***	A. Install building-level meters for electricity, natural gas, steam, and water. AND, B. Install advanced meters for electricity, as required by EPAct 2005 § 103 and P100 § 6.5.3.4. Install advanced meters for natural gas and steam to the maximum extent practicable, per EISA 2007 § 434. Reference: LEED "Advanced energy metering" (NC) (CS) (CI) (EB), "Building-level energy metering" (NC) (CS) (CI) (EB), and "Water Metering" (NC) (CS) (CI) (EB) credits

10	***Benchmarking***	If necessary due to substantial energy performance energy usage intensity variance from design target, and requested by GSA, A/E team representative(s) shall participate in a brief, cooperative central office-led discussion with O&M and/or commissioning staff, to better-understand design assumptions, operating conditions, and potential causes. GSA's regional energy coordinators regularly monitor building energy performance against historic performance data and peer buildings. GSA's Light-Touch Measurement & Verification process also provides quarterly transparency into actual energy usage. Reference: LEED "Measurement and Verification" (NC) credit
III. Protect and Conserve WATER		
11	***Indoor Water Use/ Cooling Towers***	A. Build to ASHRAE standard 189.1-2014 sections 6.3.2, 6.4.2, and 6.4.3. B. Use water-efficient (e.g. EPA WaterSense) products. Specify which ePM-stored documentation shows that WaterSense products were specified. AND C. Do not use single-pass cooling with potable water. Optimize cooling tower operations -- e.g. by using condensate recovery, limiting discharge water, and/or using efficient drift eliminators. References: - Water Conservation: http://www.wbdg.org/resources/water_conservation.php?r=fhpsb_new - WaterSense Products: https://www3.epa.gov/watersense/products/ - LEED "Building-Level Water Metering" (NC) (CS) (EB), "Cooling Tower Water Use" (NC) (CS) (EB), and "Indoor Water Use Reduction" (CI) (EB) credits
12	***Outdoor Water Use***	A. Separately meter water for irrigation systems greater than 25,000 square feet; B. For irrigation systems, implement smart controllers that use evapotranspiration and weather data; C. Use water efficient landscapes, pursuant to GSA's mandatory SITES certification policy (P100 § 2.5.6); AND D. Limit potable water use for irrigating vegetated areas of the site to 50% below conventional practices' water demand, or less. Determine conventional practices' water demand using actual methods and standards from the SITES standard. References: - SITES Rating System: http://www.sustainablesites.org/certification - Protect and Conserve Water: http://www.wbdg.org/design/conserve_water.php - LEED "Outdoor Water Use Reduction" (NC) (CS) (CI) (EB) credit
13	***Alternative Water***	Consider alternative sources of water (such as capturing rainwater, graywater, and/or condensation from cooling coils) where cost-effective and permitted by local laws and regulations. Where feasible, design outdoor water features to avoid usage of make-up water from potable sources. Reference: LEED "Water Efficient Landscaping" (NC) (EB) credit
14	***Outdoor Water - Manage Rain***	Projects that disturb at least 5,000 SF of site surface area shall manage the 95th percentile rain event onsite through infiltration, reuse, and/or evapotranspiration, per EISA 2007 § 438 stormwater requirements. Strategies include permeable paving, vegetated roofs, rain gardens, or other low-impact development techniques. See also "Safeguarding Assets" and "Outdoor Water Use" GPCs. References: - Stormwater Runoff Mitigation: http://www.wbdg.org/references/mou_sw.php - EPA Technical Guidance: https://www.epa.gov/sites/production/files/2015-09/documents/eisa-438.pdf - LEED "Rainwater Management" (NC) (CS) (CI) (EB) credit
IV. Enhance INDOOR ENVIRONMENTAL QUALITY		
15	***Ventilation and Thermal Comfort***	Meet current ASHRAE standards: 55 for thermal comfort, and either 62.1 or 62.2 for ventilation. Upload ASHRAE 62.1 Calculator or other supporting documentation into ePM. Consider efficiency strategies including natural ventilation, thermal recovery systems, separate HVAC systems for 24/7 spaces, and radiant space conditioning (e.g. chilled beams and/or radiant floors.) References: - High-Performance HVAC: http://www.wbdg.org/resources/high-performance-hvac?r=retro_sustperf - LEED "Thermal Comfort" (NC) (CS) (CI) (EB) credit
16	***Daylighting and Lighting Controls***	Maximize opportunities for daylighting in regularly occupied space, e.g. by considering building orientation and glazing options. Where feasible, incorporate automatic dimming daylight sensors, occupancy sensors, manual controls, task lighting, and/or shade/glare control. Consider the effects of solar heat gain. Provide occupant lighting controls in accordance with GSA P100 Lighting standards, e.g. § 6.2.1, "Lighting Quality". References: - Daylighting: http://www.wbdg.org/references/mou_daylight.php - Lighting Controls: http://www.wbdg.org/resources/electriclighting.php?r=retro_sustperf - LEED "Interior Lighting" (NC) (CS) (CI) and "Daylight" (NC) (CS) (CI) credits

17	***Indoor Air Quality***	A. Develop and implement an Indoor Air Quality Plan. The IAQ Plan should address moisture control, use of low-emitting materials and products with low pollutant emissions, protocols to protect indoor air quality during and after construction, and use of integrated pest management techniques. Describe where IAQ plan is saved in ePM. B. Ensure the design includes signage/ notifications to prohibit smoking within the building and within 25 feet of all building entrances, operable windows, and building ventilation intakes. Consider designating outdoor smoking areas that meet these criteria, and limiting smoking to only these designated areas. References: - GSA Smoking Policy (5800.1C ADM): http://www.gsa.gov/portal/directive/d0/content/520618 - Indoor Environmental Quality: http://www.wbdg.org/design-objectives/sustainable/enhance-indoor-environmental-quality - Mold and Moisture: http://www.wbdg.org/resources/mold-and-moisture-dynamics?r=fhpsb_existin - LEED "Low-Emitting Materials" (NC) (CS) (CI) (EB), "Construction Indoor Air Quality Management Plan" (NC) (CS) (CI), "Indoor Air Quality Assessment" (NC) (CS) (CI), and "Environmental Tobacco Smoke Control" (NC) (CS) (CI) (EB) credits
18	***Occupant Health and Wellness***	Promote opportunities for voluntary increased physical movement of building occupants such as making stairwells an option for circulation, active workstations, fitness centers, and bicycle commuter facilities. Support convenient access to potable water, daylight, plants, and exterior views. Ensure building design provides access to, or space for, healthy dining options. References: - FITWEL certification program identifies best practices; FITWEL certification can demonstrate compliance: http://www.gsa.gov/portal/content/118614 - LEED "Quality Views" credit (NC) (CI)
V. Reduce the Environmental Impact of MATERIALS		
19	***Material Content and Performance***	Specify products that meet GSA's Key Sustainable Product (KSP) requirements in these categories: nylon carpet, interior latex paint, gypsum board, acoustical ceiling tiles, and concrete. Specify which documentation in ePM shows compliance. References: - Key Sustainable Product list: https://sftool.gov/greenprocurement/green-products/1037/key-sustainable-products/9 - Green Procurement Compilation (lists all Federal green purchasing requirements, including ones beyond this GPC's KSP requirement): https://sftool.gov/greenprocurement - LEED credits for "Building Life-Cycle Impact Reduction" (NC) (CS) (CI) (EB), "Building Product Disclosure and Optimization - Environmental Product Declarations" (NC) (CS) (CI) (EB), "Building Product Disclosure and Optimization - Sourcing of Raw Materials" (NC) (CS) (CI) (EB), "Building Product Disclosure and Optimization - Material Ingredients" (NC) (CS) (CI) (EB), "Fundamental Refrigerant Management" (NC) (CS) (CI) (EB), and "Enhanced Refrigerant Management" (NC) (CS) (CI) (EB)
20	***Waste Diversion (MSW)***	Ensure building design provides space appropriate for collection and storage of municipal solid waste (MSW) materials for recycling -- and, where practical, composting. Consider odor and pest management aspects of satellite accumulation areas such as loading docks. References: - Recycling space locations: https://sftool.gov/explore/green-building/section/57/solid-waste/system-overview#break-pantry/waste-bins - LEED "Storage and Collection of Recyclables" (NC) (CS) (CI) (ID+C) credit
21	***Materials Management (C&D)***	Establish a construction & demolition (C&D) waste diversion goal. Seek to maximize materials salvaged, recycled, reused, or donated. Divert at least 50% of non-hazardous construction and demolition materials from landfills, where markets exist, and report total diverted/landfilled tonnage figures at substantial completion, via gBUILD's KPM> Waste Management subtab. Upload waste and recycling manifests or reports into ePM. References: - EPA Volume-to-Weight Conversion Factors: https://www.epa.gov/smm/volume-weight-conversion-factors-solid-waste - Construction Waste: http://www.wbdg.org/references/mou_cw.php - LEED "Construction and Demolition Waste Management Planning" (NC) (CS) (EB) and "Construction and Demolition Waste Management" (NC) (CS) (CI) (EB) credits

GSA's new construction and major modernization projects shall follow this checklist to the maximum feasible extent during project design and construction, per GSA's P100 Facilities Standards for the Public Buildings Service § 1.7.3. Executive Order 13834 § 2(e) requires new construction and major renovations to conform with "sustainable design principles" such as the Council on Environmental Quality's Guiding Principles for Sustainable Federal Buildings.
GSA's gBUILD system enables project delivery teams to report how these Criteria are being implemented.
Reference: U.S. Department of Energy's Guiding Principles website

C Land Use Summary Statistics (2004)

The 2004 master plan by SDW, Inc., indicated in the development program that potential building space might be 2,003,500 gross square feet (GSF). Certain assumptions were made such as building height, building footprint and parking requirements. Projected overall use was broken down as follows:

Development Program	Parking Spaces	Development Area (SF)
University Related R/D	1,355	338,750
Research & Development (Large Parcels)	1,555	388,000
Research & Development (Small Parcels)	3,834	1,121,500
Town Center: Commercial and Retail	621	155,250
Total	**1,365**	**2,003,500**

To look at this information as a ratio, 505 +/- acres with 2,003,500 gross square feet (GSF) of buildings is roughly 4,000 GSF per acre of land. The 505+/- acres includes all lands such as Sehoy Lake, The LWCF conservation area and roadway rights of ways. The 2004 Plan identified approximately 340 acres of developable land. In revisiting the GSF per acre ratio using the 340 acres of developable acres, a factor of an average of approximately 5,900 GSF per acre is derived. This average does not address land use types.

D 2001 Market Study

A 2001 market study prepared by Hammer, Siler, George Associates concluded that the research park could potentially achieve an annual absorption rate of 12,000 to 17,000 gross square feet (GSF) per year. At the projected total development of 2,003,500 GSF of buildings in the project build out, 17,000 GSF per year would take approximately 118 years to complete.

E Charrette Participants

Below is a list of participants at the November 21, 2019 charrette conducted at the ICP Accelerator:

Robbie Ingram	Innovation and Commercialization Park
Shannon Campbell	University of Southern Mississippi
Jalen Boney	Innovation and commercialization Park
Brian Cuevas	University of Southern Mississippi

Michael Bunales	University of Southern Mississippi
Mike Thompson	Dale Partners Architects
Andrew Ellard	City of Hattiesburg
Marcus Simmons	Area Development Partnership
Todd Jackson	Area Development Partnership
Rick Sullivan	SDW, Inc.
Shea McNease	SDW, Inc.
Cannon Nuzzzo	University of Southern Mississippi
Eric J Boney	University of Southern Mississippi
Jeffrey Ginn	Emergent BioSolutions
Lamar Rutland	City of Hattiesburg
Ginger Lowrey	City of Hattiesburg
Monica Tisack	MS Polymer Institute
Emerson Vencesvan	Oxitemo USA
Jeffrey George	City of Hattiesburg
Ron Hartley	Dale Partners Architects
Leigh Jaunsen	Dale Partners Architects

F Questionnaire

Prior to the charrette, a questionnaire was prepared for distribution to participants of the group and objective workers along with other stakeholders. Obtaining additional input through canvasing participants and stakeholders provided additional specific feedback to be used in developing broad organizational concepts for the upcoming charrette.

The questionnaire and results are provided below.

USM Innovation and Commercialization Park Master Plan
Questionnaire Response November 11, 2019

1. What type of guidelines and development parameters would you like to see in an overlay district regulation? Examples would include: mixed use (do not confuse with multi-use) with residential over retail or offices; high density residential, minimum square footages for each type of residential or commercial; sustainable guidelines for site; sustainable guidelines for buildings; minimum green space on each development tract; mandatory construction of walks and pathways on each tract; dark sky exterior light fixtures (prevent light spillage and upward lights – protecting the night sky); the location of commercial parking and residential garages (front yard, back yard, side yard; street side or lake side).

    a. Distinct separation between residential and commercial/R&D use

b. Façade & landscaping requirements for light advanced manufacturing
c. Mixed use; with multifamily/high density residential
d. Optimize square footage throughout
e. Sustainable guidelines, greenspace requirements
f. Lake view for all including drivers
g. Parameters that blend residential commercial (including cultural and recreational) uses into one cohesive community; and where those functions are to some degree physically and functionally integrated
h. Require sidewalks and pathways for connectivity network

2. What are some of the most positive aspects of the park today?

a. Preserve the serene setting of the lake and green space, natural beauty
b. Proximity to transportation and utility infrastructure; proximity to the Accelerator; curb and gutter boulevard entrance; proximity to population/workforce, lakefront property.
c. The location provides good connectivity to USM and West Hattiesburg
d. The links and connections, both physical and intangible, to the University of Southern Mississippi
e. Southern Mississippi located as opportunity zone
f. Sits near I-59 and Hwy 49. Less than 5 miles from USM's main campus. Possesses The Accelerator and its amenities and companies. 100-acre recreation area. Feeling of being in a rural area. Near the Longleaf trace. Abundance of wildlife present.
g. Create environment that promotes creativity
h. Recreational preserve, The Accelerator close to country club is somewhat of a blank slate
i. Recreational preserve
j. Existing infrastructure (water, sewer, gas, fiber optics)

3. What are some of the most negative aspects of the park today?

a. Large portion set aside as nature preserve; wetland fingers throughout property; some developable parcels are adjacent to residential areas.
b. Signage, the school district it is in
c. Mostly the low density of the population in the area compared to the other areas of Hattiesburg
d. Need for roadwork on Classic Drive. No current facilities other than the Accelerator (which is mostly tucked away). Areas north of Classic are wooded so visually hard to envision a facility and a way it would look from the road. Rec area not robust enough yet. Areas near the southeast of the property are near lower qualities neighborhoods.

e. Road upkeep and confusing signage or lack thereof
f. Lack of connectivity (road/trail) to central Hattiesburg and University, barren of high-density development.
g. Conservation limitations, pipeline running through park, and a few steep slopes and wet areas that may limit development options.

4. Are you aware of any USM Education and research collaborative opportunities that could be pursued in more depth for the ICP? If so, please list. _____yes _____no

a. Continue growing polymer focus
b. Maybe data and security
c. MPI's endeavors and clientele
d. Local Hudson's CFO retiree as an investor; Oxiteno, Chromis, Marine Science Initiative
e. Some potential company or university research expansion from Accelerator but nothing imminent.

5. From the attached list, what are your top three preferred land uses for the ICP?

a. Light advanced manufacturing, Office/R&D, Commercial/mixed-use
b. Middle class residential, lite industrial/R&D areas, commercial areas
c. Research and Development Light advanced manufacturing
d. Middle class residential, cluster of tech industrial businesses, Commercial retail
e. I don't see the attached list, but I would like to see more Entrepreneur Facilities,
f. Science-bases Development and Application Facilities, Mixed-use
g. High-density mixed-used commercial i.e. Highland Village
h. in Jackson, Advanced Industries development, High and medium density
i. residential (grad students, post-docs, condos, town homes, middle class, notultra-high income)
j. Business incubation, like Accelerator, Class A office space

6. Are there any other possible uses not listed that should be considered?

None

7. Which uses do you feel are most likely to succeed?

a. Residential
b. Light industrial, office/R&D, commercial/mixed-use
c. The cluster of tech industrial businesses/offices

d. I always get strong favorable responses from scientists when they visit; I think there could be strong interest in innovation centers if you could keep the “Park” atmosphere.

e. Mixed use

8. The 2004 master plan suggested that the entire project site could support up to 2,000,000 gross square feet (GSF) of buildings with related parking of approximately 50 acres. The uses were primarily R&D, offices and some light manufacturing. In the October 22, 2019 workshop, there was discussion of higher end residential development. In your opinion, does the concept of residential development within the ICP present challenges to the character of the overall development? if so, please briefly explain why.

a. Residential north of classic drive

b. Not necessarily, but there should be a clear delineation between the two; higher end residential will be less desirable if immediately adjacent to industrial/office, and vice-versa.

c. I don’t think so, within residential area it could help promote keeping Hattiesburg’s workforce in Hattiesburg.

d. It does not pose a challenge. Higher end residential would seem necessary to help raise the value of the area.

e. There shouldn’t be higher end residential, but I do not think residential development will challenge the character of the overall development

f. Yes, I think it could very quickly get out of hand and take over all the nice parts about working here. It COULD be designed well and harmonized, but it needs to be controlled.

g. I don’t think residential presents challenges. I believe higher density population would support overall development. I think high-end residential should be limited but not necessarily excluded.

h. Demand for traditional high demand single family housing in a location near/adjacent to light advanced manufacturing businesses will be very limited.

9. The 2001 Hammer Siler George market analysis suggested that the ICP could expect development absorption in the range of 12,000 to 17,000 GSF annually. At this ratio, assuming best case scenario – 17,000 GSF per year, build out would take roughly 117 years (based on 2,000,000 GSF). What do you think is an appropriate build out period? Please select one.

a. 20 years was most common answer

10. In your opinion, is multifamily residential good, no impact, or bad for the future of the ICP?

a. Good, if the development includes an adequate buffer between light advanced manufacturing

b. Good/the impact of population density could support newly developed businesses.
c. Good, It will utilize less space and provide more housing. Need high-end complexes though.
d. It depends on how it's implemented, and who it targets.
e. Good – especially condo/town/garden home type
f. It could be good if done with the highest quality. Multi-family and mix use make more sense than single family.

11. Sustainable design (also called environmentally sustainable design, environmentally conscious design, etc.) seeks to reduce negative impacts on the physical environment, meeting the needs of the present without compromising the ability of the future to meet its own needs. It also seeks the health and comfort of building occupants, thereby improving building performance. The basic objectives of sustainability are to reduce consumption of non-renewable resources, minimize waste, and create healthy, productive environments. Some aspects can be included in an overlay district set of regulations. See the 2016 GSA list of Guiding principles. Some examples include:

a. Walkability
b. Site selection / solar orientation to optimize grading and energy efficiency
c. |Protection of slopes / erosion control protects bottomlands from sediment buildup; minimize soil disturbances in existing soils
d. Use natural systems to manage runoff – i.e. bioswales, rain gardens
e. Preserve natural vegetation on steeper slopes
f. Open space / preserved woodlands
g. Minimum 20% green space throughout the development – would apply to each site being developed
h. Use of renewable or recycled materials in construction
i. Minimize pavement
j. Use high reflective (albedo) materials for pavement and roofs

12. On a scale of 1 to 5 – with 5 being the highest, how important are these principles if applied as mandatory requirements?

a. 4 is the average answer
b. As long as variances are allowed for very large developments applied

13. How likely is the university to develop collaborative projects at the ICP?

a. very likely is the most common answer

14. What other corporate development sites / opportunities in the Hattiesburg area compete with the ICP for development?

    a. Business professional like Region's Bank
    b. Midtown due to desirability for HQ projects; Forrest County Industrial Park due to available space and infrastructure
    c. Midtown
    d. Some sites listed on ADP website, but none seem to offer what we have planned.
    e. There's the industrial park, but it's not as attractive. Lincoln Rd Extension area & Tatum Park area would be the closest.
    f. There is a lack of develop-able inventory within the city limits

15. Which three of the following mission statement options (see attached list of goals and objectives) are most important? Please select three.

    a. # 4
    b. # 5
    c. # 1

16. If a conference center and boutique hotel were developed, who do you see as the primary users?

    a. The hotel market is over developed not recommended
    b. We don't think this is a feasible use
    c. Retired citizens, in-town travelers for University events, visiting government officials
    d. I don't believe either is necessary, but if there were, the larger companies would probably use them.
    e. Many companies that are local and clients/affiliates/team members of existing companies.
    f. Retreat-oriented corporations, groups, ADP., Not sure a boutique hotel would be a draw, and there's a conference center 2 miles from here, Oddities like Cabins and Conference Center may be attractive. (Jackson Lodge near Jackson Hole, WY would be a much larger example of this…but a small version might work well).
    g. Not sure. I don't see this as a viable option. Hattiesburg Convention Center is within a mile. A small training center could be used for faculty retreats, student rec., etc. The Accelerator is often used for faculty retreats and training.
    h. Local companies, hunting retreats

17. Is active living for older adults a use type that should be considered for the ICP? 3 yes 5 no

1. Please provide any additional comments or suggestions.

    a. I think you should poll the actual employees that work here. What would they like to see? There are about 45 full-timers.

    b. Daycare facilities

    c. Though it may require too much space to be feasible, a driving range or a nod to the property's history as Van Hunt Golf Course – would be a nice touch – particularly if a conference center/retreat is to be incorporated.

G Land and Water Conservation Area Declaration of Covenants

The conservation area around Lake Sehoy that has been committed to permanent conservation with the Land and Water Conservation Fund (LWCF).
This declaration of covenants is on the following pages.

THE UNIVERSITY OF
SOUTHERN MISSISSIPPI.

OFFICE OF THE GENERAL COUNSEL
118 College Drive #5079 | Hattiesburg, MS 39406-0001
Phone: 601.266.4466 | Fax: 601.266.4440

INTEROFFICE MEMORANDUM

ATTORNEY/CLIENT PRIVILEGED AND CONFIDENTIAL COMMUNICATION
DO NOT COPY OR CIRCULATE

To: Robbie Ingram
Director, The Innovation and Commercialization Park and Accelerator

CC: Gordon C. Cannon, Ph.D.,
Vice President for Research

From: Kris A. Powell
Assistant General Counsel

Re: Land and Water Fund Act of 1965 Project No. 28-00155
Declaration of Covenant for Purpose and Use

Date: April 10, 2019

Please find attached a copy of the filed Declaration of Covenant for Purpose and Use as recorded in the Office of the Chancery Clerk of Forrest County, Mississippi, concerning the above identified matter.

DEED
Bk:1309 Page:683-693
RCD: 04/10/2019 @12:47:59:PM
FORREST COUNTY, MS
JIMMY C. HAVARD CHANCERY CLERK

Document Prepared by/Return to:
Kris A. Powell (MS Bar No. 101458)
Office of the General Counsel
The University of Southern Mississippi
P.O. Box 5079
Hattiesburg, MS 39406-5079
601/266-4466

Grantor/Grantee
University of Southern Mississippi
P.O. Box 5079
Hattiesburg, MS 39406-5079
601/266-4466

Indexing Instructions: Part of the SE ¼, S-35, T-5-N, R-14-W, Part of the W ½ of the SW ¼ and Part of the NE ¼ of the SW ¼, S-36, T-5-N, R-14-W, Forrest County, Mississippi.

Declaration of Covenant for Purpose and Use

THIS DECLARATION OF COVENANT FOR PURPOSE AND USE (hereinafter called "Declaration") dated this the 29th day of March, 2019, is made by The University of Southern Mississippi whose address is 118 College Drive #5116, Hattiesburg, Mississippi 39406 (hereinafter with its successors and assigns called "Owner").

RECITALS

WHEREAS, federal assistance was provided by the National Park Service of the United States Department of the Interior in the form of resources provided for the benefit of certain property of Owner pursuant to the Land and Water Conservation Fund Act of 1965, 16 U.S.C. 4601-5 *et seq.*;

WHEREAS, that certain United States Department of Interior, Bureau of Outdoor Recreation, Land and Water Conservation Fund Project Agreement for Project No. 28-00155 requires that certain property of Owner be dedicated for public outdoor recreation uses;

WHEREAS, restrictions on conversion and limitation of use of certain property of Owner are required under the Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 *et seq.*, in accordance with the Code of Federal Regulations;

WHEREAS, the Mississippi Department of Wildlife, Fisheries, and Parks, administers duties and obligations with regard to certain property of Owner which is subject to Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 *et seq.*, in accordance with the Code of Federal Regulations;

WHEREAS, this Declaration of Covenant for Purpose and Use is required to effectuate the requirements of the Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 *et seq.*, in accordance with the Code of Federal Regulations as administered by the Mississippi Department of Wildlife, Fisheries, and Parks, with respect to certain property of Owner; and

WHEREAS, the Chancery Clerk of Forrest County, Mississippi, located at 641 Main Street, Hattiesburg, Mississippi, is the proper office to record this Declaration of Covenant for Purpose and Use:

NOW THEREFORE, in consideration of the federal assistance rendered and of other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, and to assure that the benefits of the Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 *et seq.*, in accordance with the Code of Federal Regulations, will accrue to the public and be used as intended by Owner and the United States Department of the Interior, Owner hereby covenants and agrees as follows:

1. This Declaration shall be applicable to that certain real property owned by The University of Southern Mississippi more fully described on the attached Exhibit "A". Said property shall hereafter be referred to as "the property".

2. The property identified in the attached Exhibit "A" has been acquired or developed with federal assistance provided by the National Park Service of the Department of the Interior in accordance with the Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 et seq. (170 ed.). Pursuant to a requirement of that law, this property may not be converted to other than public outdoor recreation uses (whether by transfer, sale, or in any other manner) without the express written approval of the Mississippi Department of Wildlife, Fisheries and Parks and the Secretary of the Department of the Interior. By law, the Secretary shall approve such conversion only if it is in accord with the then existing Statewide Comprehensive Outdoor Recreation Plan (SCORP) and only upon such condition as the substitution of other recreation properties are of at least equal fair market value and of reasonably equivalent usefulness and location.

3. It is stipulated and agreed that the terms hereof constitute a reasonable restraint on alienation of use, control, and possession of or title to the property given the consideration expressed herein.

4. This covenant expressed in this Declaration shall run with the land.

IN WITNESS WHEREOF, the Owner has hereunto set its hand as of the day and year first above written by its duly authorized officer.

THE UNIVERSITY OF SOUTHERN MISSISSIPPI,
Owner

Gordon Cannon

By: Gordon C. Cannon, Ph.D.
Its: Vice President of Research

STATE OF MISSISSIPPI
COUNTY OF {FORREST}

Personally appeared before me, the undersigned authority in and for the said county and state, on this 10th day of April, 2019 within my jurisdiction, the within named Gordon C. Cannon, Ph.D., who acknowledged to me that he is the Vice President of Research of The University of Southern Mississippi and has been granted the authority to execute the above and foregoing instrument by and through The University of Southern Mississippi.

Betty K. Boney
NOTARY PUBLIC

STATE OF MISSISSIPPI
NOTARY PUBLIC
ID # 98322
BETTY K. BONEY
Commission Expires
June 28, 2019
FORREST COUNTY

EXHIBIT A

PARCEL 1 – Reserved Recreation Parcel

A part of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the West ½ of the Southwest ¼ and a part of the Northeast ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(93), US Survey Feet, with a combined scale factor of 0.999982569492 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,168.53 feet,
- thence run North 518.72 feet to a Concrete Monument representing the Intersection of the Proposed Northern Right of Way Line of a Proposed unnamed public roadway and the Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Intersection also having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid;
- thence run Northerly along said Proposed Eastern Right of Way Line for the next 7 calls:
    - thence run N21°55'28"W for 39.33 feet to a Concrete Monument,
    - thence run Northerly along an Arc to the Right for 253.66 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N13°57'23"W and a Chord Distance of 252.74 feet,
    - thence run N84°29'57"E for 35.00 feet to a 5/8 Inch Rebar,
    - thence run N03°45'48"W for 50.00 feet to a 5/8 Inch Rebar,
    - thence run S87°58'27"W for 35.00 feet to a 5/8 Inch Rebar,
    - thence run Northerly along an Arc to the Right for 73.55 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N00°25'33"E and a Chord Distance of 73.53 feet,
    - thence run Northwesterly along an Arc to the Left for 496.40 feet to a ½ Inch Rebar having a Grid Value of **N 673,439.33 feet** and **E 816,637.89 feet** on said East Zone

Grid, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of N09°18'14"W and a Chord Distance of 492.69 feet,

- thence run N61°45'36"E for 63.33 feet to a ½ Inch Rebar;
- thence run Easterly along an Arc to the Right for 90.40 feet to a ½ Inch Rebar, said Arc having a Radius of 90.00 feet, a Chord Bearing of S89°27'51"E and a Chord Distance of 86.65 feet,
- thence run S60°41'18"E for 82.86 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 122.82 feet to a ½ Inch Rebar, said Arc having a Radius of 379.00 feet, a Chord Bearing of S69°58'21"E and a Chord Distance of 122.29 feet,
- thence run S79°15'24"E for 161.31 feet to a ½ Inch Rebar,
- thence run S83°53'28"E for 36.42 feet to a ½ Inch Rebar,
- thence run S88°04'37"E for 67.31 feet to a ½ Inch Rebar,
- thence run N87°54'09"E for 35.99 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Right for 45.05 feet to a ½ Inch Rebar, said Arc having a Radius of 70.00 feet, a Chord Bearing of S73°39'29"E and a Chord Distance of 44.28 feet,
- thence run N79°29'21"E for 94.53 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 152.11 feet to a ½ Inch Rebar, said Arc having a Radius of 145.00 feet, a Chord Bearing of N19°07'39"E and a Chord Distance of 145.23 feet,
- thence run N29°15'27"W for 246.22 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 551.41 feet to a ½ Inch Rebar, said Arc having a Radius of 740.00 feet, a Chord Bearing of N30°45'49"W and a Chord Distance of 538.74 feet,
- thence run N09°25'00"W for 288.28 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S80°58'59"E along said Proposed South Right of Way Line for 63.62 feet to a 5/8 Inch Rebar,

- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 110.29 feet to a ½ Inch Rebar having a Grid Value of **N 674,429.75 feet** and **E 817,177.38 feet** on said East Zone Grid, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S81°52'56"E and a Chord Distance of 110.28 feet,
- thence run S08°01'02"W for 183.08 feet to a ½ Inch Rebar,
- thence run S43°21'51"E for 334.19 feet to a ½ Inch Rebar,
- thence run S47°59'58"E for 405.57 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc Right to the for 108.94 feet to a ½ Inch Rebar, said Arc having a Radius of 150.00 feet, a Chord Bearing of S27°11'32"E and a Chord Distance of 106.57 feet,
- thence run S06°23'06"E for 188.49 feet to a ½ Inch Rebar,
- thence run Easterly along an Arc to the Right for 244.15 feet to a ½ Inch Rebar, said Arc having a Radius of 395.00 feet, a Chord Bearing of S78°40'38"E and a Chord Distance of 240.28 feet,
- thence run S60°58'12"E for 201.38 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to Left the for 148.82 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of N33°45'40"E and a Chord Distance of 99.66 feet,
- thence run Northwesterly along an Arc to the Right for 107.57 feet to a ½ Inch Rebar, said Arc having a Radius of 170.00 feet, a Chord Bearing of N33°22'49"W and a Chord Distance of 105.78 feet,
- thence run N15°15'09"W for 248.54 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 412.41 feet to a ½ Inch Rebar, said Arc having a Radius of 1,000.00 feet, a Chord Bearing of N27°04'02"W and a Chord Distance of 409.50 feet,
- thence run Northeasterly along an Arc to the Right for 94.75 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of N15°24'11"E and a Chord Distance of 81.19 feet,
- thence run N69°41'18"E for 161.71 feet to a ½ Inch Rebar,

- thence run Easterly along an Arc to the Right for 110.50 feet to a ½ Inch Rebar, said Arc having a Radius of 80.00 feet, a Chord Bearing of S70°44'28"E and a Chord Distance of 101.92 feet,
- thence run Southeasterly along an Arc to the Left for 111.09 feet to a ½ Inch Rebar, said Arc having a Radius of 110.04 feet, a Chord Bearing of S59°22'20"E and a Chord Distance of 106.43 feet,
- thence run S88°17'57"E for 242.00 feet to a ½ Inch Rebar,
- thence run N45°42'31"E for 34.74 feet to a ½ Inch Rebar,
- thence run N00°17'02"W for 236.43 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Left for 124.35 feet to a ½ Inch Rebar, said Arc having a Radius of 475.00 feet, a Chord Bearing of N07°47'02"W and a Chord Distance of 124.00 feet,
- thence run N15°17'02"W for 13.20 feet to a ½ Inch Rebar representing a Point on said Proposed South Right of Way Line of Classic Drive and having a Grid Value of **N 674,518.39 feet** and **E 818,515.85 feet** on said East Zone Grid,
- thence run Easterly along an Arc to the Left for 50.00 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N74°47'45"E and a Chord Distance of 50.00 feet,
- thence run S15°17'02"E for 13.13 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Right for 137.44 feet to a ½ Inch Rebar, said Arc having a Radius of 525.00 feet, a Chord Bearing of S07°47'02"E and a Chord Distance of 137.05 feet,
- thence run Southeasterly along an Arc to the Left for 96.87 feet to a ½ Inch Rebar, said Arc having a Radius of 95.62 feet, a Chord Bearing of S29°18'17"E and a Chord Distance of 92.78 feet,
- thence run Southeasterly along an Arc to the Left for 237.31 feet to a ½ Inch Rebar, said Arc having a Radius of 474.75 feet, a Chord Bearing of S72°38'54"E and a Chord Distance of 234.85 feet,
- thence run Northeasterly along an Arc to the Right for 112.46 feet to a ½ Inch Rebar, said Arc having a Radius of 316.50 feet, a Chord Bearing of N37°08'51"E and a Chord Distance of 111.87 feet,

- thence run Northeasterly along an Arc to the Right for 136.82 feet to a ½ Inch Rebar, said Arc having a Radius of 200.00 feet, a Chord Bearing of N20°37'53"E and a Chord Distance of 134.17 feet,
- thence run N40°13'47"E for 73.87 feet to a ½ Inch Rebar,
- thence run Easterly along an Arc to the Right for 147.15 feet to a ½ Inch Rebar, said Arc having a Radius of 100.00 feet, a Chord Bearing of N82°23'10"E and a Chord Distance of 134.23 feet,
- thence run S55°27'26"E for 400.12 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Right for 284.24 feet to a ½ Inch Rebar, said Arc having a Radius of 300.00 feet, a Chord Bearing of S28°18'50"E and a Chord Distance of 273.73 feet,
- thence run S01°10'14"E for 550.95 feet to a ½ Inch Rebar representing a Point on the Proposed Northwestern Right of Way Line of an unnamed Proposed Roadway, and having a Grid Value of **N 673,502.32 feet** and **E 819,621.94 feet** on said East Zone Grid,
- thence run Southwesterly along said Proposed Northwestern Right of Way Line for the next 3 calls to its Intersection with said Proposed Northern Right of Way Line of an unnamed Proposed Roadway:
    - thence run Southwesterly along an Arc to the Left for 880.11 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of S41°30'13"W and a Chord Distance of 860.05 feet,
    - thence run S20°14'33"W for 108.67 feet to a 5/8 Inch Rebar,
    - thence run Southwesterly along an Arc to the Right for 373.07 feet to a 5/8 Inch Rebar representing said Intersection and having a Grid Value of **N 672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of S29°54'24"W and a Chord Distance of 371.30 feet,
- thence run Westerly along said Proposed Northern Right of Way Line for the next 4 calls to the **Point of Beginning**:
    - thence run N45°45'53"W for 25.75 feet to a 5/8 Inch Rebar,
    - thence run Northwesterly along an Arc to the Left for 730.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 714.65 feet,

- thence run N87°12'28"W for 149.25 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 1,235.85 feet to the **Point of Beginning,** said Arc having a Radius of 2,919.70 feet, a Chord Bearing of S80°39'58"W and a Chord Distance of 1,226.64 feet,

- comprising **79.70 Acres**, more or less.

PARCEL 2 – Reserved Recreation Parcel

A part of the West ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(93), US Survey Feet, with a combined scale factor of 0.999982569492 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of Southeast ¼ for 361.81 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County,
- thence run N00°13'05"E along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision,
- thence run N00°06'59"E along said West Line for 166.78 feet to a ½ Inch Rebar representing the **Point of Beginning** and having a Grid Value of **N 673,017.07 feet** and **E 815,631.12 feet** on said East Zone Grid;
- thence continue N00°06'59"E along said West Line for 328.44 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of Southeast ¼ and the Southwest Corner of the Northwest ¼ of said Southeast ¼, Section 35,
- thence run N00°20'23"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.54 feet to a ½ Inch Rebar,
- thence run N00°29'02"E along said West Line for 645.65 feet to a ½ Inch Rebar,

- thence run N00°07'54"W along said West Line for 489.92 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said Intersection having a Grid Value of **N 674,645.59 feet** and **E 815,637.09 feet** on said East Zone Grid, said Intersection also being 19.00 feet from a 2 Inch Round Iron Pin representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07'54"E along said West Line,
- thence run N89°12'16"E along said Proposed South Right of Way Line for 64.38 feet to a Concrete Monument representing its Intersection with the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway,
- thence run Southerly along said Proposed Western Right of Way Line for the next 8 calls to its Intersection with the Proposed Northern Right of Way Line of an unnamed Proposed Roadway:
    - thence run S00°22'11"E for 132.84 feet to a Concrete Monument,
    - thence run Southeasterly along an Arc to the Left for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of S32°02'49"E and a Chord Distance of 621.49 feet,
    - thence run Southeasterly along an Arc to the Right for 1,264.59 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of S30°26'59"E and a Chord Distance of 1,193.98 feet,
    - thence run Southerly along an Arc to the Right for 50.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of S01°23'30"W and a Chord Distance of 50.93 feet,
    - thence run S89°50'16"W for 35.00 feet to a 5/8 Inch Rebar,
    - thence run S01°37'54"E for 50.00 feet to a 5/8 Inch Rebar,
    - thence run N86°53'56"E for 35.00 feet to a 5/8 Inch Rebar,
    - thence run Southerly along an Arc to the Left for 315.62 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of S12°43'22"E and a Chord Distance of 314.13 feet,
    - thence run S22°20'41"E for 39.34 feet to a Concrete Monument representing said Intersection and having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid,

- thence run Southwesterly along said Proposed Northern Right of Way Line and an Arc to the Left for 100.05 feet to a ½ Inch Rebar, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of S65°58'46"W and a Chord Distance of 100.04 feet,
- thence run N22°20'41"W for 42.26 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right for 458.99 feet to a ½ Inch Rebar, said Arc having a Radius of 1,039.69 feet, a Chord Bearing of N09°41'51"W and a Chord Distance of 455.28 feet,
- thence run Northerly along an Arc to the Left for 54.30 feet to a ½ Inch Rebar, said Arc having a Radius of 983.11 feet, a Chord Bearing of N01°24'57"E and a Chord Distance of 54.30 feet,
- thence run West for 907.54 feet to the **Point of Beginning**,
- comprising **21.84 Acres**, more or less.

H Current Innovation and Commercialization Park Covenants and Restrictions (2009)

On the following pages are covenants and restrictions issued in 2009 for the ICP

THE UNIVERSITY OF SOUTHERN MISSISSIPPI
RESEARCH FOUNDATION
INNOVATION AND COMMERCIALIZATION PARK

COVENANTS AND RESTRICTIONS

February 2009

STATE OF MISSISSIPPI
COUNTY OF FORREST

I, Jimmy C. Havard, Chancery Clerk of Forrest County, do hereby certify that the foregoing is a true and correct copy of Covenants as the same appears on record in my office in Book 1060 page 26

Given under my hand and official seal on this the 16 day of April, 2009.

JIMMY C. HAVARD, Chancery Clerk
By: Diane L. Zachary D.C.

TABLE OF CONTENTS

PURPOSE AND SCOPE OF RESTRICTIONS 1

PERMITTED USES 2

DEVELOPMENT REVIEW BOARD 3

DESIGN REVIEW & APPROVAL PROCESS 4

CONSTRUCTION PROCEDURES & REGULATIONS 8

DEVELOPMENT DESIGN STANDARDS 11

BUILDING DESIGN AND CONSTRUCTION 13

UTILITIES 14

SITE GRADING AND DRAINAGE 16

LANDSCAPING AND GROUNDS MAINTENANCE 17

PARKING, LOADING AND OUTDOOR STORAGE 21

SIGNAGE 23

EXTERIOR LIGHTING 25

WATER, SEWERAGE AND SOLID WASTE 26

ENVIRONMENTAL AND OTHER EXTERNALITIES 28

MAINTENANCE AGREEMENTS 28

VARIANCES 29

ENFORCEMENT, DURATION AND AMENDMENT 29

COVENANTS AND RESTRICTIONS

ARTICLE I
PURPOSE AND SCOPE OF COVENANTS AND RESTRICTIONS

Section 1.10: Purpose. The Innovation and Commercialization Park (hereafter referred to as the "Park") has been created as a community for innovation, commercialization, research, entrepreneurship, and economic development. Through this initiative, innovative ventures may directly access the commercialization assets of The University of Southern Mississippi Research Foundation (USM Research Foundation), while providing the academic resources of The University of Southern Mississippi (USM) to expand educational opportunities, enhance research and commercialization for faculty and other entrepreneurs, and support new growth for participating companies. The Park will focus the synergy and resources of the USM Research Foundation, USM, and the innovative business community.

The purpose of these "Covenants and Restrictions" is to ensure optimal growth and development of the Park and a high quality and aesthetically pleasing development that complements the site's natural beauty. Compliance with these Covenants and Restrictions will result in the development of the Park that will preserve and enhance an environment pleasing to occupants, visitors and neighbors, and be an asset to individual tenants, USM Research Foundation, USM, the Greater Hattiesburg Area and the State of Mississippi. These Covenants and Restrictions set forth minimum criteria to ensure proper and appropriate development and improvement of each site within the Park and to protect the USM Research Foundation, USM and Park tenants from undesirable and improper uses that would detract from the mission of the Park or would depreciate Park's value.

These Covenants and the attached Landscape Standards are binding on all lessees, tenants and owners of buildings within the confines of the Park.

Section 1.20: Scope. These Covenants and Restrictions are intended to equal or exceed those enforced by the relevant governmental agencies. Any conflict between the provisions of these Covenants and Restrictions and any governmental code, ordinance or protective covenant shall always be resolved in favor of the more restrictive governmental code, ordinance or protective covenant. Further, approval by the Park Development Review Board (Article III, Section 3:10 Function) does not constitute approval by other governmental regulatory agencies.

ARTICLE II
PERMITTED USES

Section 2.10: Intent. It is the intent of the provisions of this Article to guide in establishment of a controlled environment in which innovation and commercialization take place.

Section 2.20: Appropriate Park Facilities. Organizations primarily engaged in knowledge-intensive business operations and whose activities complement the mission and strategic focus of the USM Research Foundation are eligible for consideration as occupants of the Park. The following uses are permitted to locate within the Park:

a) Commercial Development. Professional services for the commercialization of innovative new products and services, including but not limited to, laboratories, offices and related facilities access, market research, competitor analysis, intellectual property management, marketing, venture financing, prototyping and piloting.

b) Research and Development. Laboratories, offices and related facilities intended for basic and applied research, development and/or testing of technology-based products and services, conducted by or for any individual, partnership, firm, association, corporation, trust or other form of business or government entity, whether public or private.

c) Low Volume, High Technology Production. Facilities necessary for the production or assembly of products of a technological nature, provided that this production or assembly is supported by on-site research or product development activities of the occupants and production volumes are less than 50 truckloads per year. A truckload being defined as 40,000 net pounds of product or the amount of packaged product which may fit on a standard semi-tractor trailer, whichever is less.

d) Headquarters. Corporate, regional and divisional headquarters of technology-based or knowledge-driven companies and organizations, provided that a direct relationship exists between the occupant's administrative staff and its research and development endeavors, whether such endeavors are located within the Park or elsewhere.

e) Support Organizations. Offices and related facilities of not-for-profit research or educational institutes or organizations performing professional training, research, scientific or engineering support to technology industries. This includes, but is not limited to, accounting firms, legal firms, consulting companies, and environmental service companies performing direct support for technology industries.

f. Conference Center & Training Facilities. Corporate and professional training facilities and/or conference centers, the primary purpose of which is to host activities, meetings and functions of both USM and Park participants.

g. Hotel. A hotel, the primary purpose of which is to serve as lodging for employees, invitees and guests of both USM and Park participants.

h. University Research Facilities. Any USM building or facility necessary for research, the direct support of research or the commercialization of USM intellectual property.

i. Other Facilities. Any other facilities or uses employing high ratios of employees working in the sciences and engineering fields and reasonably related to the intended purposes of USM or the Park, provided these uses are specifically approved by the USM Research Foundation.

No item above should be construed as allowing heavy manufacturing, high volume assembly processes, warehousing or distribution operations to be housed in the Park.

Section 2.30: Excluded Uses. No building or land in the Park shall be used for:

a) Distribution or warehouse operations, except as such operations are incidental to an approved operation.

b) Facilities that could cause an operational nuisance, such as excessive noise, noxious odors or emission of environmentally hazardous effluents or gasses.

c) Any use which is not specifically proscribed in Section 2.20 is excluded.

ARTICLE III
DEVELOPMENT REVIEW BOARD

Section 3.10: Function. The function of the Development Review Board (DRB) is to exercise control over the development of the Park to include its aesthetic qualities, to maintain its conceptual integrity and the permitted uses as outlined in Article II. In accordance with the review procedures described in this section and applying its judgment on the intent of the Master Development Plan, the DRB will review and approve all development proposals. The DRB's purpose is to review all site layout and architectural presentations and approve or disapprove the proposals.

The DRB may retain the services of professional technical advisors in the fields of engineering, architecture, landscape architecture and planning to assist the DRB in evaluating submissions on the basis of design and other technical considerations.

Section 3.20: Board Membership. The DRB shall consist of 5 members. The following shall be standing members of the DRB and may at will designate someone to serve in their stead

a) President, The University of Southern Mississippi

b) President, USM Research Foundation

The President of the University of Southern Mississippi shall appoint three other members to a term not to exceed three years. The appointment may be an employee of a Park tenant or a Lessee of land in the Park.

Section 3.30: No Board Liability. Neither the Institutions of Higher Learning of the State of Mississippi (IHL), USM, the USM Research Foundation, the DRB, nor any member, employee or agent thereof is liable to any tenant or to anyone submitting plans for approval, or to any other party by reason of mistake in judgment, negligence, or non-feasance arising out of or in connection with the approval, disapproval or failure to approve any plans or for any other action in connection with their duties. Anyone submitting plans to the DRB for approval, and any person or entity who becomes a tenant, agrees such person or entity will not bring any action in law or equity against any DRB, any member, or any employee or agent of the Park.

Section 3.40 DRB Decisions and Actions. All actions of the DRB except those designated in section 3.20 require a minimum of 3 votes in favor of the action. No decision except those described in section 3.20 may be taken with less than 3 affirmative votes.

ARTICLE IV
DESIGN REVIEW & APPROVAL PROCESS

Section 4.10: Required Plans. All plans, specifications and requests for authority to build, remodel or alter a building or otherwise change the leasehold must be submitted in writing to the DRB for review and approval. No building, sign, landscaping, lighting or other exterior improvements will be placed, erected or altered on any building site without prior written approval from the DRB.

Section 4.20: Access. The USM Research Foundation and inspectors hired by the USM Research Foundation shall have full access to all buildings and sites during all phases of construction.

Section 4.30: Approval Process. Approval will be based upon conformity and harmony of external design with neighboring structures, effect of location and use of improvements on neighboring sites; orientation of main elevations with respect to nearby streets; and conformity of plans and specifications to the intent of these covenants. Improvements or alterations of any site will not commence prior to compliance with review process.

Section 4.40: General Requirements.

a) Prior to any official commitment by a prospective Lessee to lease property within the Park, it shall be the responsibility of the USM Research Foundation Management to present to the prospective Lessee the following:

1. A copy of these Covenants and Restrictions; and

2. Written notification clearly indicating that a full set of the required construction drawings shall be submitted to and approved by the DRB prior to issuance of a building permit or any construction activity being initiated on-site.

b) It shall be the responsibility of the prospective Lessee and its design consultants to include the DRB in the process of the building and site design and construction process to ensure full compliance with these Covenants and Restrictions.

c) It shall be the responsibility of the prospective Lessee or its designated agent to obtain approval from all city and state planning, code administration, environmental and public safety and engineering authorities to ensure that all site plans and construction drawings meet or exceed all applicable regulations.

d) It shall be the responsibility of the DRB to receive and review all required planning and construction documents or all proposed development within the Park and to ensure that all such documents illustrate full compliance with these Covenants and Restrictions.

e) It shall be the responsibility of the DRB to set, coordinate and record all meetings to evaluate each proposal, which meetings will be set only after obtaining full staff review of required planning and construction documents.

f) It shall be the responsibility of the prospective Lessee or its designated agent to ensure that each member of the DRB receives a full set of all required drawings with appropriate governmental approvals a minimum of five (5) working days prior to the meeting of the DRB.

g) It shall be the responsibility of the prospective Lessee and its design consultants to be present at the DRB meeting and to make all presentations necessary to fully inform the DRB of the scope, scale and nature of the intended development.

h) After reviewing the plans and specifications submitted, the DRB shall either: (1) approve the plans and specifications as proposed, (2) approve the plans and specifications conditioned upon specific modifications, or (3) disapprove the plans and specifications recorded reasons therefore. Actions taken by the DRB on submitted plans and

specifications shall be certified in writing and sent to the proposed Lessee, with a copy to be retained in the DRB files.

Section 4.50: Design Review Procedures.

Section 4.51: Pre-Design Conference. Before the design for a proposed development is initiated, the prospective Lessee and its designated design consultants shall meet with the DRB to clarify mutual design objectives, the characteristics of the particular lot and technical issues related to design review procedures. At this meeting, the prospective Lessee will be provided with a preliminary planning survey and plat of the subject parcel. The preliminary planning survey, *which is not intended for construction*, will contain the following information:

a) Property boundaries, including relationship to adjacent land and access roads.

b) General topography within site boundaries, shown at two-foot contour intervals.

c) Locations of existing utilities, easements and other existing improvements or encumbrances on or adjacent to the site.

Section 4.52: Review of Preliminary Plans. The objective of this section is to ensure careful site planning with regard to location and size of building, Parking, open space and access. Prior to submitting Preliminary Plans for approval, the prospective Lessee should submit conceptual and schematic design drawings as outlined in the Master Development Plan for review and comment by the DRB. The Preliminary Plans must be approved by the DRB in writing prior to beginning the final design.

All Preliminary Plans reflecting site work shall be drawn at a scale of not more than fifty feet (50') to an inch. All architectural plans, elevations and sections shall be drawn at a scale of not more than sixteen feet (16') to an inch. Submittal of Preliminary Plans by the prospective Lessee should consist of five sets of drawings, outline specifications, photographs or other materials detailing the lot, site and building information described below. Each drawing shall include the project name, name of consulting firms(s), date (latest revision), scale (where appropriate) and north arrow (where appropriate).

The drawings to be submitted by the applicant must include the following:

a) Site plan showing property lines, setbacks and easements, building location, walkways, Parking and drives, curb cuts, utility locations and connections, drainage, service areas, outdoor storage, mechanical and electrical equipment. Other activity or equipment must be designated which would alter the natural site, including aesthetic screening of storage, trash and equipment areas.

b) Clearing, grading and drainage plans showing all proposed earthwork with existing and proposed contours at one foot (1') intervals, clearing

limits, existing vegetation to be removed, drainage plans and erosion control structures, including the percentage of slope for side slopes and flow lines of proposed drainage swales.

c) Landscape and irrigation plan showing preliminary massing, type of plant material and areas to be irrigated.

d) Floor plans of all proposed buildings clearly indicating the use of each major space within the building, major building dimensions, gross floor and total building area, and finish floor elevations of each floor.

e) Building elevations from all sides at an appropriate scale to indicate the placement and massing of the building(s), major dimensions indicating building height, location of all exterior openings and notation of all exterior building materials colors, textures and finishes.

f) Cross sections of the site at a minimum scale of 1" = 16' in longitudinal and transverse directions, indicating the relationship of the building and site grades to the street, adjacent properties and edges of wooded areas, sufficiently complete and accurate to permit analysis of visual screening, tree protection and landscape architectural design.

g) Signage plans for the major entrance sign and building identification sign, if any, including dimensioned location, materials, lettering, color and informational lighting, and elevations of the prototype for on-site directional signs showing format, letter face and colors. The DRB will provide a model template.

h) Expansion plans identifying initial and ultimate improvements, including buildings, paved areas, grading and landscaping.

i) Environmental impact analysis as it relates to the quality and sustainability of the Park.

The following additional material should also be provided:

a) Calculations for building density, site coverage and Parking, showing the basis for determining Parking spaces.

b) Description of proposed operating characteristics in sufficient detail to identify the extent of noise, odor, glare, vibration, smoke, dust, gases, radiation, hazardous wastes or liquid wastes that may be created.

Section 4.53: Approval of Preliminary Plans. After the DRB has completed review of the Preliminary Plans the prospective Lessee will receive written notification of the DRB's decision and/or comments in accordance with the procedures set forth herein. Approval or rejection of the Preliminary Plans by the DRB will be based upon a review of compliance with the Master Development Plan and these Covenants and Restrictions.

If requested, the DRB will meet with the prospective Lessee and its consultants to discuss the DRB's comments and recommendations. If required by the DRB, the prospective Lessee shall make all necessary modifications and resubmit the Preliminary Plans to the DRB for final review and approval.

Section 4.54: Development and Submittal of Construction Documents. After approval of the Preliminary Plans, prospective Lessee will develop Construction Documents and submit them for approval by the DRB. As the Construction Documents are being developed, the prospective Lessee shall notify the DRB in writing for approval in the event of any changes in the approved design concept, as illustrated in the Preliminary Plans, or changes in the project scope.

Section 4.55: Review and Approval of Construction Documents. Five sets of all Construction Documents will be included in each submission for review. All buildings must be designed by a registered architect and all landscape plans by a registered landscape architect. The architect(s), assisted by registered engineers, are solely responsible for the safety, structural, mechanical, electrical and other systems in the improvements. The DRB does not approve these elements. The Mississippi registration seal of all architects, engineers and/or landscape architects must appear on all documents. The architect must also submit a statement over his/her signature stating that all Contract Documents have been prepared in accordance with all applicable codes, ordinances and regulations related to the project.

The DRB will review the Construction Documents and will notify the prospective Lessee in writing of any comments, in accordance with the Development Approval Procedures herein. Approval or rejection of the Preliminary Plans by the DRB will be based upon a review of compliance with the Master Development Plan and these Covenants and Restrictions.

If requested, the DRB will meet with the prospective Lessee and its consultants to discuss the DRB's comments and recommendations. If required by the DRB, the prospective Lessee shall make all necessary modifications and resubmit the Preliminary Plans to the DRB for final review and approval.

Grading and construction shall not begin prior to written approval from the DRB.

ARTICLE V
CONSTRUCTION PROCEDURES AND REGULATIONS

Section 5.10: Compliance with Codes and Standards. All projects shall be designed and constructed in compliance with the codes, standards, and all applicable laws and regulations of the State of Mississippi and the United States of America. These codes and standards shall include, but not be limited to:

a) National Fire Protection Association (NFPA) Code.

b) American National Standards Institute (ANSI).

c) Building Officials and Code Administrators (BOCA) International Basic Building Code.

d) BOCA Basic Plumbing Code.

e) BOCA Basic Mechanical Code.

f) Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities.

g) National Electrical Code.

h) State codes.

i) U.S. Green Building Council LEEDS certification level silver.

Section 5.20: Construction Regulations. The following regulations shall apply to all excavation, grading and construction work conducted in the Park:

a) Escrow. Prior to commencing construction, the Lessee shall submit a certified or cashier's check in the amount of $10,000 made payable to the USM Research Foundation. These funds will be held in escrow, and will be used for repairs in the event the tenant's contractor or subcontractors damage either the common areas/facilities (e.g., streets, berms, existing utilities, landscaping) or adjacent sites. Upon completion of the work, and upon final inspection and approval by USM Research Foundation officials, all remaining funds in escrow will be refunded to Lessee. Further, the DRB may require an appropriate bond and include a provision for consequential damages or other penalties.

b) Inspections. During construction, Lessee will allow full access to the construction site by the USM Research Foundation or its agents for the purpose of assuring that the facility is being constructed in accordance with approved plans. Periodic inspections will be made by USM Research Foundation officials or agents, and notification of deficiencies will be sent to the Lessee. The Lessee will be given a reasonable time to remedy any deficiencies. Should the Lessee fail to remedy any deficiencies, the USM Research Foundation shall have the right to correct any deficiencies and deduct any costs from the escrow funds.

c) Explosives. The use of explosives in the Park for any purpose is prohibited, without the expressed, written permission from the USM

c) Explosives. The use of explosives in the Park for any purpose is prohibited, without the expressed, written permission from the USM Research Foundation. If permitted, explosives shall only be used by licensed personnel to ensure that adjoining buildings or structures are not damaged as a result of utilizing the explosives. Any person using explosives will inform adjacent occupants within the blasting area of their intended use and time of explosion.

d) Runoff and Siltation. Lessee will grade the site to direct runoff to the storm drainage system. Lessee will maintain siltation control devices along the roads and streets.

e) Construction Parking. All construction Parking must remain on the site under construction. Lessee will maintain adequate on-site construction Parking and, where feasible, located away from view of primary streets. In no instance will Parking be permitted off-site or on the street without prior written approval of the USM Research Foundation.

f) Construction Traffic. Lessee must regulate construction traffic to minimize disruptions to the general public and adjacent neighborhoods.

g) Worksite Maintenance. Lessee will maintain a clean worksite, including maintenance of the access roads leading to the site, legally dispose of waste generated by the construction process, provide proper trash containment vessels and will not allow accumulation of waste on the site. Appropriate cleanup should be performed daily to prevent accumulation and spreading of trash and debris.

h) Street Maintenance. During all stages of construction, especially grading, Lessee must maintain the cleanliness of the main road. It will be expected that at least once per week a thorough cleaning of the road be performed either by washing or broom cleaning, and that at least once per month a power sweeping of the road be completed. During the grading phase, the Lessee must clean the road at the completion of each work day.

i) Temporary Structures. Lessee must maintain temporary structures, portable buildings and other related facilities in good repair, arranged in a compact and organized manner on the construction site and unobtrusive to the street or adjacent properties. All temporary structures shall be removed upon completion of construction activity and prior to building occupancy.

Section 5.30: Construction Progress. Once commenced, construction must be diligently pursued to completion. Such construction may not be left in a partially finished condition any longer than is reasonably necessary. No excavation can be made except in conjunction with construction of an improvement. When an improvement is completed, all exposed excavations will be back-filled, graded and the site returned to its natural state or in compliance with the approved landscape plan.

Section 5.40: Latent or Concealed Conditions. If in the performance of a contract, subsurface, latent or concealed conditions at the site are found to be materially different from those indicated by the Construction Drawings or different from any other plans or documents provided to the DRB, or if unknown conditions of an unusual nature are discovered differing materially from the conditions usually inherent in work of the character shown and specified, the Architect/Engineer and the Lessee shall notify the USM Research Foundation in writing of such conditions. Upon such notice, or upon observation of such condition, the Architect/Engineer, with the written approval of the Lessee and the USM Research Foundation, will make such changes promptly in the Construction Drawings necessary to conform to the different conditions and shall submit the revised Construction Drawings to the DRB. In no case will USM, the USM Research Foundation, or any of their employees or agents be liable for any additional cost due to such conditions.

Section 5.50: Record Drawings. Lessee must ensure the drawings are revised upon completion of the work to show changes in the construction indicated by the Contractor on the "Record Prints" kept at the project's site. The Lessee will deliver to the USM Research Foundation the original or reproducible film positive copies, corrected to be "Record Drawings" made from the Contractor's "Record Prints" and one additional set of reproducible film positive copies of these drawings and one (1) set of specifications. Paper sepia is not acceptable. Lessee will provide one copy of all drawings in Microstation "DGN" or Autocad "DWG" digital format.

Section 5.60: Certificate of Compliance. Prior to the issuance of a Certificate of Compliance, the USM Research Foundation will require a certified copy of the Architect's Final Inspection List of items to be completed or corrected. Upon final inspections and approvals by the DRB or its designee, and all appropriate governmental entities, the USM Research Foundation will issue a Certificate of Compliance. No building shall be occupied without a Certificate of Compliance.

ARTICLE VI
DEVELOPMENT DESIGN STANDARDS

Section 6.10: Intent. It is the intent of the provisions in this article to develop a Park with a relatively low building density within a spacious Park-like setting. All development shall comply with the City of Hattiesburg zoning ordinances and regulations. Where the requirements of these Covenants and Restrictions exceed those of the relevant zoning ordinances, these Covenants and Restrictions shall govern.

Section 6.20: Total Lot Area. Total gross square feet of tenant site within lot lease boundaries.

Section 6.30: Floor Area. The aggregate gross square feet of floor space located entirely within a major building and/or accessory building.

Section 6.40: Maximum Floor Area. The density of development will be subject to design review by the DRB. It will be evaluated with the objective of creating a campus-like environment. The total aggregate gross floor area (all floors) of all buildings and/or accessory buildings shall not exceed thirty percent (30%) of the total lot area.

Section 6.41: Building height. Buildings shall have a minimum of three (3) floors or equivalent height from high dock bay areas. Maximum heights may be set by the DRB.

Section 6.50: Minimum Open Space and Landscaped Areas. The amount of undeveloped open space and developed landscaped areas will be subject to design review by the DRB. It will be evaluated with the objective of creating a campus-like environment. No more than seventy percent (70%) of the total lot area on a site may be covered with surface Parking lots, buildings, access drives or loading spaces.

Section 6.60: Minimum Lot Size. The minimum lot size is three acres.

Section 6.70: Setbacks. Unless otherwise specified in these standards, no structure of any kind and no part thereof, or any paved area except access drives and sidewalks, may be sited within the setback lines described below. Dimensions are from the legal lot line as illustrated on the property plat. The DRG retains the right to waive certain setback requirements where appropriate and necessary.

Section 6.71: Front Setbacks. A building or structure must be set back a minimum of eighty feet (80') from the front property line or a minimum of one hundred feet (100') from a public street, whichever is greater. Parking areas and drives shall be set back a minimum of fifteen feet (15') from the front property line.

Section 6.72: Side Setbacks. A building or structure must be set back a minimum of fifty feet (50') from the property line of the adjacent lot. Parking areas and drives shall be set back a minimum of fifteen feet (15') from the property line of the adjacent lot.

Section 6.73: Rear Setbacks. A building or structure must be set back a minimum of fifty feet (50') from the property line of the adjacent lot. Parking areas and drives shall be set back a minimum of fifteen feet (15') from the property line of the adjacent lot.

Section 6.74: Exceptions. The following improvements are expressly excluded from these setback restrictions:

a) Steps, walks and driveway access to site.

b) Landscaping, including landscaped earthen berms.

c) Planters not to exceed four (4) feet in height or two (2) feet in height where they may interfere with visual safety at site access points.

d) Illumination (not including floodlights for buildings).

e) Identification graphics.

Section 6.75: Easements. For the purpose of utility placement and repair, the setbacks as listed constitute utility easements.

ARTICLE VII
BUILDING DESIGN AND CONSTRUCTION

Section 7.10: Intent. The intent of this article is to produce an orderly and aesthetically pleasing environment that is compatible with the natural aspects of the PARK. The aesthetic appearance of the exterior of the buildings and other structures is of paramount concern to the DRB; therefore, building design will weigh heavily in the DRB's decision to either accept or reject a proposed design.

Architectural designs will be evaluated in terms of the sensitive integration of form, textures and colors with the particular landscape and topographical character of each site and adjacent sites. Innovative architectural designs which harmonize with the environment and express individuality are encouraged.

Since a mix of building types may be deemed an advantage to the aesthetic quality of the Park, approval of one building style on one site will not be binding on the DRB with respect to approval of another building of like architectural characters. The DRB shall be the sole and final judge of the acceptability of design for the Park.

Section 7.20: Materials. To maintain a high standard of construction and appearance, the exterior walls of each building are to be constructed of durable, permanent, non-combustible materials. Innovative quality materials are encouraged, however, such use is subject to DRB approval.

Section 7.40: Screening of Mechanical or Electrical Equipment.

a) Major systems requiring large components (e.g., air-conditioning, storage tanks, etc.) should be located in mechanical rooms within the buildings. Alternatives, including those required to meet mandated health and safety standards, might include an exterior location, with height limited to a maximum eight feet (8') overall above grade, with screening on all sides, or be fully recessed into roof wells, with allowance for future equipment. Surface-mounted roof equipment should not be considered unless fully screened with low profile material completely integral with the overall architectural design of the building.

b) Vertical roof projections, such as vents, stacks or roof-mounted equipment, must be organized and screened in a manner integral to the architectural form of the building.

c) Treatment of all screening walls and service areas shall be compatible with the architecture of the building and shall be constructed with materials identical to or compatible with that of the building.

d) Chain link, wood and/or perimeter fencing will not be permitted on individual sites within the Park.

e) Dense, mature landscape material may be used for screening in certain areas as defined in the Landscape Standards contained herein.

Section 7.50: Disabled Access. All site improvements must be fully accessible to the handicapped in accordance with ADA Guidelines for new buildings.

Section 7.60: Expansion. All controls delineated in these covenants refer to ultimate development of any site. All site plans must identify initial and ultimate improvements including buildings, paving, grading, landscaping and signage.

ARTICLE VIII
UTILITIES

Section 8.10: Underground Utilities. Water, sanitary sewer, gas, electric and telecommunications service between the point of connection and the building shall be located underground. The Lessee shall be responsible for contracting with all utilities and shall be responsible for all connection and installation fees and costs.

Lessee shall be responsible for prompt and proper repair of damages to utilities or to Park infrastructure caused by tenant's contractors and for all work associated with the relocation or alteration of any portion of the existing Park infrastructure.

Section 8.20: Electric Service. Electric service will be provided in accordance with the following:

a) The Lessee is required to install electric service underground from the Park's main line to the building(s). Lessee is responsible for all costs of equipment and installation required to provide electrical service to the building, to include but not limited to; connection to the Park main line; metering equipment, required transformers and ducting.

b) The Lessee will connect to the main service line at points acceptable to the USM Research Foundation in writing. No cutting, opening or alteration of Park's roadways will be permitted for this purpose.

c) The Lessee is responsible for determining particular needs and furnishing and installing transformer(s).

d) Above-ground electrical equipment, including transformers and terminal equipment must not be visible from any street or adjacent tenant lot.

e) Electrical service meters will be provided by Lessee and easily accessible for reading.

f) Each Lessee must regularly maintain transformer(s) owned by tenant to ensure safe, efficient and proper operation.

Section 8.30: Telecommunications. To ensure future expansion of telecommunications service, the Lessee will provide telecommunications ducting into the building as follows:

a) Entrance Conduits.

1. Location and routing of conduit will be determined through coordinating with the AT&T building industry consultant based on location of the feeder facilities.

2. All conduits must be equipped with pull strings.

3. All bends must be large radius sweeping bends.

4. Conduit must be buried to a minimum depth of 24".

5. If the communications conduit shares a trench with power, they must be separated by at least 12" of solid earth.

b) Terminal Closets.

1. Ensure adequate terminal closet for each building within the Development.

2. Minimum size is 8'-0" wide x 7'-0" tall x 3'-0" deep.

3. Closets must be accessible from the exterior of the building or from a common interior space.

4. Two 4-plex 110v AC power outlets must be provided.

c) Bonding and Grounding.

1. Provide a solid #6 AWG ground wire connected to the multiground neutral (M.G.N.) no more than 20' away.

2. If the M.G.N. is more than 20' in distance from the terminal closet, a 25 ohm or less ground is required within 20' of the terminal

closet. In addition, a #6 AWG solid copper bonding wire must be run between this ground, all others and the M.G.N.

Section 8.40: Natural Gas Service. Natural gas service will be provided via connections at Lessee expense. Connections will be at points approved in writing by the USM Research Foundation.

ARTICLE IX
SITE GRADING AND DRAINAGE

Section 9.10: Intent. It is the intent of this article to establish controls for the grading and drainage of lots within the Park for the mutual benefit of the Park and individual tenants. In general, site grading must be kept to a minimum. Drainage must be designed to minimize erosion and any adverse effects on the environment. On-site storm water drainage and detention plans will be subject to design review and must be approved by the DRB.

Section 9.20: Effect on Adjacent Tracts. Each lot must be drained without runoff draining onto another lot. All runoff must drain into the Park's storm water system by methods specified in subsequent sections of this article.

Section 9.21: Development of Watershed. During design each Lessee must take into consideration and compensate for ultimate development of the watershed upstream of proposed development to ensure proper drainage is maintained. Upstream runoff must be calculated in accordance with Mississippi Highway Department Standards and storm lines sized to carry the calculated flow.

Section 9.22: Lot Grading and Erosion Control. The plan for lot grading and erosion control should take into consideration the following criteria:

a) Grades, berms, channels and swales should be an integral part of the grading and paving design.

b) Sediment-control provisions shall be incorporated in the planning or preliminary engineering stage of all projects. These erosion and siltation-control measures must be approved and in place before construction can begin.

c) In all cases, the smallest practical area of land should be exposed at any one time during development or construction, and exposed soil should be stabilized at the earliest possible date.

d) Where fill is necessary to attain the approved finish grade of any lot in the Park, it shall be clean and free of organic or other deleterious materials.

e) All topsoil and structural fill shall be stockpiled and maintained on-site. Stockpiling will not be allowed on other sites or public ways within the Park.

Section 9.30: Storm Water Discharge. Storm water must be collected on-site into tenant's underground storm drain system and discharged into the Park storm water system by one of the following methods:

a) By connection of a storm drain to the back of a curbside storm sewer inlet or to a storm sewer stub-out. All such connections will be at points acceptable to the DRB.

b) By construction of an approved outfall pipe to an existing ravine in the Park. Requests for permission to construct such outfall pipes will be submitted in writing to the DRB as part of the Preliminary Design and address the aesthetic and environmental aspects of the outfall as well as engineering and construction information.

Section 9.31: Storm Drains and Appurtenances. All elements of the underground storm drainage system will be designed and constructed in accordance with established design criteria, materials and construction standards. If other than automobile Parking is required on site, the DRB reserves the right to require appropriate oil and grease traps. Traps will be built, maintained and emptied at Lessee expense.

Section 9.40: Landscaped Areas. Landscaped areas adjacent to Park streets or existing ravines may drain by sheet flow to the adjacent street or ravine.

Section 9.50: Roof Drains. All structures must be equipped with interior roof drains and downspouts. Downspouts will be connected to the underground storm drain system via underground pipes. No downspout water is permitted to be deposited onto landscaped areas or open ditches.

Section 9.60: Building and Floor Drains. Building and floor drains may not be connected to the underground storm drain system. Such drains must be connected by underground piping to the sanitary sewer within the lot boundaries.

Section 9.70: Drainage During Construction. Lessee must take special care to minimize the adverse effects of construction on adjacent Lessee sites and on Park streets and ravines. Specifically, Lessee will take action to prevent sedimentation of adjacent ravines and must promptly remove sedimentation and clean up any mud or other debris or residue deposited on Park grounds or streets during construction. The Lessee and its agents will comply with designated points and routes of access and egress used during construction as identified on construction documents to minimize adverse effects on property and adjacent tenant sites.

ARTICLE X
LANDSCAPING AND GROUNDS MAINTENANCE

Section 10.10: Intent. It is the intent of this article to recognize, utilize and supplement the existing landscape resources by retaining the character of the native woodlands and wetlands. It is the further intent to provide a landscape image of continuity and diversity by providing color and textural variety.

Landscaping shall be used to enhance the architecture of the buildings, to provide windbreaks or shade, to create pleasant pedestrian areas and to soften and break up Parking and other paved areas.

Section 10.15: Landscape Plans. Detailed landscape and irrigation plans, prepared by a registered landscape architect, must be submitted to and approved by the Board prior to issuance of a letter of approval. Such improvements must be installed prior to issuance of a Certificate of Compliance.

Section 10.20: Landscape Types. The landscape in the Park is divided into two major categories: "Native Vegetation" and "Introduced Landscape Elements." "Native Vegetation" includes all plant materials and earthforms indigenous to the Park. "Introduced Landscape Elements" includes all plant materials and earthforms which are introduced to the Park.

Section 10.21: Native Vegetation. The landscape treatments must be applied to the various existing types of landscape:

a) Heavily Wooded. All elements remain in their natural state creating a continuous landscape screen/barrier from ground to canopy. This type of vegetation can be used as an effective screen and must remain in all undeveloped areas.

b) Moderately Wooded. Where the midgrowth of the native woods is of poor quality, selective removal of midgrowth and careful pruning of canopy allows visual penetration through the natural vegetation.

c) Native Vegetation Preservation. A premium will be placed upon preservation of natural vegetative cover. It is desirable to preserve the intrinsic environmental values and continuity of existing mature native tree cover wherever possible. It is understood that some clearing will occur for development construction purposes; however, the layout of building types and settings shall minimize the need for clearing. Disturbance of existing vegetation during construction should be limited to the immediate construction area to minimize erosion, destruction of wildlife habitat, or damage to existing trees, shrubs, and ground cover. Wherever possible, the native vegetation should be preserved in groves rather than in linear forms. Adequate buffer strips must be applied during construction to prevent damage to all trees. Buffers must be a minimum of 15 feet and identified by a temporary fence to prohibit encroachment of building construction activities. Buffers may be deleted to accommodate paving only after completion of all building construction activities. Modification to soil make-up, drainage or root structure of preserved native vegetation must be avoided.

d) Transition Zone. Where introduced landscape elements meet native vegetation, a sensitive transition zone of sufficient size must occur.

Section 10.22: Introduced Landscape Elements. All open, unpaved space, including but not limited to front, side and rear setback areas, will be planted and landscaped according to a plan approved in writing by the DRB.

Landscaping in accordance with the approved plans must be installed prior to the occupancy of a building.

Landscaping must provide an attractive transition to the natural landscape features of the site. Landscape elements shall relate to architectural design elements, reflecting the physical, functional and aesthetic qualities of the site. New vegetation and physical development may include:

a) Landscaped Earthen Berms. Earthen Berms can be used as an effective screening element where the native vegetation is not of sufficient density to provide adequate screening. Berms must be landscaped and contoured for a natural look with varying slopes and heights--Maximum slope is 6:1, desired slopes are 12:1 and greater. Access to utility lines will be preserved in the design and construction of the berms.

b) Trees. Newly planted trees can either be of native variety to blend with the existing vegetation system or of an introduced, decorative variety.

c) Ground Cover. All sites must contain ground cover consisting of adaptive grasses, wildflowers, and/or other plant material in accordance with established landscape standards.

d) Sidewalks. Sidewalks will be used to interconnect to the Park sidewalk system and as much as possible to adjoining occupied tenant sites to create an interior sidewalk network.

Section 10.30: Landscape Applications. The following additional design principles shall guide landscaping and preservation of native vegetation:

a) Heavily Wooded. To remain on all undeveloped property to be used to screen objectionable uses from view.

b) Moderately Wooded. Removal of midgrowth and pruning of canopy trees may occur where views to the site or identification graphics are desired.

c) Damaged Native Vegetation. Where the native vegetation is damaged or of poor quality and immediate screening is required, landscaped earthen berms with decorative trees and ground cover may be substituted for the native woods. In all other cases where native vegetation is damaged due to development, or is of poor quality, it must be replaced using new, healthy plantings of the same variety or those found in the established landscape standards.

d) Planting Setbacks. Planting within the setbacks must comply with a landscape plan approved by the DRB.

e) Within Street ROW/Setback. The transition from the plantings within setback areas to the planting within a public street ROW must be carefully designed to interface harmoniously.

f) Within Parking Areas. All required medians and islands within Parking areas are to be planted with ground covers, shrubs, grasses and trees from the established landscape standards list of approved plants.

g) Within Drainage Easement. The native vegetation is to be preserved within all drainage easements except that portion of the channel to be used for water conveyance wherein all vegetation will be removed if it obstructs or retards the desired flow of water. Adequate ground cover plantings to prevent soil erosion must be used to supplement native vegetation.

Section 10.40: Irrigation. All landscaped areas must be irrigated as specified in the established landscape standards.

a) Site Irrigation. Individual sites will coordinate their irrigation schedule and pattern to complement the Park Irrigation System. Each building site will maintain and control its own irrigation system.

b) Irrigation Expense. Installation and maintenance of all irrigation components on the tenant sites and associated street frontages will be paid by the Lessee.

c) Backflow Prevention. Lessee must install a backflow prevention device approved by the DRB within the tenant property line.

Section 10.50: Grading and Trenching.

Near Existing Trees. No cutting, filling or trenching will occur within the drip line of any existing trees. Existing trees must be protected from construction activities as specified in the established landscape standards. Landscape features will be returned to original conditions after construction.

Landscape Areas. Site grading will be in compliance with Article IX.

Section 10.60: Fencing. The placement of all fences and the design and materials utilized are subject to the approval of the DRB. At no time will any Lessee utilize an open mesh chain link fence. Where fencing is attached to a building it will be of compatible material.

Section 10.70: Maintenance. All landscaping must be properly maintained by Lessee in accordance with prudent maintenance standards developed and published by the DRB. Periodic inspections will be made by the USM Research Foundation and reports submitted to Lessee with regard to the condition of maintenance. If suggestions for improvements are made which are in the realm of the maintenance standards, the work will be corrected by the Lessee within 10 business days of receipt of the report.

Section 10.80: Miscellaneous. Leased property held for future development must be properly maintained by the Lessee. Lessees are encouraged to preserve specimen trees and seldom found plants. Procedures during construction

related to protecting the environment will be as outlined in the established landscape standards.

ARTICLE XI
PARKING, LOADING AND OUTDOOR STORAGE

Section 11.10: Intent. The intent of this article is to provide guidelines for the management of the flow of vehicular traffic and outdoor storage in a manner that maintains natural area aesthetics and the safety of the Park's tenants.

Section 11.20: Location of Parking Areas. Parking will not be permitted on any public street or access drive. Parking will not be located within any required setback. Each site shall provide adequate off-street Parking for employees, visitors and company vehicles. Parking areas typically should be located at the sides or rear of the building. However, where necessary, Parking may be allowed in front of the building in accordance with the setback requirements, if landscaping provisions are made to screen Parking from view from the street. Service areas should be located at the rear or side of a building and should allow for easy access, wile minimizing travel through Parking areas or access drives.

Section 11.21: Screening. All Parking areas and driveways must be visually screened from view from adjacent property, street or public way by use of landscape planting, earth berms, or designs combining these elements (See established landscape standards).

Section 11.22: Parking Layout. Parking areas must be designed and landscaped to break up the monotony of a single, large paved area. No contiguous open Parking area will exceed on-half acre without being subdivided with islands containing trees or other landscape materials, using a minimum ration of one 180 square foot planting area per 20 Parking places. All Parking areas will be designed and landscaped to include a 15 foot minimum width landscaping median running the length of the aisle for every three contiguous double-loaded Parking aisles and a ten foot minimum width landscaped island space for every 20 Parking spaces. Parking area aisles will not normally exceed 40 cars in a row.

The following additional criteria should be applied to the layout of Parking areas:

a) All Parking areas and driveways must be paved with concrete, asphalt, brick or other approved materials, have a concrete curb and gutter, and be properly marked. The top of curbs shall be at natural grade.

b) No Parking will be permitted closer than twenty (20) feet to a building.

c) Lighting of Parking and walkways is to be done in a manner such that there is minimal glare. Indirect methods of illumination that highlight the structures and landscape elements, such as uplighting or

downlighting of trees, light washes across building facades and indirect source luminaries, are recommended.

d) Roadways accessing Parking areas should be separated from internal drives and Parking lots using landscaped areas, raised walls, or other visual dividers.

e) Adequate loading, trash storage and maneuvering areas will be provided for each building and separated from the Parking areas with appropriate screening or planting.

f) The suggested Parking module is at least 180 square-feet per space (10' x 18' *or* 9' x 20'), with twenty-four foot (24') aisles for a 90-degree system. An equivalent layout as appropriate to site conditions and landscaping concept may be acceptable.

g) The number of access drives per building is subject to design review, with the intent to minimize the number of drives provided.

h) Disabled Parking shall be located as near to the main building entrance as possible. The number and width of disabled Parking spaces should meet the ADA Accessibility Guidelines for cars and vans.

Section 11.23: Parking Ratios. The number of acceptable Parking spaces and loading spaces per building will be approved by the DRB on an individual basis. All Parking, loading and unloading areas must be sufficient to serve the activities being conducted on the parcel. If Parking requirements increase as a result of a change in use or in number of employees, additional off-street Parking shall be provided to satisfy the intent of this section.

Lessee Parking requirements are based on the standard of 3.8 Parking spaces per 1000 gross square feet of building. Variances to these Parking standards may be granted by the DRB if Lessee can demonstrate the need for fewer Parking spaces than required. If a variance is granted on Parking space requirements, space will be identified on the final design plan showing space reserved to meet full Parking requirement.

Section 11.30: Drives. No driveway approach is permitted within 100 feet (curb to curb) of a street intersection. One curb cut may be allowed for every 150 feet of street pavement frontage, but located no closer than 120 feet from an adjacent curb cut. A minimum number of curb cuts is encouraged and all curb cuts are subject to DRB approval.

Driveway width is a minimum of 22 feet and a maximum of 30 feet with a minimum curb turn radius of 30 feet.

Landscape treatment and ground mounted signs at driveway and street intersections will not interfere with traffic safety sight lines.

Section 11.40: Loading Facilities. Loading docks and other loading facilities will not be permitted to face any street. Provisions must be made for handling all

freight on those sides of a building which do not face a street. Written exceptions concerning the placement of freight facilities may be permitted by the DRB in those cases where two or more sides of a building site face a street. All loading docks and garbage collection facilities must be screened from public view in a manner approved by the DRB.

Section 11.50: Outside Storage. No Lessee has the right to keep articles, goods, materials, incinerators, trash bins, and storage tanks or like equipment in the open, exposed to public view or in view from adjacent buildings, except at locations, to the extent and in the manner approved by the DRB. If it is necessary to store or keep such materials or equipment in the open, such items must be screened from view in a manner approved by the DRB. Screening must be to a height at least equal to that of the materials or equipment being stored but in no event less than six feet in height and this screening must fully shield the materials and equipment from both public view and view from adjacent buildings.

All storage is limited to the rear two-thirds of any building site and under no circumstances may any material or equipment be stored within 50 feet of any street, except at locations, to the extent and in the manner approved by the DRB.

ARTICLE XII
SIGNAGE

Section 12.10: Intent. It is the intent of the provisions of this article to encourage attractive signage, lighting and visual media which aid in the orientation and/or identification of uses and activities. These provisions further intend to enhance a Park-like environment by controlling the number, placement and size of signs while allowing design flexibility. All exterior signs will be subject to design review and must be designed in keeping with the architectural character of the Park.

Section 12.11: Definition. A sign is defined as lettering, symbols or other graphic display used to identify or advertise an event, location or business. This includes the supporting structure and devices used to display the sign.

Section 12.12: Sign Area. Identification signs will have a maximum area of 64 square feet. Maximum height of ground-mounted signs is five feet from the natural ground plane on which it is mounted. If a graphic is enclosed by a box or outline, or if the background differs from the wall on which it is mounted, the total area of the graphic, including the background is counted as the allowable area. If a graphic consists of individual letters, the area of the letters contained by a simple geometric outline is counted as the allowable area.

Section 12.13: Sign Illumination. Signs must be illuminated by a steady, stationary, shielded light source, directed solely at the sign or internal to it, without causing glare for motorists, pedestrians or neighboring premises. Illuminated signs, including neon signs, may produce up to one foot-candle of illumination four feet from the sign.

Section 12.14: Copy Wording. To minimize confusion of messages, certain copy wording has been standardized. (See established landscape standards)

Section 12.20: Facility Identification Sign. Each site may have one identification sign, oriented to each street on which the premises has frontage identifying the building as a whole and/or its predominant use. For all buildings the street address (number only) must be legible from the street on which its address is based. The facility identification sign shall not interfere with the sight line requirements at the street or driveway intersection.

Section12.30: Building Identification Sign. One building identification sign may be placed adjacent to the principal entrance to the building. Building identification signs may be attached to the building or ground mounted with the following restrictions:

a) Building-mounted. Installed parallel to and contiguous with the building wall and not project more than 12 inches from the wall surface. No sign can project above the building roof line.

b) Ground-mounted. Ground mounted signs must be set back from the front lot line a minimum distance of 20 feet and be no less than 150 feet from major street intersections. Ground-mounted signs must be anchored to ensure they maintain structural integrity.

c) Location. Location of ground mounted signs must be sensitive to and compatible with the landscape system within the Park.

Section 12.40: Directional, Traffic and Parking Signs. Signs indicating loading or delivery areas, employment office, various building entries, Parking lots, etc., will be reviewed by the DRB with the intent that the signs will be restricted to the minimum necessary and will be visually unobtrusive. Signs shall not exceed eight square feet in size nor employ lettering larger than eight inches in height. The design of these signs must be in compliance with the established landscape standards.

The graphics/signage systems must incorporate graphic representations from the Department of Transportation's study, Symbol Signs 2, prepared by the Institute of Graphic Arts in 1979. Traffic control signs will conform to Mississippi Highway Department Standards.

Section 12.50: Temporary Construction Signs. During construction one thirty two (32) square foot unlighted sign is permitted. It shall not be more than eight (8) feet above ground level. It will contain the name of the project, a short description, the owner, contractor, architect, engineer, financing information and completion date. (See the established landscape standards for detailed guidelines). Temporary signs must be removed within 14 business days after substantial completion as determined by the USM Research Foundation. No vegetation may be disturbed or removed solely for display of any sign or signs.

Section 12.60: For Lease Signs. Each building may have one "For Lease" sign of the same dimensions as the "Temporary" sign. It may remain in place until the building is 80 percent leased.

Section 12.70: Prohibited Devices: Signs that make noise or contain moving devices or lighting, banners, blinking, flashing, strobe lights or exposed fluorescent lamps are prohibited. Colored lights and illuminated signs employing the same colors used in traffic signal lights are prohibited within 500 feet of any intersection. Any imitation of official traffic signs or signals is prohibited.

Section 12.80: Sign Review. All signs must be approved by the DRB prior to construction.

ARTICLE XIII
EXTERIOR LIGHTING

Section 13.10: Intent. It is the intent of the following provision to ensure Park tenants provide exterior lighting for the safety of Park users and to complement the natural setting and architectural improvements in the Park. Site lighting should create safe lighting conditions for visibility, accent important elements of the building and landscape and create clear visual night time order to the sited, and distinguish between various site uses such as roads, Parking, walkways, recreation spaces, etc.

Section 13.20: Type of Lighting. Color corrected lighting shall be used in all exterior lighting. Acceptable lamps include metal halide, high pressure sodium or incandescent. Pole mounted lighting for Parking, drive, walkways and public areas shall be restricted to the use of metal halide lamps only.

Section 13.30: Minimum Lighting Requirements. The minimum light levels accepted, in foot-candles (FC) are:

a)	Building entrances	5 FC
b)	Collector roads/drives	1 FC
c)	Walks	1 FC
d)	Parking areas	0.5 FC

Section 13.40: Exterior Lighting Standards. Exterior lighting will be provided to meet the following standards:

a) All exterior conduit and wiring, including but not limited to driveway, walkway, area, Parking and decorative lighting must be underground.

b) All light fixtures will be oriented such that glare directed onto adjacent properties and streets is minimized.

c) Light standards are restricted to a maximum height of 40 feet.

d) All lighting installations must conform to the latest edition of the National Fire Protection Association Electrical Code.

e) Each Lessee will maintain all light fixtures in proper operating condition.

f) Parking and driveway lights must be of a style and color consistent with that specified in the established landscape standards.

ARTICLE XIV
WATER, SEWERAGE, AND SOLID WASTE

Section 14.10: Intent. It is the intent of the following provisions to establish controls governing the installation of tenant water and sewer systems and the collection and disposal of solid waste.

Section 14.20: Location of Utility Lines. Whenever possible, water and sewer service lines must be located adjacent to access drives to minimize disruption of landscaping during the installation and maintenance of such lines.

Section 14.30: Water Service. Water service will be provided via connections to the Park water distribution system. Tenant will provide to the DRB, as part of final design, the daily anticipated water consumption. Connections, to include required material and meter vaults, will be constructed at the Lessee expense and will normally be limited to one connection per tenant for normal uses including Lessee's irrigation uses and one optional connection for fire protection purposes. Connection will be made as follows:

a) Meters will be installed on all connections for normal use. Meters will be installed in below ground meter vaults. Meter vaults will be located on Lessee property inside the property line immediately downstream of the connection to the Park system. Lessee s must provide access of Park personnel to tenant meters at all times.

b) Connections made solely for fire protection purposes will not be metered.

c) All connections to the Park water distribution system must be made at locations acceptable to the USM Research Foundation in writing.

Section 14.40: Wastewater Disposal. Wastewater generated on tenant sites will be pretreated if necessary then discharged into the Park wastewater collection system. Connections will be constructed at tenant expense and will normally be limited to one connection per Lessee at locations acceptable to the USM Research Foundation.

The delivery of all wastewater discharges will be at a reasonably uniform rate except where storage is necessary in the pretreatment operations of the generator.

The following pollutants may not be discharged to the sanitary sewer system:

a) No wastewater from storm water runoff, downspout or roof runoff, yard sprinklers, subsurface drainage, fountains, or pools can be discharged into the sanitary sewer system. Floor drains from mechanical rooms can be connected to the sanitary sewer system.

b) Pollutants which create a fire or explosion hazard.

c) Solid or viscous pollutants in amounts which will cause obstruction to the flow in sewers, or other interference with the operation of the sewer system.

d) Any pollutant, including oxygen demanding pollutants (B.O.D., etc.), released in a discharge of such volume or strength as to cause interference with the sewer system.

The Lessee must submit to the DRB with its Preliminary Design plan a list of pollutants expected to be present in the wastewater and the expected range of concentrations for each pollutant. In developing this list, the tenant must consider the toxic pollutants identified in 40CFR 403, Appendix B and the industrial categories in Appendix C and also include the following conventional pollutants:

Biochemical Oxygen Demand (BOD)
Chemical Oxygen Demand (COD)
Total Suspended Solids (TSS)
pH
Oil and grease
Total Kjeldahl Nitrogen (TKN)
Total Phosphorus

After review of the list provided by the tenants, the DRB may require further study of the characteristics of the wastewater by a Registered Professional Engineer (RPE) to determine the potential effect on the sewer system. The study may include laboratory toxicity or treatability analyses as required by the DRB. The studies will be funded by the Lessee and be performed by an RPE designated by the DRB.

Lessee s will be required to provide and operate pretreatment facilities if wastewater discharges do not meet the above standards.

Sampling wells may be required by the DRB to be constructed on Lessee property at tenant expense inside the property line immediately upstream from the connection to the Park sanitary system. Lessees shall ensure access of Park personnel to the sampling wells at all times.

All connections to the Park wastewater collection system will be made at locations acceptable in writing to the USM Research Foundation.

Section 14.50: Solid Waste. All solid waste will be collected, stored and disposed of in accordance with appropriate laws, rules and regulations of the State of Mississippi.

a) Solid waste will not be disposed of within the Park.

b) Common refuse will be collected on site and placed in dumpsters for removal. Removal or emptying of dumpsters is at tenant expense by a private contractor approved in writing by the USM Research Foundation. Tenants must ensure the dumpster areas are kept clean, sanitary, and free of loose refuse. Dumpsters must be located and screened as approved on the Final Design Plans.

c) Hazardous wastes must be stored on site in approved storage files and disposed of at Lessee expense in accordance with the laws, rules and regulations of the United States and the State of Mississippi.

ARTICLE XV
ENVIRONMENTAL AND OTHER EXTERNALITIES

Section 15.10: Electromagnetic Emissions. The Lessee shall not operate any device that will cause electromagnetic interference with other Park Lessees' communication systems.

Section 15.20: Nuisance Factors and Hazards. In order to protect the interests of all tenants, no operation may be conducted which emits offensive or objectionable noise, vibration, smoke, odors, dust or gases. Precautions should be taken in all operations against radiation, radioactivity, fire and explosion hazards. Acceptable limits and standards may be established in writing by the USM Research Foundation. These standards will be at a minimum to meet the requirements of Federal, State and local laws and any regulations thereunder applicable to the property.

ARTICLE XVI
MAINTENANCE AGREEMENTS

Section 16.10: Maintenance Agreements. In order to ensure that the high quality of development planned for the Park is achieved, the DRB or its designee retains the following rights:

a) The DRB shall have the right to maintain all designated common areas and roadways, and, for this purpose, to enter into contracts for maintenance and replacement of landscaping and the repair of improvements within the common areas.

b) The DRB shall have the right to enter into contracts for trash collection, fire protection, security, and other services that it deems beneficial to all tenants in the development.

c) The DRB shall bill to each Lessee a pro-rata share of the cost of such services described above plus an administrative service fee of fifteen percent (15%) of the amount billed to offset the cost incurred in negotiating and administering these service contracts.

d) Each Lessee may contract with the DRB's service contractor(s) for landscape and other maintenance services.

e) In the event that the obligations for meeting the standards of these guidelines are not kept by a Lessee, the DRB shall have the right, upon thirty (30) days written notice, to enter the property, perform the required maintenance and upgrading, including, but not limited to, replacement of dying landscape materials, building repairs, removal of non-conforming signs and lighting standards. The DRB may assess the Lessee for the cost of such work.

f) Unpaid financial obligations of the Lessee with respect to maintenance charges shall become a lien on the real and personal property of the Lessee within the leasehold.

Section 16.20: Rights of Way and Easements. Each Lessee hereby agrees to cooperate with the DRB in the planning and granting of all easements necessary and reasonable for the further development of the Park.

Section 16.30: General Maintenance by Site User. Each Lessee shall at all times keep the lot, buildings and improvements in a safe, clean, neat and sanitary condition and shall comply with all laws, ordinances and regulations pertaining to health and safety. Each Lessee shall provide for the timely mowing of lawn areas as well as removal of trash and rubbish from the lot.

ARTICLE XVII
VARIANCES

Section 17.10: Granting of Variances. In those instances where strict compliance with specific covenants would create an undue hardship by depriving a prospective Lessee the reasonable use of a site or where there are unusual characteristics which affect the property or use in question and which would make strict compliance with these covenants unfeasible, the DRB may grant the prospective Lessee a one time variance from these covenants as long as the variance will not be detrimental to the interests of the Park and its other tenants and the general purposes of the covenants are maintained. Any variance granted from the provisions of these covenants shall be applicable only to the specific site and conditions for which the variance was granted, and will in no respect constitute a change in or effect the terms or conditions set out in the standards as same apply to other sites or conditions.

ARTICLE XVIII
ENFORCEMENT, DURATION AND AMENDMENT

Section 18.10: Enforcement. These conditions, covenants, restrictions and reservations run with the land, and are to be binding upon and inure to the benefit of the PARK and its Lessees. These conditions, covenants, restrictions and reservations shall be enforced by the USM Research Foundation. Violation of any of these provisions gives the USM Research Foundation

and the DRB, the right to take appropriate corrective action against the party or parties violating or attempting to violate any of these provisions to cause any such violation to be remedied, and/or to recover damages resulting from such violation. In any legal or equitable proceeding by Park to enforce these provisions or to enjoin their violation, the Lessee shall pay all attorneys' fees in such amount as may be fixed by the court in such proceeding.

Section 18.20: Duration and Amendment. These Covenants may be amended from time to time or terminated by an instrument executed and acknowledged by the USM Research Foundation. Amendments made pursuant to this section will inure to the benefit of and be binding upon the building owners or their respective successors and assigns.

Section 18.30: Severability. In the event any of these covenants are invalidated by judgment or court order, all of the remaining provisions remain in full force and effect and will not be affected.

ATTACHMENT I

The following is a list of documents required through the provisions of the Covenants and Restrictions:

I. Acknowledgement of Receipt of Covenants and Restrictions. Tenant will provide the USM Research Foundation a letter acknowledging receipt of Covenants and Restrictions.

II. Preliminary Plans. Tenant will provide the DRB with Preliminary Plans which must be approved before developing any further plans.

III. Construction Documents. Tenant will deliver to the DRB the final construction documents which must be approved prior to construction.

IV. Architect Statement of Codes. Architect will provide a letter to the USM Research Foundation stating all appropriate codes have been adhered to during design and will be closely followed during construction.

V. Clearing Plan. The tenant will provide a clearing plan to the USM Research Foundation or DRB indicating all vegetation to be disturbed during construction.

VI. Routing of Access and Egress. The USM Research Foundation or DRB will provide tenant a written description of the required access and egress routing to construction site.

VII. Landscape Plan. A landscape plan will be provided by tenant to the USM Research Foundation of DRB if separate from final design.

VIII. Final Design Approval. The DRB will provide the tenant a letter of permission to proceed.

IX. Certificate of Use and Acceptance. Tenant will provide the USM Research Foundation or DRB a certificate or letter stating that the building has been accepted from contractor and meets all requirements.

X. Certificate of Approval. The USM Research Foundation or DRB will provide the tenant a certificate of approval stating all design criteria and articles of the Covenants and Restrictions have been met.

EXHIBIT "A"

STATE OF MISSISSIPPI
COUNTY OF FORREST
CITY OF HATTIESBURG

THIS IS TO CERTIFY THAT I HAVE MADE A SURVEY OF THE FOLLOWING DESCRIBED PROPERTY:

A part of the South ½ of the Northwest 1/4 and a part of the North ½ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, in the City of Hattiesburg, County of Forrest, State of Mississippi, and being more particularly described as Commencing at a Concrete Monument representing the Northeast Corner of the Southeast 1/4 of the said Northwest 1/4; thence run S00°16'54"W along the East Line of the said Southeast 1/4 of the Northwest 1/4 for 977.30 feet, thence run West for 1,464.10 feet to a Concrete Monument representing the Intersection of the Southern Right of Way Line of Classic Drive and the Western Right of Way Line of the Access Road East, said Point also being the Point of Beginning; thence run S34°55'56"E along the said Western Right of Way Line of Access Road East for 126.66 feet, thence run Southeasterly along said Western Right of Way Line of Access Road East and an Arc to the Left for 489.85 feet, said Arc having a Radius of 1,380.00 feet, a Chord Bearing of S45°06'05"E and a Chord Distance of 487.28 feet, thence run Southeasterly along said Western Right of Way Line and an Arc to the Right for 187.50 feet, said Arc having a Radius of 530.00 feet, a Chord Bearing of S45°08'07"E and a Chord Distance of 186.53 feet, thence run S71°28'29"W for 790.31 feet, thence run N19°54'15"W for 364.52 feet, thence run S70°05'45"W for 53.99 feet, thence run N19°54'15"W for 272.81 feet to a Point on the said Southern Right of Way Line of Classic Drive, thence run Easterly along said Southern Right of Way Line of Classic Drive and an Arc to the Left for 530.20 feet to the Point of Beginning, said Arc having a Radius of 3,492.75 feet, a Chord Bearing of N61°53'14"E and a Chord Distance of 529.69 feet, comprising 10.00 Acres (435,612 Square Feet), more or less.

Nicholas M. Connolly, P.E., P.L.S.
Civil Engineer No. 12791
Land Surveyor No. 2973

12/22/08

SOURCES OF INFORMATION:
SD&W SURVEY 13784, DATED: JUNE 23, 2008

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi

County of Forrest

City of Hattiesburg

OVERALL PARCEL – North of the Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Northwest ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of said Northeast ¼, Section 35:

- **Beginning** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 1,320.78 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said South ½ of the Northeast ¼ for 2,643.03 feet to a Concrete Monument representing the Northeast Corner of the Southeast ¼ of the Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36,
- thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼,
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼,

- thence run S89°54’48”E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ Inch Rebar representing the Northeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼,
- thence run S01°15’31”E along the East Line of said West ½ of the Northeast ¼ of the Northwest ¼ for 1,326.79 feet to a ½ Inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northwest ¼,
- thence run N89°22’05”E along the North Line of said Southeast ¼ of the Northwest ¼ for 661.21 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northwest ¼ and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run S00°16’14”W along the East Line of said Southeast ¼ of the Northwest ¼ for 798.86 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of Classic Drive, a public roadway,
- thence run Westerly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to a 5/8 Inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southeast ¼, Section 35:
    - thence run N80°48’57”W for 529.67 feet to a 5/8 Inch Rebar,
    - thence run Southwesterly along an Arc to the Left for 909.97 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31’37”W and a Chord Distance of 897.16 feet,
    - thence run S56°50’16”W for 3.58 feet to a 5/8 Inch Rebar,
    - thence run S57°00’49”W for 79.86 feet to a 5/8 Inch Rebar,
    - thence run S58°29’05”W for 331.35 feet to a 5/8 Inch Rebar,
    - thence run S67°14’28”W for 245.74 feet to a 5/8 Inch Rebar,
    - thence run Westerly along an Arc to the Right for 1,968.42 feet to a 5/8 Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57’50”W and a Chord Distance of 1,942.77 feet,
    - thence run N80°58’59”W for 1,001.75 feet to a 5/8 Inch Rebar,
    - thence run Northwesterly along an Arc to the Left for 298.28 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N85°22’17”W and a Chord Distance of 297.99 feet,
    - thence run N75°56’58”W for 82.83 feet to a Concrete Monument,

  - thence run S89°12’16”W for 64.38 feet to a 5/8 Inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southeast ¼, Section 35,
- thence run N00°07’54”W along said West Line of the Northwest ¼ of the Southeast ¼ for 19.00 feet to the **Point of Beginning**,
- comprising **214.64 Acres**, more or less.

PARCEL CLASSIC – Proposed Right of Way of Classic Drive

A part of the Southwest ¼ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Beginning** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a 5/8 Inch Rebar,
- thence run N89°14'10"E for 79.03 feet to a 5/8 Inch Rebar,
- continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid,
- thence run Southeasterly along an Arc to the Right for 334.11 feet to a Concrete Monument, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of S85°30'11"E and a Chord Distance of 333.76 feet,
- thence run S81°01'22"E for 567.36 feet to a Concrete Monument,
- thence run S80°56'11"E for 434.35 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the Left for 2,444.87 feet to a Concrete Monument, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of N78°19'27"E and a Chord Distance of 2,391.95 feet,
- thence run N56°54'22"E for 80.44 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the Right for 1,405.57 feet to a Concrete Monument, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of N80°25'08"E and a Chord Distance of 1,365.66 feet,

- thence run S76°05’21”E for 117.81 feet to a 5/8 Inch Rebar representing a Point on the East Line of the Southeast ¼ of said Northwest ¼, Section 36 and having a Grid Value of **N 675,301.25 feet** and **E 820,959.25 feet** on said East Zone Grid,
- thence run S00°16’14”W along said East Line of the Southeast ¼ of the Northwest ¼ for 134.38 feet,
- thence run N80°48’57”W for 529.67 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 909.97 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31’37”W and a Chord Distance of 897.16 feet,
- thence run S56°50’16”W for 3.58 feet to a 5/8 Inch Rebar,
- thence run S57°00’49”W for 79.86 feet to a 5/8 Inch Rebar,
- thence run S58°29’05”W for 331.35 feet to a 5/8 Inch Rebar,
- thence run S67°14’28”W for 245.74 feet to a 5/8 Inch Rebar,
- thence run Westerly along an Arc to the Right for 1,968.42 feet to a 5/8 Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57’50”W and a Chord Distance of 1,942.77 feet,
- thence run N80°58’59”W for 1,001.75 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 298.28 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N85°22’17”W and a Chord Distance of 297.99 feet,
- thence run N75°56’58”W for 82.83 feet to a Concrete Monument,
- thence run S89°12’16”W for 64.38 feet to a 5/8 Inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southeast ¼, Section 35,
- thence run N00°07’54”W along said West Line of the Northwest ¼ of the Southeast ¼ for 19.00 feet to the **Point of Beginning**,
- comprising **16.63 Acres**, more or less.

PARCEL ROW1 – Proposed Right of Way of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a 5/8 Inch Rebar representing the **Point of Beginning** and having a Grid Value of **N 674,756.74 feet** and **E 815,716.38 feet** on said East Zone Grid;
- thence run N00°12'04"W for 92.15 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left for 958.65 feet to a 5/8 Inch Rebar, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of N04°14'21"W and a Chord Distance of 957.82 feet,
- thence run N08°03'14"W for 30.20 feet to a 5/8 Inch Rebar representing a Point on said West Line and having a Grid Value of **N 675,834.00 feet** and **E 815,641.02 feet** on said East Zone Grid,
- thence run N00°11'41"E along said West Line for 151.35 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said Southwest ¼ of the Northeast ¼ for 28.57 feet to a 5/8 Inch Rebar,
- thence run S08°03'14"E for 175.79 feet to a Concrete Monument,
- thence run Southerly along an Arc to the Right for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of S04°13'54"E and a Chord Distance of 964.84 feet,
- thence run S00°16'43"E for 91.69 feet to a Concrete Monument representing a Point on said Proposed North Right of Way Line,

- thence run S89°14’10”W along said Proposed North Right of Way Line for 50.00 feet to the **Point of Beginning**,
- comprising **1.37 Acres**, more or less.

PARCEL ROW2 – Proposed Right of Way of Proposed North Access Road

A part of the West ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West 1,464.09 feet,
- thence run South 863.45 feet to a Concrete Monument representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on said East Zone Grid;
- thence run S56°54'22"W along said Proposed Northern Right of Way Line for 80.44 feet to a Concrete Monument,
- thence run N34°58'47"W for 480.04 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Right for 1,424.26 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,022.19 feet, a Chord Bearing of N04°58'44"E and a Chord Distance of 1,311.81 feet,
- thence run N44°53'42"E for 20.00 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 361.27 feet to a 5/8 Inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of N44°53'42"E and a Chord Distance of 229.99 feet,
- thence run S45°06'18"E for 80.00 feet to a 5/8 Inch Rebar having a Grid Value of **N 676,879.17 feet** and **E 819,502.66 feet** on said East Zone Grid,
- thence run S44°53'42"W for 249.99 feet to a 5/8 Inch Rebar,
- thence run Southerly along an Arc to the Left for 1,312.79 feet to a 5/8 Inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of S04°58'44"W and a Chord Distance of 1,209.14 feet,
- thence run S35°01'36"E for 482.63 feet to the **Point of Beginning**,
- comprising **4.34 Acres**, more or less.

PARCEL 11 – West of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,755.69 feet** and **E 815,637.36 feet** on said East Zone Grid;
- thence continue N00°11'41"E along said West Line of the Southwest ¼ of the Northeast ¼ for 1,078.32 feet to a 5/8 Inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and having a Grid Value of **N 675,834.00 feet** and **E 815,641.02 feet** on said East Zone Grid,
- thence run S08°03'14"E along said Proposed Western Right of Way Line for 30.20 feet to a 5/8 Inch Rebar,
- thence run Southerly along an Arc to the Right and said Proposed Western Right of Way Line for 958.65 feet to a Concrete Monument, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of S04°14'21"E and a Chord Distance of 957.82 feet,
- thence run S00°12'04"E along said Proposed Western Right of Way Line for 92.15 feet to a 5/8 Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run S89°14'10"W along said Proposed Northern Right of Way Line for 79.03 feet to the **Point of Beginning**,
- comprising **1.33 Acres**, more or less.

PARCEL 12 – North of the Proposed South Right of Way Line of Classic Drive and East of the Proposed Eastern Right of Way Line of Beverly Hills Drive

A part of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Northwest ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of said Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed North Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid;
- thence run N00°16'43"W along said Proposed Eastern Right of Way Line for 91.69 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N04°13'54"W and a Chord Distance of 964.84 feet,
- thence run N08°03'14"W along said Proposed Eastern Right of Way Line for 175.79 feet to a 5/8 Inch Rebar representing its Intersection with the North Line of said Southwest ¼ of the Northeast ¼,

- thence run N89°58’14”E along the North Line of said South ½ of the Northeast ¼ for 2,614.46 feet to a Concrete Monument representing the Northeast Corner of the Southeast ¼ of Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36,
- thence run N00°25’00”W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼,
- thence run S89°13’26”E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼,
- thence run S89°54’48”E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ Inch Rebar representing the Northeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼,
- thence run S01°15’31”E along the East Line of said West ½ of the Northeast ¼ of the Northwest ¼ for 1,326.79 feet to a ½ Inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northwest ¼,
- thence run N89°22’05”E along the North Line of said Southeast ¼ of the Northwest ¼ for 661.21 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northwest ¼ and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid,
- thence run S00°16’14”W along the East Line of said Southeast ¼ of the Northwest ¼ for 664.48 feet to a 5/8 Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run N76°05’21”W along said Proposed Northern Right of Way Line for 117.81 feet to a Concrete Monument,
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 1,405.57 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, and having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on

said East Zone Grid, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S80°25’08”W and a Chord Distance of 1,365.66 feet,

- thence run N35°01’36”W along said Proposed Eastern Right of Way Line for 482.63 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Right and said Proposed Eastern Right of Way Line for 1,312.79 feet to a 5/8 Inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of N04°58’44”E and a Chord Distance of 1,209.14 feet,
- thence run N44°53’42”E along said Proposed Eastern Right of Way Line for 249.99 feet to a 5/8 Inch Rebar having a Grid Value of **N 676,879.17 feet** and **E 819,502.66 feet** on said East Zone Grid,
- thence run N45°06’18”W along the Proposed Northern Right of Way Line of said Proposed North Access Road for 80.00 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left and along the Proposed Western Right of Way Line of said Proposed North Access Road for 361.27 feet to a 5/8 Inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of S44°53’42”W and a Chord Distance of 229.99 feet,
- thence run S44°53’42”W along said Proposed Western Right of Way Line for 20.00 feet to a 5/8 Inch Rebar,
- thence run Southerly along an Arc to the Left and said Proposed Western Right of Way Line for 1,424.26 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,022.19 feet, a Chord Bearing of S04°58’44”W and a Chord Distance of 1,311.81 feet,
- thence run S34°58’47”E along said Proposed Western Right of Way Line for 480.04 feet to a Concrete Monument representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run Southwesterly along an Arc to the Right and said Proposed North Right of Way Line for 2,444.87 feet to a Concrete Monument, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S78°19’27”W and a Chord Distance of 2,391.95 feet,
- thence run N80°56’11”W along said Proposed North Right of Way Line for 434.35 feet to a Concrete Monument,
- thence run N81°01’22”W along said Proposed North Right of Way Line for 567.36 feet to a Concrete Monument,

- thence run Northwesterly along an Arc to the Left and said Proposed North Right of Way Line for 334.11 feet to the **Point of Beginning**, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of N85°30’11”W and a Chord Distance of 333.76 feet,
- comprising **190.98 Acres**, more or less.

EASEMENT SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi

County of Forrest

City of Hattiesburg

EASEMENT E1 – 10 Foot Utility Easement on the East Side of Everglades

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southeast ¼ for 881.07 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Eastern Right of Way Line of Everglades, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid;
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 133.37 feet to a Concrete Monument, said Arc having a Radius of 407.55 feet, a Chord Bearing of N22°24'59"W and a Chord Distance of 132.77 feet,
- thence run N31°47'28"W along said Proposed Eastern Right of Way Line for 107.65 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of a Proposed unnamed public roadway, said Intersection having a Grid Value of **N 672,227.25 feet** and **E 816,401.14 feet** on said East Zone Grid,
- thence run N58°43'16"E along said Proposed Southern Right of Way Line for 10.00 feet to a ½ Inch Rebar,
- thence run S31°47'28"E and parallel to said Proposed Eastern Right of Way Line for 107.56 feet to a ½ Inch Rebar,

- thence run Southeasterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 139.12 feet to ½ Inch Rebar representing a Point on said South Line, said Arc having a Radius of 417.55 feet, a Chord Bearing of S22°14’45”E and a Chord Distance of 138.48 feet,
- thence run N89°05’03”W along said South Line for 10.30 feet to the **Point of Beginning**,
- comprising **0.06 Acres (2,439 Square Feet)**, more or less.

EASEMENT E2 – 10 Foot Utility Easement on the North Side of the Proposed Southern Road and the West Side of Shelby Thames Drive

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,093.92 feet,
- thence run North for 488.56 feet to a Concrete Monument representing the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and Proposed Northern Right of Way Line of an unnamed Proposed Roadway and the **Point of Beginning**, said Intersection, having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid;
- thence run Southwesterly along said Proposed Northern Right of Way Line and an Arc to the Left for 466.51 feet to a 5/8 Inch Rebar, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of S62°23'02"W and a Chord Distance of 466.02 feet,
- thence run S57°48'26"W along said Proposed Northern Right of Way Line for 41.34 feet to a 5/8 Inch Rebar,
- thence run N32°11'34"W for 10.00 feet to a ½ Inch Rebar having a Grid Value of **N 672,286.07 feet** and **E 816,268.21 feet** on said East Zone Grid,
- thence run N57°48'26"E and parallel to said Proposed Northern Right of Way Line for 41.34 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 458.23 feet to a ½ Inch Rebar, said Arc having a Radius of 2,930.03 feet, a Chord Bearing of N62°17'15"E and a Chord Distance of 457.76 feet,
- thence run N22°20'41"W and parallel to said Proposed Western Right of Way Line for 29.47 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right for 318.97 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line, said Arc having a

Radius of 949.71 feet, a Chord Bearing of N12°43’21”W and a Chord Distance of 317.48 feet,

- thence run N86°53’56”E along said Proposed Western Right of Way Line for 10.00 feet to a 5/8 Inch Rebar,
- thence run Southerly along an Arc to the Left for 315.62 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of S12°43’22”E and a Chord Distance of 314.13 feet,
- thence run S22°20’41”E for 39.34 feet to the **Point of Beginning**,
- comprising **0.20 Acres (8,554 Square Feet)**, more or less.

EASEMENT E3 – 20 Foot Utility Easement on the West Side of Shelby Thames Drive

A part of the West ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,008.41 feet,
- thence run North for 879.55 feet to a 5/8 Inch Rebar representing a Point on the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 672,906.64 feet** and **E 816,635.94 feet** on said East Zone Grid;
- thence run S89°50'16"W along said Proposed Western Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 52.04 feet to a ½ Inch Rebar, said Arc having a Radius of 959.73 feet, a Chord Bearing of N01°23'30"E and a Chord Distance of 52.04 feet,
- thence run Northwesterly along an Arc to the Left and parallel to said Proposed Western Right of Way Line for 907.60 feet to a ½ Inch Rebar having a Grid Value of **N 673,777.87 feet an**d **E 816,295.16 feet** on said East Zone Grid, said Arc having a Radius of 1,063.11 feet, a Chord Bearing of N21°27'33"W and a Chord Distance of 880.29 feet,
- thence run N44°08'12"E for 20.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence run Southeasterly along said Proposed Western Right of Way Line and an Arc to the Right for 924.66 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of S21°27'31"E and a Chord Distance of 896.83 feet,
- thence run Southerly along an Arc to the Left for 50.94 feet to the **Point of Beginning**, said Arc having a Radius of 939.69 feet, a Chord Bearing of S01°23'30"W and a Chord Distance of 50.93 feet,
- comprising **0.44 Acres (19,352 Square Feet)**, more or less.

EASEMENT E4 – 20 Foot X 40 Foot Utility Easement on the East Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 661.06 feet,
- thence run North for 1,889.05 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 673,916.15 feet** and **E 816,288.59 feet** on said East Zone Grid;
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 40.00 feet to a ½ Inch Rebar, said Arc having a Radius of 1,156.79 feet, a Chord Bearing N52°01'00"W and a Chord Distance of 40.00 feet,
- thence run N36°59'33"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 673,956.74 feet** and **E 816,269.09 feet** on said East Zone Grid,
- thence run Southeasterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 40.69 feet to a ½ Inch Rebar, said Arc having a Radius of 1,176.78 feet, a Chord Bearing S52°01'01"E and a Chord Distance of 40.69 feet,
- thence run S38°58'26"W for 20.00 feet to the **Point of Beginning**,
- comprising **0.02 Acres (807 Square Feet)**, more or less.

EASEMENT E5 – 20 Foot X 20 Foot Drainage Easement on the West Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 288.74 feet,
- thence run North for 2,034.91 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,062.00 feet** and **E 815,916.27 feet** on said East Zone Grid;
- thence run S40°32'55"W for 20.00 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 674,059.83 feet** and **E 815,888.09 feet** on said East Zone Grid, said Arc having a Radius of 611.75 feet, a Chord Bearing N49°21'37"W and a Chord Distance of 20.00 feet,
- thence run N40°32'55"E for 20.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence Southeasterly along said Proposed Western Right of Way Line and an Arc to the Left for 20.00 feet to the **Point of Beginning**, said Arc having a Radius of 591.75 feet, a Chord Bearing S49°21'26"E and a Chord Distance of 20.00 feet,
- comprising **0.01 Acres (400 Square Feet)**, more or less.

EASEMENT E6 – 15 Foot X 30 Foot Drainage Easement on the West Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 201.53 feet,
- thence run North for 2,124.39 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,151.48 feet** and **E 815,829.05 feet** on said East Zone Grid;
- thence run S51°44'44"W for 15.00 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 30.77 feet to a ½ Inch Rebar having a Grid Value of **N 674,166.54 feet** and **E 815,798.87 feet** on said East Zone Grid, said Arc having a Radius of 606.75 feet, a Chord Bearing N36°45'11"W and a Chord Distance of 30.76 feet,
- thence run N54°39'46"E for 15.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence Southeasterly along said Proposed Western Right of Way Line and an Arc to the Left for 30.00 feet to the **Point of Beginning**, said Arc having a Radius of 591.75 feet, a Chord Bearing S36°45'07"E and a Chord Distance of 30.00 feet,
- comprising **0.01 Acres (456 Square Feet)**, more or less.

EASEMENT E7 – 20 Foot Utility Easement running Between Shelby Thames Drive and Classic Drive

A part of the North ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 827.31 feet,
- thence run North for 1,724.05 feet to a ½ Inch Rebar representing the Intersection of the Northwestern Right of Way Line of Dixie Pipeline and the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 673,751.14 feet** and **E 816,454.84 feet** on said East Zone Grid;
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 10.05 feet to a ½ Inch Rebar, said Arc having a Radius of 1,156.79 feet, a Chord Bearing N39°39'12"W and a Chord Distance of 10.05 feet,
- thence run N45°03'21"E and parallel to said Northwestern Right of Way Line for 641.63 feet to a ½ Inch Rebar,
- thence run N85°21'59"E for 343.59 feet to a ½ Inch Rebar,
- thence run N05°39'07"E for 180.98 feet to a ½ Inch Rebar to a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and having a Grid Value of **N 674,419.98 feet** and **E 817,262.85 feet** on said East Zone Grid,
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing S84°20'53"E and a Chord Distance of 20.00 feet,
- thence run S05°39'07"W for 197.68 feet a ½ Inch Rebar,
- thence run S85°21'59"W for 352.94 feet to a Spike Nail, (Witness Corner: from said Spike Nail, run N85°21'59"E for 46.37 feet to a ½ Inch Rebar),

- thence run S45°03’21”W and parallel to said Northwestern Right of Way Line for 636.23 feet to a Spike Nail representing a Point on said Proposed Eastern Right of Way Line,
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 10.05 feet to the **Point of Beginning**, said Arc having a Radius of 1,156.79 feet, a Chord Bearing N39°09’20”W and a Chord Distance of 10.05 feet,
- comprising **0.54 Acres (23,532 Square Feet)**, more or less.

EASEMENT E8 – 20 Foot Drainage Easement on the South side of Classic Drive

A part of the Northeast ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 2,484.25 feet,
- thence run North for 2,409.59 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,436.68 feet** and **E 818,111.78 feet** on said East Zone Grid;
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.99 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N81°45'37"E and a Chord Distance of 20.99 feet,
- thence run S09°27'22"W for 86.26 feet to a ½ Inch Rebar having a Grid Value of **N 674,354.60 feet** and **E 818,118.39 feet** on said East Zone Grid,
- thence run N80°32'38"W for 20.00 feet to a ½ Inch Rebar,
- thence run N09°27'22"E for 79.88 feet to the **Point of Beginning**,
- comprising **0.04 Acres (1,661 Square Feet)**, more or less.

EASEMENT E9 – 20 Foot and varies Utility Easement on the South side of Classic Drive

A part of the Northeast ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West and a part of the Northwest ¼ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 2,437.42 feet,
- thence run North for 2,403.27 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,430.36 feet** and **E 818,064.95 feet** on said East Zone Grid;
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.06 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing N82°32'20"E and a Chord Distance of 20.06 feet,
- thence run S11°47'41"E for 690.07 feet to a ½ Inch Rebar,
- thence run N73°39'51"E for 2.25 feet to a ½ Inch Rebar,
- thence run S16°20'09"E for 7.85 feet to a ½ Inch Rebar,
- thence run N62°54'31"E for 386.04 feet to a ½ Inch Rebar,
- thence run N70°07'14"E for 410.67 feet to a ½ Inch Rebar,
- thence run S19°52'46"E for 20.00 feet to a ½ Inch Rebar,
- thence run S70°07'14"W for 409.41 feet to a ½ Inch Rebar,
- thence run S62°54'31"W for 388.57 feet to a ½ Inch Rebar,
- thence run S16°20'09"E for 1.79 feet to a ½ Inch Rebar having a Grid Value of **N 673,729.31 feet** and **E 818,236.48 feet** on said East Zone Grid,
- thence run S73°39'51"W for 25.00 feet to a ½ Inch Rebar,
- thence run N16°20'09"W for 4.26 feet to a ½ Inch Rebar,
- thence run S84°19'47"W for 248.46 feet to a ½ Inch Rebar,
- thence run N05°40'13"W for 20.00 feet to a ½ Inch Rebar,

- thence run N84°19’47”E for 244.70 feet to a ½ Inch Rebar,
- thence run N16°20’09”W for 5.39 feet to a ½ Inch Rebar,
- thence run N73°39’51”E for 2.69 feet to a ½ Inch Rebar,
- thence run N11°47’41”W for 693.17 feet to the **Point of Beginning**,
- comprising **0.81 Acres (35,461 Square Feet)**, more or less.

EASEMENT E10 – 20 Foot Utility Easement on the East Side of Shelby Thames Drive

A part of the West ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,052.26 feet,
- thence run North for 1,284.54 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 673,311.63 feet** and **E 816,679.79 feet** on said East Zone Grid;
- thence run N81°22'33"E for 202.45 feet to a ½ Inch Rebar,
- thence run S08°37'27"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 673,322.22 feet** and **E 816,882.95 feet** on said East Zone Grid,
- thence run S81°22'33"W for 200.44 feet to a ½ Inch Rebar representing a Point on said Proposed Eastern Right of Way Line,
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 20.10 feet to the **Point of Beginning**, said Arc having a Radius of 1,169.99 feet, a Chord Bearing N14°22'53"W and a Chord Distance of 20.10 feet,
- comprising **0.09 Acres (4,028 Square Feet)**, more or less.

EASEMENT E21 – 20 Foot Utility Easement on the South Side of Proposed Southern Road

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 20.00 feet;
- thence run S89°05'03"E and parallel to the Proposed Southern Right of Way Line of a Proposed unnamed public roadway for 135.23 feet,
- thence run Northeasterly along an Arc to the Left and parallel to said Proposed Southern Right of Way Line for 377.99 feet to a Point on the Proposed Western Right of Way Line of an unnamed public roadway, said Arc having a Radius of 1,000.05 feet, a Chord Bearing of N80°22'15"E and a Chord Distance of 375.74 feet,
- thence run S20°35'35"E along said Proposed Western Right of Way Line for 20.00 feet to a Concrete Monument representing the Southwest Corner of said Proposed Western Right of Way Line and having a Grid Valve of **N 672,089.06 feet** and **E 816,140.31 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right and along said Proposed Southern Right of Way Line for 385.54 feet to a 5/8 Inch Rebar representing its Intersection with the South Line of said Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S80°22'05"W and a Chord Distance of 383.26 feet,
- thence run N89°05'03"W along said Proposed Southern Right of Way Line and along said South Line of the Southwest ¼ of the Southeast ¼ for 134.94 feet to the **Point of Beginning**,
- comprising **0.24 Acres (10,337 Square Feet)**, more or less.

EASEMENT E22 – 20 Foot Utility Easement on the South Side of Proposed Golf Course Road and the East Side of Proposed East Access Road

A part of the Northeast ¼ of the Southwest ¼ and the South ½ of the Northwest ¼ of Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) -0°16'19.80" at the Southeast Corner of said Northeast ¼ of the Southwest ¼:

- **Commencing** at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of the Southwest ¼ and having a Grid Value of **N 673,309.57 feet** and **E 820,949.84 feet** on said East Zone Grid;
- thence run N00°16'14"E along the East Line of said Northeast ¼ of the Southwest ¼ for 123.25 feet to a ¾ Inch Crimp Top Pin representing its Intersection with the Existing and Proposed Northern Right of Way Line of Proposed Golf Course Road, an existing and proposed public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 673,432.82 feet** and **E 820,950.42 feet** on said East Zone Grid;
- thence run S00°16'14"W along said East Line for 20.42 feet,
- thence run S78°38'33"W and parallel to said Proposed Northern Right of Way Line for 265.50 feet,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 563.30 feet, said Arc having a Radius of 567.94 feet, a Chord Bearing of N72°56'37"W and a Chord Distance of 540.50 feet,
- thence run N44°31'47"W and parallel to said Proposed Northern Right of Way Line and its Northwesterly extension for 209.31 feet,
- thence run Northerly along an Arc to the Left and parallel to the Proposed Eastern Right of Way Line a Proposed unnamed roadway and its Southwesterly extension for 1,032.40 feet, said Arc having a Radius of 589.98 feet, a Chord Bearing of N05°08'43"W and a Chord Distance of 905.63 feet,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 468.55 feet, said Arc having a Radius of 1,319.96 feet, a Chord Bearing of N45°06'23"W and a Chord Distance of 466.09 feet,

- thence run N34°52’34”W and parallel to said Proposed Eastern Right of Way Line for 104.03 feet to a Point on the Proposed Southern Right of Way Line of Classic Drive, a public roadway,
- thence run N57°00’49”E along said Proposed Southern Right of Way Line for 20.01 feet to a 5/8 Inch Rebar representing the Intersection of said Proposed Southern Right of Way Line and said Proposed Eastern Right of Way Line, said Intersection having a Grid Value of **N 674,995.05 feet** and **E 819,572.41 feet** on said East Zone Grid,
- thence run S34°52’34”E along said Proposed Eastern Right of Way Line for 103.36 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left and along said Proposed Eastern Right of Way Line for 461.44 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,299.96 feet, a Chord Bearing of S45°06’24”E and a Chord Distance of 459.02 feet,
- thence run Southerly along an Arc to the Right and along said Proposed Eastern Right of Way Line for 1,047.56 feet to a 5/8 Inch Rebar representing its intersection with said Proposed Northern Right of Way Line of Golf Course Road, said Arc having a Radius of 609.98 feet, a Chord Bearing of S06°04’37”E and a Chord Distance of 923.49 feet,
- thence run S44°31’47”E along said Proposed Northern Right of Way Line for 189.80 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left and along said Proposed Northern Right of Way Line for 543.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 547.94 feet, a Chord Bearing of S72°56’37”E and a Chord Distance of 521.46 feet,
- thence run N78°38’33”E along said Proposed Northern Right of Way Line for 269.62 feet to the **Point of Beginning**,
- comprising **1.21 Acres (52,582 Square Feet)**, more or less.

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi

County of Forrest

City of Hattiesburg

OVERALL PARCEL – South of Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Southeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Southwest ¼ of the Southwest ¼, all of the Northeast ¼ of the Southwest ¼, a part of the Northwest ¼ of the Southwest ¼ and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 361.81 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County,
- thence run N00°13'05"E along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision,
- thence run N00°06'59"E along said West Line for 495.22 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southwest Corner of the Northwest ¼ of said Southeast ¼, Section 35,
- thence run N00°20'23"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.54 feet to a ½ Inch Rebar,
- thence run N00°29'02"E along said West Line for 645.65 feet to a ½ Inch Rebar,
- thence run N00°07'54"W along said West Line for 489.92 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said Intersection having a Grid Value of **N 674,645.59 feet** and **E 815,637.09 feet** on said East Zone Grid, said Intersection also being 19.00 feet from a 2

Inch Round Iron Pin representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07’54”E along said West Line

- thence run Easterly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to its Intersection with the East Line of the Southeast ¼ of the Northwest ¼, said Section 36:
    - thence run N89°12’16”E for 64.38 feet to a Concrete Monument,
    - thence run S75°56’58”E for 82.83 feet to a 5/8 Inch Rebar having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid,
    - thence run Southeasterly along an Arc to the Right for 298.28 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of S85°22’17”E and a Chord Distance of 297.99 feet,
    - thence run S80°58’59”E for 1,001.75 feet to a 5/8 Inch Rebar,
    - thence run Easterly along an Arc to the Left for 1,968.43 feet to a 5/8 Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N82°57’50”E and a Chord Distance of 1,942.77 feet,
    - thence run N67°14’28”E for 245.74 feet to a 5/8 Inch Rebar,
    - thence run N58°29’05”E for 331.35 feet to a 5/8 Inch Rebar having a Grid Value of **N 674,951.57 feet** and **E 819,505.42 feet** on said East Zone Grid,
    - thence run N57°00’49”E for 79.86 feet to a 5/8 Inch Rebar,
    - thence run N56°50’16”E for 3.58 feet to a 5/8 Inch Rebar,
    - thence run Northeasterly along an Arc to the Right for 909.97 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of N73°31’37”E and a Chord Distance of 897.16 feet,
    - thence run S80°48’57”E for 529.67 feet to a 5/8 Inch Rebar representing said Intersection of said Proposed South Right of Way Line and said East Line of the Southeast ¼ of the Northwest ¼, said Point having a Grid Value of **N 675,166.87 feet** and **E 820,958.61 feet** on said East Zone Grid,
- thence run S00°16’14”W along said East Line of the Southeast ¼ of the Northwest ¼ and the East Line of said Northeast ¼ of the Southwest ¼, Section 36 for 1,857.33 feet to a Concrete Monument representing the Southeast Corner of said Northeast ¼ of the Southwest ¼ and having a Grid Value of **N 673,309.57 feet** and **E 820,949.84 feet** on said East Zone Grid,

- thence run N89°55’33”W along the South Line of said Northeast ¼ of the Southwest ¼, for 1,331.15 feet to a Concrete Monument representing the Southwest Corner of said Northeast ¼ of the Southwest ¼ and the Northeast Corner of said Southwest ¼ of the Southwest ¼, Section 36,
- thence run S00°56’14”E along the East Line of said Southwest ¼ of the Southwest ¼ for 329.49 feet to a ½ Inch Rebar,
- thence run S01°00’47”E along said East Line for 45.08 feet to a ¾ Inch Round Iron Pin,
- thence run S00°08’15”E along said East Line for 947.93 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southwest ¼ and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run N89°28’53”W along the South Line of said Southwest ¼ of the Southwest ¼ for 1,348.84 feet to a Concrete Monument representing the Southwest Corner of said Section 36 and the Southeast Corner of said Section 35 and the Northeast Corner of The Preserve, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of Lamar County, Mississippi,
- thence run N89°47’32”W along the South Line of the Southeast ¼ of said Southeast ¼, Section 35 for 1,320.98 feet to a Concrete Monument representing the Southwest Corner of said Southeast ¼ of the Southeast ¼ and the Southeast Corner of said Southwest ¼ of the Southeast ¼, Section 35,
- thence run N89°05’03”W along the South Line of said Southwest ¼ of the Southeast ¼ for 1,330.03 feet to the **Point of Beginning**,
- comprising **291.55 Acres**, more or less.

OVERALL RIGHT OF WAY (ROW) PARCEL

(Proposed Southern Road, Shelby Thames Drive, Proposed East Access Road, Proposed Golf Course Road & Everglades)

A part of the South ½ of the Southeast ¼, and a part of the Northwest ¼ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, a part of the North ½ of the Southwest ¼, and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 110.33 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,137.42 feet** and **E 815,627.99 feet** on said East Zone Grid;
- thence run S89°05'03"E for 136.95 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Left for 535.59 feet to a 5/8 Inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N74°21'41"E and a Chord Distance of 528.17 feet,
- thence run N57°48'26"E for 41.34 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of N62°23'02"E and a Chord Distance of 466.02 feet,
- thence run N22°20'41"W for 39.34 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Right for 315.62 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N12°43'22"W and a Chord Distance of 314.13 feet,
- thence run S86°53'56"W for 35.00 feet to a 5/8 Inch Rebar,
- thence run N01°37'54"W for 50.00 feet to a 5/8 Inch Rebar,

- thence run N89°50’16”E for 35.00 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Right for 50.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N01°23’30”E and a Chord Distance of 50.93 feet,
- thence run Northwesterly along an Arc to the Left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of N30°26’59”W and a Chord Distance of 1,193.98 feet,
- thence run Northwesterly along an Arc to the Right for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of N32°02’49”W and a Chord Distance of 621.49 feet,
- thence run N00°22’11”W for 132.84 feet to a Concrete Monument representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S75°56’58”E along said Proposed South Right of Way Line for 82.83 feet to a 5/8 Inch Rebar having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid,
- thence run S00°18’42”E for 111.83 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S31°52’10”E and a Chord Distance of 538.53 feet,
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,156.79 feet, a Chord Bearing of S43°29’34”E and a Chord Distance of 813.31 feet,
- thence run Southeasterly along an Arc to the Right for 526.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of S10°02’24”E and a Chord Distance of 522.04 feet,
- thence run Southerly along an Arc to the Left for 73.55 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of S00°25’33”W and a Chord Distance of 73.53 feet,
- thence run N87°58’27”E for 35.00 feet to a 5/8 Inch Rebar,
- thence run S03°45’48”E for 50.00 feet to a 5/8 Inch Rebar,
- thence run S84°29’57”W for 35.00 feet to a 5/8 Inch Rebar,

- thence run Southerly along an Arc to the Left for 253.66 feet to a Concrete Monument, said Arc having a Radius of 859.44 feet, a Chord Bearing of S13°57’23”E and a Chord Distance of 252.74 feet,
- thence run S21°55’28”E for 39.33 feet to a Concrete Monument having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Right for 1,235.85 feet to a 5/8 Inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N80°39’58”E and a Chord Distance of 1,226.64 feet,
- thence run S87°12’28”E for 149.25 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29’11”E and a Chord Distance of 714.65 feet,
- thence run S45°45’53”E for 25.75 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Left for 373.07 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54’24”E and a Chord Distance of 371.30 feet,
- thence run N20°14’33”E for 108.67 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N42°15’37”E and a Chord Distance of 889.16 feet,
- thence run N64°16’40”E for 210.09 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Left for 1,105.87 feet to a 5/8 Inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30’04”E and a Chord Distance of 915.89 feet,
- thence run Northwesterly along an Arc to the Right for 489.84 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,379.96 feet, a Chord Bearing of N45°06’24”W and a Chord Distance of 487.27 feet,
- thence run N34°46’41”W for 106.08 feet to a 5/8 Inch Rebar representing at Point on said Proposed South Right of Way Line and having a Grid Value of **N 674,951.57 feet** and **E 819,505.42 feet** on said East Zone Grid,

- thence run N57°00’49”E along said Proposed South Right of Way Line for 79.86 feet to a 5/8 Inch Rebar,
- thence run S34°52’34”E for 103.36 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 461.44 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,299.96 feet, a Chord Bearing of S45°06’24”E and a Chord Distance of 459.02 feet,
- thence run Southerly along an Arc to the Right for 1,047.56 feet to a 5/8 Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S06°04’37”E and a Chord Distance of 923.49 feet,
- thence run S44°31’47”E for 189.80 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 543.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 547.94 feet, a Chord Bearing of S72°56’37”E and a Chord Distance of 521.46 feet,
- thence run N78°38’33”E for 269.62 feet to a ¾ Inch Crimp Top Pin representing the Intersection of the East Line of said Northeast ¼ of the Southwest ¼, Section 36 and the Existing Northern Right of Way Line of Golf Course Road, a public roadway, said Point of Intersection having a Grid Value of **N 673,432.82 feet** and **E 820,950.42 feet** on said East Zone Grid,
- thence run S00°16’14”W along said East Line for 51.05 feet to a 5/8 Inch Rebar representing its Intersection with the Existing Southern Right of Way Line of said Golf Course Road,
- thence run S78°38’33”W for 259.33 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 593.06 feet to a 5/8 Inch Rebar, said Arc having a Radius of 597.94 feet, a Chord Bearing of N72°56’37”W and a Chord Distance of 569.05 feet,
- thence run N44°31’47”W for 189.80 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Right for 175.22 feet to a 5/8 Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S56°02’55”W and a Chord Distance of 174.62 feet,
- thence run S64°16’40”W for 210.09 feet to a 5/8 Inch Rebar,

- thence run Southwesterly along an Arc to the Left for 849.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of S42°15’37”W and a Chord Distance of 829.18 feet,
- thence run S20°14’33”W for 108.67 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Right for 406.58 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,378.42 feet** and **E 818,886.78 feet** on said East Zone Grid, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of S30°03’52”W and a Chord Distance of 404.59 feet,
- thence run S45°45’53”E for 33.85 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along and Arc to the Left for 686.64 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.92 feet, a Chord Bearing of S67°37’23”E and a Chord Distance of 670.10 feet,
- thence run S89°28’53”E for 41.21 feet to a 5/8 Inch Rebar,
- thence run N00°08’15”W and parallel to the East Line of said Southwest ¼ of the Southwest ¼, Section 36 for 459.28 feet to a 5/8 Inch Rebar,
- thence run N89°51’45”E for 55.00 feet to a 5/8 Inch Rebar representing a Point on said East Line,
- thence run S00°08’15”E along said East Line for 569.91 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southwest ¼ and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run N89°28’53”W along the South Line of said Southwest ¼ of the Southwest ¼ for 97.47 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 770.56 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N67°37’23”W and a Chord Distance of 752.00 feet,
- thence run N45°45’53”W for 139.85 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 650.92 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.90 feet, a Chord Bearing of N66°29’11”W and a Chord Distance of 636.82 feet,
- thence run N87°12’28”W for 149.25 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 1,675.81 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,227.25 feet** and **E 816,401.14 feet** on said East Zone Grid,

said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42’20”W and a Chord Distance of 1,651.08 feet,

- thence run S31°47’28”E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a 5/8 Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of **N 672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 407.55 feet, a Chord Bearing of S22°24’59”E and a Chord Distance of 132.77 feet,
- thence run N89°05’03”W along said South Line for 86.79 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 90.22 feet to a Concrete Monument, said Arc having a Radius of 263.60 feet, a Chord Bearing of N21°59’11”W and a Chord Distance of 89.78 feet,
- thence run N31°47’28”W for 103.46 feet to a Concrete Monument and having a Grid Value of **N 672,185.60 feet** and **E 816,333.58 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right for 601.99 feet to a 5/8 Inch Rebar representing a Point on said South Line of the Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S74°17’21”W and a Chord Distance of 593.29 feet,
- thence run N89°05’03”W along said South Line for 134.94 feet to the **Point of Beginning,**
- comprising **23.81 Acres**, more or less.

RIGHT OF WAY PARCEL ROW1 – Existing Shelby Thames Drive & Everglades

A part of the South ½ of the Southeast ¼, and a part of the Northwest ¼ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid,
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southeast ¼ for 134.94 feet to a 5/8 Inch Rebar;
- thence run Northeasterly along an Arc to the Left for 385.54 feet to a Concrete Monument representing the **Point of Beginning** having a Grid Value of **N 672,089.06 feet** and **E 816,140.31 feet** on said East Zone Grid, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of N80°22'05"E and a Chord Distance of 383.26 feet;
- thence run N20°35'35"W for 110.72 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Left for 192.31 feet to a 5/8 Inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N63°45'04"E and a Chord Distance of 191.97 feet,
- thence run N57°48'26"E for 41.34 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of N62°23'02"E and a Chord Distance of 466.02 feet,
- thence run N22°20'41"W for 39.34 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Right for 315.62 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N12°43'22"W and a Chord Distance of 314.13 feet,
- thence run S86°53'56"W for 35.00 feet to a 5/8 Inch Rebar,
- thence run N01°37'54"W for 50.00 feet to a 5/8 Inch Rebar,
- thence run N89°50'16"E for 35.00 feet to a 5/8 Inch Rebar,

- thence run Northerly along an Arc to the Right for 50.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N01°23’30”E and a Chord Distance of 50.93 feet,
- thence run Northwesterly along an Arc to the Left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of N30°26’59”W and a Chord Distance of 1,193.98 feet,
- thence run Northwesterly along an Arc to the Right for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of N32°02’49”W and a Chord Distance of 621.49 feet,
- thence run N00°22’11”W for 132.84 feet to a Concrete Monument representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S75°56’58”E along said Proposed South Right of Way Line for 82.83 feet to a 5/8 Inch Rebar having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid,
- thence run S00°18’42”E for 111.83 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S31°52’10”E and a Chord Distance of 538.53 feet,
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,156.79 feet, a Chord Bearing of S43°29’34”E and a Chord Distance of 813.31 feet,
- thence run Southeasterly along an Arc to the Right for 526.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of S10°02’24”E and a Chord Distance of 522.04 feet,
- thence run Southerly along an Arc to the Left for 73.55 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of S00°25’33”W and a Chord Distance of 73.53 feet,
- thence run N87°58’27”E for 35.00 feet to a 5/8 Inch Rebar,
- thence run S03°45’48”E for 50.00 feet to a 5/8 Inch Rebar,
- thence run S84°29’57”W for 35.00 feet to a 5/8 Inch Rebar,

- thence run Southerly along an Arc to the Left for 253.66 feet to a Concrete Monument, said Arc having a Radius of 859.44 feet, a Chord Bearing of S13°57’23”E and a Chord Distance of 252.74 feet,
- thence run S21°55’28”E for 39.33 feet to a Concrete Monument having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Right for 222.40 feet to a 5/8 Inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N70°43’20”E and a Chord Distance of 222.34 feet,
- thence run S17°05’44”E for 109.98 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 700.53 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,227.25 feet** and **E 816,401.14 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S65°45’42”W and a Chord Distance of 698.71 feet,
- thence run S31°47’28”E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a 5/8 Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of **N 672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 407.55 feet, a Chord Bearing of S22°24’59”E and a Chord Distance of 132.77 feet,
- thence run N89°05’03”W along said South Line for 86.79 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 90.22 feet to a Concrete Monument, said Arc having a Radius of 263.60 feet, a Chord Bearing of N21°59’11”W and a Chord Distance of 89.78 feet,
- thence run N31°47’28”W for 103.46 feet to a Concrete Monument and having a Grid Value of **N 672,185.60 feet** and **E 816,333.58 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right for 216.45 feet to the **Point of Beginning**, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S63°27’41”W and a Chord Distance of 216.04 feet,
- comprising **7.55 Acres**, more or less.

RIGHT OF WAY PARCEL ROW2 – Proposed Roadway South & West of Shelby Thames Drive

A part of the Southwest ¼ of the Southeast ¼, in Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of said Southwest ¼ of the Southeast ¼:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 110.33 feet to a 5/8 Inch Rebar;
- thence run S89°05'03"E for 136.95 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Left for 343.28 feet to a 5/8 Inch Rebar representing the Northwest Corner of the Proposed Western Right of Way Line of an unnamed public roadway, said Arc having a Radius of 926.87 feet, a Chord Bearing of N80°18'19"E and a Chord Distance of 341.33 feet,
- thence run S20°35'35"E along said Proposed Western Right of Way Line for 110.72 feet to a Concrete Monument representing the Southwest Corner of said Proposed Western Right of Way Line and having a Grid Value of **N 672,089.06 feet** and **E 816,140.31 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right for 385.54 feet to a 5/8 Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S80°22'05"W and a Chord Distance of 383.26 feet,
- thence run N89°05'03"W along said South Line for 134.94 feet to the **Point of Beginning,**
- comprising **1.27 Acres**, more or less.

RIGHT OF WAY PARCEL ROW3 – Proposed Southern Road, Proposed East Access Road & Proposed Golf Course Road

A part of the Southeast ¼ of the Southeast ¼, in Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, a part of the North ½ of the Southwest ¼, and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997554 and a convergence angle of (minus) -0°16'27.59" at the Southeast Corner of said Southwest ¼ of the Southwest ¼, Section 36:

- **Commencing** at a ¾ Inch Round Iron Pin representing said Southeast Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 55.00 feet to a 5/8 Inch Rebar representing the **Point of Beginning** and having a Grid Value of **N 671,989.34 feet** and **E 819,572.15 feet** on said East Zone Grid;
- thence continue N89°28'53"W along said South Line of said Southwest ¼ of the Southwest ¼ for 42.47 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 770.56 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N67°37'23"W and a Chord Distance of 752.00 feet,
- thence run N45°45'53"W for 139.85 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 650.92 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 975.28 feet to a 5/8 Inch Rebar representing the Southeast Corner of the Proposed Eastern Right of Way Line of an unnamed public roadway, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S82°50'54"W and a Chord Distance of 970.39 feet,
- thence run N17°05'44"W along said Proposed Eastern Right of Way Line for 109.98 feet to a 5/8 Inch Rebar representing the Northeast Corner of said Proposed Eastern Right of Way Line,

- thence run Northeasterly along an Arc to the Right for 1,013.45 feet to a 5/8 Inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N82°50’54”E and a Chord Distance of 1,008.37 feet,
- thence run S87°12’28”E for 149.25 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29’11”E and a Chord Distance of 714.65 feet,
- thence run S45°45’53”E for 25.75 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Left for 373.07 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54’24”E and a Chord Distance of 371.30 feet,
- thence run N20°14’33”E for 108.67 feet to a 5/8 Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N42°15’37”E and a Chord Distance of 889.16 feet,
- thence run N64°16’40”E for 210.09 feet to a 5/8 Inch Rebar,
- thence run Northerly along an Arc to the Left for 1,105.87 feet to a 5/8 Inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30’04”E and a Chord Distance of 915.89 feet,
- thence run Northwesterly along an Arc to the Right for 489.84 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,379.96 feet, a Chord Bearing of N45°06’24”W and a Chord Distance of 487.27 feet,
- thence run N34°46’41”W for 106.08 feet to a 5/8 Inch Rebar representing at Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and having a Grid Value of **N 674,951.57 feet** and **E 819,505.42 feet** on said East Zone Grid,
- thence run N57°00’49”E along said Proposed South Right of Way Line for 79.86 feet to a 5/8 Inch Rebar,
- thence run S34°52’34”E for 103.36 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 461.44 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,299.96 feet, a Chord Bearing of S45°06’24”E and a Chord Distance of 459.02 feet,

- thence run Southerly along an Arc to the Right for 1,047.56 feet to a 5/8 Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S06°04’37”E and a Chord Distance of 923.49 feet,
- thence run S44°31’47”E for 189.80 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 543.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 547.94 feet, a Chord Bearing of S72°56’37”E and a Chord Distance of 521.46 feet,
- thence run N78°38’33”E for 269.62 feet to a ¾ Inch Crimp Top Pin representing the Intersection of the East Line of said Northeast ¼ of the Southwest ¼, Section 36 and the Existing Northern Right of Way Line of Golf Course Road, a public roadway, said Point of Intersection having a Grid Value of **N 673,432.82 feet** and **E 820,950.42 feet** on said East Zone Grid,
- thence run S00°16’14”W along said East Line for 51.05 feet to a 5/8 Inch Rebar representing its Intersection with the Existing Southern Right of Way Line of said Golf Course Road,
- thence run S78°38’33”W for 259.33 feet to a 5/8 Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 593.06 feet to a 5/8 Inch Rebar, said Arc having a Radius of 597.94 feet, a Chord Bearing of N72°56’37”W and a Chord Distance of 569.05 feet,
- thence run N44°31’47”W for 189.80 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Right for 175.22 feet to a 5/8 Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S56°02’55”W and a Chord Distance of 174.62 feet,
- thence run S64°16’40”W for 210.09 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 849.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of S42°15’37”W and a Chord Distance of 829.18 feet,
- thence run S20°14’33”W for 108.67 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Right for 406.58 feet to a 5/8 Inch Rebar having a Grid Value of **N 672,378.42 feet** and **E 818,886.78 feet** on said East Zone Grid, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of S30°03’52”W and a Chord Distance of 404.59 feet,

- thence run S45°45’53”E for 33.85 feet to a 5/8 Inch Rebar,
- thence run Southeasterly along and Arc to the Left for 686.64 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.92 feet, a Chord Bearing of S67°37’23”E and a Chord Distance of 670.10 feet,
- thence run S89°28’53”E for 41.21 feet to a 5/8 Inch Rebar representing a Point on the Proposed West Right of Way Line of West Hills Drive, a public roadway,
- thence run S00°08’15”E along said Proposed West Right of Way Line for 109.99 feet to the **Point of Beginning,**
- comprising **14.27 Acres**, more or less.

RIGHT OF WAY PARCEL ROW4 – Existing West Hills Drive

A part of the Southwest ¼ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997554 and a convergence angle of (minus) -0°16'27.59" at the Southeast Corner of said Southwest ¼ of the Southwest ¼:

- **Beginning** at a ¾ Inch Round Iron Pin representing said Southeast Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid;
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 55.00 feet to a 5/8 Inch Rebar having a Grid Value of **N 671,989.34 feet** and **E 819,572.15 feet** on said East Zone Grid,
- thence run N00°08'15"W and parallel to the East Line of said Southwest ¼ of the Southwest ¼ for 109.99 feet to a 5/8 Inch Rebar,
- thence continue N00°08'15"W and parallel to said East Line for 459.28 feet to a 5/8 Inch Rebar,
- thence run N89°51'45"E for 55.00 feet to a 5/8 Inch Rebar representing a Point on said East Line and having a Grid Value of **N 672,558.74 feet** and **E 819,625.79 feet** on said East Zone Grid,
- thence run S00°08'15"E along said East Line for 569.91 feet to the **Point of Beginning**,
- comprising **0.72 Acres**, more or less.

PARCEL 1 – Reserved Recreation Parcel

A part of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the West ½ of the Southwest ¼ and a part of the Northeast ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,168.53 feet,
- thence run North 518.72 feet to a Concrete Monument representing the Intersection of the Proposed Northern Right of Way Line of a Proposed unnamed public roadway and the Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Intersection also having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid;
- thence run Northerly along said Proposed Eastern Right of Way Line for the next 7 calls:
    - thence run N21°55'28"W for 39.33 feet to a Concrete Monument,
    - thence run Northerly along an Arc to the Right for 253.66 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N13°57'23"W and a Chord Distance of 252.74 feet,
    - thence run N84°29'57"E for 35.00 feet to a 5/8 Inch Rebar,
    - thence run N03°45'48"W for 50.00 feet to a 5/8 Inch Rebar,
    - thence run S87°58'27"W for 35.00 feet to a 5/8 Inch Rebar,
    - thence run Northerly along an Arc to the Right for 73.55 feet to a 5/8 Inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N00°25'33"E and a Chord Distance of 73.53 feet,
    - thence run Northwesterly along an Arc to the Left for 496.40 feet to a ½ Inch Rebar having a Grid Value of **N 673,439.33 feet** and **E 816,637.89 feet** on said East Zone Grid, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of N09°18'14"W and a Chord Distance of 492.69 feet,
- thence run N61°45'36"E for 63.33 feet to a ½ Inch Rebar;

- thence run Easterly along an Arc to the Right for 90.40 feet to a ½ Inch Rebar, said Arc having a Radius of 90.00 feet, a Chord Bearing of S89°27'51"E and a Chord Distance of 86.65 feet,
- thence run S60°41'18"E for 82.86 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 122.82 feet to a ½ Inch Rebar, said Arc having a Radius of 379.00 feet, a Chord Bearing of S69°58'21"E and a Chord Distance of 122.29 feet,
- thence run S79°15'24"E for 161.31 feet to a ½ Inch Rebar,
- thence run S83°53'28"E for 36.42 feet to a ½ Inch Rebar,
- thence run S88°04'37"E for 67.31 feet to a ½ Inch Rebar,
- thence run N87°54'09"E for 35.99 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Right for 45.05 feet to a ½ Inch Rebar, said Arc having a Radius of 70.00 feet, a Chord Bearing of S73°39'29"E and a Chord Distance of 44.28 feet,
- thence run N79°29'21"E for 94.53 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 152.11 feet to a ½ Inch Rebar, said Arc having a Radius of 145.00 feet, a Chord Bearing of N19°07'39"E and a Chord Distance of 145.23 feet,
- thence run N29°15'27"W for 246.22 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 551.41 feet to a ½ Inch Rebar, said Arc having a Radius of 740.00 feet, a Chord Bearing of N30°45'49"W and a Chord Distance of 538.74 feet,
- thence run N09°25'00"W for 288.28 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S80°58'59"E along said Proposed South Right of Way Line for 63.62 feet to a 5/8 Inch Rebar,
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 110.29 feet to a ½ Inch Rebar having a Grid Value of **N 674,429.75 feet** and **E 817,177.38 feet** on said East Zone Grid, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S81°52'56"E and a Chord Distance of 110.28 feet,
- thence run S08°01'02"W for 183.08 feet to a ½ Inch Rebar,
- thence run S43°21'51"E for 334.19 feet to a ½ Inch Rebar,

- thence run S47°59’58”E for 405.57 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc Right to the for 108.94 feet to a ½ Inch Rebar, said Arc having a Radius of 150.00 feet, a Chord Bearing of S27°11’32”E and a Chord Distance of 106.57 feet,
- thence run S06°23’06”E for 188.49 feet to a ½ Inch Rebar,
- thence run Easterly along an Arc to the Right for 244.15 feet to a ½ Inch Rebar, said Arc having a Radius of 395.00 feet, a Chord Bearing of S78°40’38”E and a Chord Distance of 240.28 feet,
- thence run S60°58’12”E for 201.38 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to Left the for 148.82 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of N33°45’40”E and a Chord Distance of 99.66 feet,
- thence run Northwesterly along an Arc to the Right for 107.57 feet to a ½ Inch Rebar, said Arc having a Radius of 170.00 feet, a Chord Bearing of N33°22’49”W and a Chord Distance of 105.78 feet,
- thence run N15°15’09”W for 248.54 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 412.41 feet to a ½ Inch Rebar, said Arc having a Radius of 1,000.00 feet, a Chord Bearing of N27°04’02”W and a Chord Distance of 409.50 feet,
- thence run Northeasterly along an Arc to the Right for 94.75 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of N15°24’11”E and a Chord Distance of 81.19 feet,
- thence run N69°41’18”E for 161.71 feet to a ½ Inch Rebar,
- thence run Easterly along an Arc to the Right for 110.50 feet to a ½ Inch Rebar, said Arc having a Radius of 80.00 feet, a Chord Bearing of S70°44’28”E and a Chord Distance of 101.92 feet,
- thence run Southeasterly along an Arc to the Left for 111.09 feet to a ½ Inch Rebar, said Arc having a Radius of 110.04 feet, a Chord Bearing of S59°22’20”E and a Chord Distance of 106.43 feet,
- thence run S88°17’57”E for 242.00 feet to a ½ Inch Rebar,
- thence run N45°42’31”E for 34.74 feet to a ½ Inch Rebar,
- thence run N00°17’02”W for 236.43 feet to a ½ Inch Rebar,

- thence run Northerly along an Arc to the Left for 124.35 feet to a ½ Inch Rebar, said Arc having a Radius of 475.00 feet, a Chord Bearing of N07°47’02”W and a Chord Distance of 124.00 feet,
- thence run N15°17’02”W for 13.20 feet to a ½ Inch Rebar representing a Point on said Proposed South Right of Way Line of Classic Drive and having a Grid Value of **N 674,518.39 feet** and **E 818,515.85 feet** on said East Zone Grid,
- thence run Easterly along an Arc to the Left for 50.00 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N74°47’45”E and a Chord Distance of 50.00 feet,
- thence run S15°17’02”E for 13.13 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Right for 137.44 feet to a ½ Inch Rebar, said Arc having a Radius of 525.00 feet, a Chord Bearing of S07°47’02”E and a Chord Distance of 137.05 feet,
- thence run Southeasterly along an Arc to the Left for 96.87 feet to a ½ Inch Rebar, said Arc having a Radius of 95.62 feet, a Chord Bearing of S29°18’17”E and a Chord Distance of 92.78 feet,
- thence run Southeasterly along an Arc to the Left for 237.31 feet to a ½ Inch Rebar, said Arc having a Radius of 474.75 feet, a Chord Bearing of S72°38’54”E and a Chord Distance of 234.85 feet,
- thence run Northeasterly along an Arc to the Right for 112.46 feet to a ½ Inch Rebar, said Arc having a Radius of 316.50 feet, a Chord Bearing of N37°08’51”E and a Chord Distance of 111.87 feet,
- thence run Northeasterly along an Arc to the Right for 136.82 feet to a ½ Inch Rebar, said Arc having a Radius of 200.00 feet, a Chord Bearing of N20°37’53”E and a Chord Distance of 134.17 feet,
- thence run N40°13’47”E for 73.87 feet to a ½ Inch Rebar,
- thence run Easterly along an Arc to the Right for 147.15 feet to a ½ Inch Rebar, said Arc having a Radius of 100.00 feet, a Chord Bearing of N82°23’10”E and a Chord Distance of 134.23 feet,
- thence run S55°27’26”E for 400.12 feet to a ½ Inch Rebar,

- thence run Southeasterly along an Arc to the Right for 284.24 feet to a ½ Inch Rebar, said Arc having a Radius of 300.00 feet, a Chord Bearing of S28°18’50”E and a Chord Distance of 273.73 feet,
- thence run S01°10’14”E for 550.95 feet to a ½ Inch Rebar representing a Point on the Proposed Northwestern Right of Way Line of an unnamed Proposed Roadway, and having a Grid Value of **N 673,502.32 feet** and **E 819,621.94 feet** on said East Zone Grid,
- thence run Southwesterly along said Proposed Northwestern Right of Way Line for the next 3 calls to its Intersection with said Proposed Northern Right of Way Line of an unnamed Proposed Roadway:
    - thence run Southwesterly along an Arc to the Left for 880.11 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of S41°30’13”W and a Chord Distance of 860.05 feet,
    - thence run S20°14’33”W for 108.67 feet to a 5/8 Inch Rebar,
    - thence run Southwesterly along an Arc to the Right for 373.07 feet to a 5/8 Inch Rebar representing said Intersection and having a Grid Value of **N 672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of S29°54’24”W and a Chord Distance of 371.30 feet,
- thence run Westerly along said Proposed Northern Right of Way Line for the next 4 calls to the **Point of Beginning**:
    - thence run N45°45’53”W for 25.75 feet to a 5/8 Inch Rebar,
    - thence run Northwesterly along an Arc to the Left for 730.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of N66°29’11”W and a Chord Distance of 714.65 feet,
    - thence run N87°12’28”W for 149.25 feet to a 5/8 Inch Rebar,
    - thence run Southwesterly along an Arc to the Left for 1,235.85 feet to the **Point of Beginning**, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of S80°39’58”W and a Chord Distance of 1,226.64 feet,
- comprising **79.70 Acres**, more or less.

PARCEL 2 – Reserved Recreation Parcel

A part of the West ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 361.81 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County,
- thence run N00°13'05"E along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision,
- thence run N00°06'59"E along said West Line for 166.78 feet to a ½ Inch Rebar representing the **Point of Beginning** and having a Grid Value of **N 673,017.07 feet** and **E 815,631.12 feet** on said East Zone Grid;
- thence continue N00°06'59"E along said West Line for 328.44 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southwest Corner of the Northwest ¼ of said Southeast ¼, Section 35,
- thence run N00°20'23"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.54 feet to a ½ Inch Rebar,
- thence run N00°29'02"E along said West Line for 645.65 feet to a ½ Inch Rebar,
- thence run N00°07'54"W along said West Line for 489.92 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said Intersection having a Grid Value of **N 674,645.59 feet** and **E 815,637.09 feet** on said East Zone Grid, said Intersection also being 19.00 feet from a 2 Inch Round Iron Pin representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07'54"E along said West Line,

- thence run N89°12’16”E along said Proposed South Right of Way Line for 64.38 feet to a Concrete Monument representing its Intersection with the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway,
- thence run Southerly along said Proposed Western Right of Way Line for the next 8 calls to its Intersection with the Proposed Northern Right of Way Line of an unnamed Proposed Roadway:
    - thence run S00°22’11”E for 132.84 feet to a Concrete Monument,
    - thence run Southeasterly along an Arc to the Left for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of S32°02’49”E and a Chord Distance of 621.49 feet,
    - thence run Southeasterly along an Arc to the Right for 1,264.59 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of S30°26’59”E and a Chord Distance of 1,193.98 feet,
    - thence run Southerly along an Arc to the Right for 50.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of S01°23’30”W and a Chord Distance of 50.93 feet,
    - thence run S89°50’16”W for 35.00 feet to a 5/8 Inch Rebar,
    - thence run S01°37’54”E for 50.00 feet to a 5/8 Inch Rebar,
    - thence run N86°53’56”E for 35.00 feet to a 5/8 Inch Rebar,
    - thence run Southerly along an Arc to the Left for 315.62 feet to a 5/8 Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of S12°43’22”E and a Chord Distance of 314.13 feet,
    - thence run S22°20’41”E for 39.34 feet to a Concrete Monument representing said Intersection and having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid,
- thence run Southwesterly along said Proposed Northern Right of Way Line and an Arc to the Left for 100.05 feet to a ½ Inch Rebar, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of S65°58’46”W and a Chord Distance of 100.04 feet,
- thence run N22°20’41”W for 42.26 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right for 458.99 feet to a ½ Inch Rebar, said Arc having a Radius of 1,039.69 feet, a Chord Bearing of N09°41’51”W and a Chord Distance of 455.28 feet,

- thence run Northerly along an Arc to the Left for 54.30 feet to a ½ Inch Rebar, said Arc having a Radius of 983.11 feet, a Chord Bearing of N01°24’57”E and a Chord Distance of 54.30 feet,
- thence run West for 907.54 feet to the **Point of Beginning**,
- comprising **21.84 Acres**, more or less.

PARCEL 3 – Parcel Northwest of Lake Sehoy (contains the Accelerator)

A part of the North ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 154.29 feet,
- thence run North for 2,599.28 feet to a 5/8 Inch Rebar representing the Intersection of the Proposed South Right of Way Line of Classic Drive and the Proposed Eastern Right of Way Line of Shelby Thames Drive, both being public roadways, and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid;
- thence run Southeasterly along said Proposed South Right of Way Line and an Arc to the Right for 298.28 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of S85°22'17"E and a Chord Distance of 297.99 feet,
- thence run S80°58'59"E for 938.13 feet to a ½ Inch Rebar,
- thence run S09°25'00"E for 288.28 feet to a ½ Inch Rebar
- thence run Southeasterly along an Arc to the Left for 551.41 feet to a ½ Inch Rebar, said Arc having a Radius of 740.00 feet, a Chord Bearing of S30°45'49"E and a Chord Distance of 538.74 feet,
- thence run S29°15'27"E for 246.22 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 152.11 feet to a ½ Inch Rebar, said Arc having a Radius of 145.00 feet, a Chord Bearing of S19°07'39"W and a Chord Distance of 145.23 feet,
- thence run S79°29'21"W for 94.53 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 45.05 feet to a ½ Inch Rebar, said Arc having a Radius of 70.00 feet, a Chord Bearing of N73°39'29"W and a Chord Distance of 44.28 feet,
- thence run S87°54'09"W for 35.99 feet to a ½ Inch Rebar,

- thence run N88°04’37”W for 67.31 feet to a ½ Inch Rebar,
- thence run N83°53’28”W for 36.42 feet to a ½ Inch Rebar,
- thence run N79°15’24”W for 161.31 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 122.82 feet to a ½ Inch Rebar, said Arc having a Radius of 379.00 feet, a Chord Bearing of N69°58’21”W and a Chord Distance of 122.29 feet,
- thence run N60°41’18”W for 82.86 feet to a ½ Inch Rebar,
- thence run Westerly along an Arc to the Left for 90.40 feet to a ½ Inch Rebar, said Arc having a Radius of 90.00 feet, a Chord Bearing of N89°27’51”W and a Chord Distance of 86.65 feet,
- thence run S61°45’36”W for 63.33 feet to a ½ Inch Rebar representing a Point on said Proposed Eastern Right of Way Line and having a Grid Value of **N 673,439.33 feet** and **E 816,637.89 feet** on said East Zone Grid,
- thence run Northwesterly along said Proposed Eastern Right of Way Line for the next 4 calls to the **Point of Beginning:**
    - thence run Northwesterly along an Arc to the Left for 30.06 feet to a Concrete Monument, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of N22°11’41”W and a Chord Distance of 30.06 feet,
    - thence run Northwesterly along an Arc to the Left for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,156.79 feet, a Chord Bearing of N43°29’34”W and a Chord Distance of 813.31 feet,
    - thence run Northwesterly along an Arc to the Right for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of N31°52’10”W and a Chord Distance of 538.53 feet,
    - thence run N00°18’42”W for 111.83 feet to the **Point of Beginning**,
- comprising **26.14 Acres**, more or less.

PARCEL 4 – Parcel North of Lake Sehoy

A part of the Northeast ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the Northwest ¼ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,549.85 feet,
- thence run North for 2,402.65 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,429.75 feet** and **E 817,177.38 feet** on said East Zone Grid;
- thence run Easterly along an Arc to the Left for 1,349.69 feet to a ½ Inch Rebar and having a Grid Value of **N 674,518.39 feet** and **E 818,515.85 feet** on said East Zone Grid, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N86°12'39"E and a Chord Distance of 1,341.41 feet,
- thence run S15°17'02"E for 13.20 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Right for 124.35 feet to a ½ Inch Rebar, said Arc having a Radius of 475.00 feet, a Chord Bearing of S07°47'02"E and a Chord Distance of 124.00 feet,
- thence run S00°17'02"E for 236.43 feet to a ½ Inch Rebar,
- thence run S45°42'31"W for 34.74 feet to a ½ Inch Rebar,
- thence run N88°17'57"W for 242.00 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 111.09 feet to a ½ Inch Rebar, said Arc having a Radius of 110.04 feet, a Chord Bearing of N59°22'20"W and a Chord Distance of 106.43 feet,
- thence run Westerly along an Arc to the Left for 110.50 feet to a ½ Inch Rebar, said Arc having a Radius of 80.00 feet, a Chord Bearing of N70°44'28"W and a Chord Distance of 101.92 feet,

- thence run S69°41’18”W for 161.71 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 94.75 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of S15°24’11”W and a Chord Distance of 81.19 feet,
- thence run Southeasterly along an Arc to the Right for 412.41 feet to a ½ Inch Rebar, said Arc having a Radius of 1,000.00 feet, a Chord Bearing of S27°04’02”E and a Chord Distance of 409.50 feet,
- thence run S15°15’09”E for 248.54 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Left for 107.57 feet to a ½ Inch Rebar, said Arc having a Radius of 170.00 feet, a Chord Bearing of S33°22’49”E and a Chord Distance of 105.78 feet,
- thence run Southwesterly along an Arc to the Right for 148.82 feet to a ½ Inch Rebar, said Arc having a Radius of 50.00 feet, a Chord Bearing of S33°45’40”W and a Chord Distance of 99.66 feet,
- thence run N60°58’12”W for 201.38 feet to a ½ Inch Rebar,
- thence run Westerly along an Arc to the Left for 244.15 feet to a ½ Inch Rebar, said Arc having a Radius of 395.00 feet, a Chord Bearing of N78°40’38”W and a Chord Distance of 240.28 feet,
- thence run N06°23’06”W for 188.49 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 108.94 feet to a ½ Inch Rebar, said Arc having a Radius of 150.00 feet, a Chord Bearing of N27°11’32”W and a Chord Distance of 106.57 feet,
- thence run N47°59’58”W for 405.57 feet to a ½ Inch Rebar,
- thence run N43°21’51”W for 334.19 feet to a ½ Inch Rebar,
- thence run N08°01’02”E for 183.08 feet to the **Point of Beginning**,
- comprising **17.02 Acres**, more or less.

PARCEL 5 – Parcel Northeast of Lake Sehoy

A part of the North ½ of the Southwest ¼ and a part of the South ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) -0°16'19.80" at the Southeast Corner of the Northeast ¼ of said Southwest ¼:

- **Commencing** at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of said Southwest ¼ and having a Grid Value of **N 673,309.57 feet** and **E 820,949.84 feet** on said East Zone Grid;
- thence run West for 1,444.42 feet,
- thence run North for 1,642.00 feet to a 5/8 Inch Rebar representing the Intersection of the Proposed South Right of Way Line of Classic Drive, a public roadway, and the Proposed Western Right of Way Line of a Proposed unnamed public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,951.57 feet** and **E 819,505.42 feet** on said East Zone Grid,
- thence run Southerly along said Proposed Western Right of Way Line for the next 5 calls:
    - thence run S34°46'41"E for 106.08 feet to a 5/8 Inch Rebar
    - thence run Southeasterly along an Arc to the Left for 489.84 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,379.96 feet, a Chord Bearing of S45°06'24"E and a Chord Distance of 487.27 feet,
    - thence run Southerly along an Arc to the Right for 1,105.87 feet to a 5/8 Inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of S04°30'04"W and a Chord Distance of 915.89 feet,
    - thence run S64°16'40"W for 210.09 feet to a 5/8 Inch Rebar,
    - thence run Southwesterly along an Arc to the Left for 31.31 feet to a ½ Inch Rebar having a Grid Value of **N 673,502.32 feet** and **E 819,621.94 feet** on said East Zone Grid, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of S63°31'17"W and a Chord Distance of 31.31 feet,
- thence run N01°10'14"W for 550.95 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Left for 284.24 feet to a ½ Inch Rebar, said Arc having a Radius of 300.00 feet, a Chord Bearing of N28°18'50"W and a Chord Distance of 273.73 feet,

- thence run N55°27’26”W for 400.12 feet to a ½ Inch Rebar,
- thence run Westerly along an Arc to the Left for 147.15 feet to a ½ Inch Rebar, said Arc having a Radius of 100.00 feet, a Chord Bearing of S82°23’10”W and a Chord Distance of 134.23 feet,
- thence run S40°13’47”W for 73.87 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 136.82 feet to a ½ Inch Rebar, said Arc having a Radius of 200.00 feet, a Chord Bearing of S20°37’53”W and a Chord Distance of 134.17 feet,
- thence run Southwesterly along an Arc to the Left for 112.46 feet to a ½ Inch Rebar, said Arc having a Radius of 316.50 feet, a Chord Bearing of S37°08’51”W and a Chord Distance of 111.87 feet,
- thence run Northwesterly along an Arc to the Right for 237.31 feet to a ½ Inch Rebar, said Arc having a Radius of 474.75 feet, a Chord Bearing of N72°38’54”W and a Chord Distance of 234.85 feet,
- thence run Northwesterly along an Arc to the Right for 96.87 feet to a ½ Inch Rebar, said Arc having a Radius of 95.62 feet, a Chord Bearing of N29°18’17”W and a Chord Distance of 92.78 feet,
- thence run Northerly along an Arc to the Left for 137.44 feet to a ½ Inch Rebar, said Arc having a Radius of 525.00 feet, a Chord Bearing of N07°47’02”W and a Chord Distance of 137.05 feet,
- thence run N15°17’02”W for 13.13 feet to a ½ Inch Rebar representing a Point on said Proposed South Right of Way Line,
- thence run Northeasterly along said Proposed South Right of Way Line for the next 3 calls to the **Point of Beginning**:
    - thence run Northeasterly along an Arc to the Left for 458.45 feet to a 5/8 Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N70°38’57”E and a Chord Distance of 458.12 feet,
    - thence run N67°14’28”E for 245.74 feet to a 5/8 Inch Rebar,
    - thence run N58°29’05”E for 331.35 feet to the **Point of Beginning**:
- comprising **19.40 Acres**, more or less.

PARCEL 6 – East Parcel

A part of the Northeast ¼ of the Southwest ¼ and a part of the South ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) -0°16'19.80" at the Southeast Corner of said Northeast ¼ of the Southwest ¼:

- **Commencing** at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of said Southwest ¼ and having a Grid Value of **N 673,309.57 feet** and **E 820,949.84 feet** on said East Zone Grid;
- thence run N00°14'12"E along the East Line of said Northeast ¼ of the Southwest ¼ for 123.25 feet to a ¾ Inch Crimp Top Pin representing its Intersection with the Existing and Proposed Northern Right of Way Line of Proposed Golf Course Road, an existing and proposed public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 673,432.82 feet** and **E 820,950.42 feet** on said East Zone Grid;
- thence run Westerly along said Proposed Northern Right of Way Line for the next 3 calls to its Intersection with the Proposed Eastern Right of Way Line of a Proposed unnamed public roadway:
    - thence run S78°38'33"W for 269.62 feet to a 5/8 Inch Rebar,
    - thence run Northwesterly along an Arc to the Right for 543.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 547.94 feet, a Chord Bearing of N72°56'37"W and a Chord Distance of 521.46 feet,
    - thence run N44°31'47"W for 189.80 feet to a 5/8 Inch Rebar representing said Intersection,
- thence run Northerly along said Proposed Eastern Right of Way Line for the next 3 calls to its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway;
    - thence run Northerly along an Arc to the Left for 1,047.56 feet to a 5/8 Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of N06°04'37"W and a Chord Distance of 923.49 feet,
    - thence run Northwesterly along an Arc to the Right for 461.44 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,299.96 feet, a Chord Bearing of N45°06'24"W and a Chord Distance of 459.02 feet,

  - thence run N34°52’34”W for 103.36 to a 5/8 Inch Rebar representing said Intersection,
- thence run Easterly along said Proposed South Right of Way Line for the next 3 calls to its Intersection with the East Line of the Southeast ¼ of said Northwest ¼:
  - thence run N56°50’16”E for 3.58 feet to a 5/8 Inch Rebar,
  - thence run Northeasterly along an Arc to the Right for 909.97 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of N73°31’37”E and a Chord Distance of 897.16 feet,
  - thence run S80°48’57”E for 529.67 feet to a 5/8 Inch Rebar representing said Intersection of said Proposed South Right of Way Line and said East Line of the Southeast ¼ of the Northwest ¼, said Point having a Grid Value of **N 675,166.87 feet** and **E 820,958.61 feet** on said East Zone Grid,
- thence run S00°16’14”W along said East Line of the Southeast ¼ of the Northwest ¼ and said East Line of the Northeast ¼ of the Southwest ¼ for 1,734.08 feet to the **Point of Beginning,**
- comprising **39.09 Acres**, more or less.

PARCEL 7 – Southeast Parcel

A part of the Northeast ¼ of the Southwest ¼ and a part of the West ½ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) -0°16'19.80" at the Southeast Corner of said Northeast ¼ of the Southwest ¼:

- **Beginning** at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of said Southwest ¼ and having a Grid Value of **N 673,309.57 feet** and **E 820,949.84 feet** on said East Zone Grid;
- thence run N89°55'33"W along the South Line of said Northeast ¼ of the Southwest ¼, for 1,331.15 feet to a Concrete Monument representing the Southwest Corner of said Northeast ¼ of the Southwest ¼ and the Northeast Corner of said Southwest ¼ of the Southwest ¼, Section 36,
- thence run S00°56'14"E along the East Line of said Southwest ¼ of the Southwest ¼ for 329.49 feet to a ½ Inch Rebar,
- thence run S01°00'47"E along said East Line for 45.08 feet to a ¾ Inch Round Iron Pin,
- thence run S00°08'15"E along said East Line for 378.02 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed North Right of Way Line of West Hills Drive, a public roadway,
- thence run S89°51'45"W for 55.00 feet to a 5/8 Inch Rebar representing a Point where said Proposed North Right of Way Line becomes the Proposed West Right of Way Line of said West Hills Drive,
- thence run S00°08'15"E along said Proposed West Right of Way Line and parallel to said East Line of the Southwest ¼ of the Southwest ¼, Section 36 for 459.28 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of a Proposed unnamed public roadway,
- thence run Northwesterly along said Proposed Northern Right of Way Line for the next 3 calls to its Intersection with Proposed Southeastern Right of Way Line of a Proposed unnamed public roadway:
    - thence run N89°28'53"W for 41.21 feet to a 5/8 Inch Rebar,

  - thence run Northwesterly along and Arc to the Right for 686.64 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.92 feet, a Chord Bearing of N67°37’23”W and a Chord Distance of 670.10 feet,
  - thence run N45°45’53”W for 33.85 feet to a 5/8 Inch Rebar representing said Intersection and having a Grid Value of **N 672,378.42 feet** and **E 818,886.78 feet** on said East Zone Grid,
- thence run Northeasterly along said Proposed Southeastern Right of Way Line for the next 5 calls to a 5/8 Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of Golf Course Road, a proposed public roadway:
  - thence run Northeasterly along an Arc to the Left for 406.58 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N30°03’52”E and a Chord Distance of 404.59 feet,
  - thence run N20°14’33”E for 108.67 feet to a 5/8 Inch Rebar,
  - thence run Northeasterly along an Arc to the Right for 849.94 feet to a 5/8 Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N42°15’37”E and a Chord Distance of 829.18 feet,
  - thence run N64°16’40”E for 210.09 feet to a 5/8 Inch Rebar,
  - thence run Northeasterly along an Arc to the Left for 175.22 feet to a 5/8 Inch Rebar representing said Intersection, said Arc having a Radius of 609.98 feet, a Chord Bearing of N56°02’55”E and a Chord Distance of 174.62 feet,
- thence run Easterly along said Proposed Southern Right of Way Line for the next 3 calls to its Intersection with the East Line of said Northeast ¼ of the Southwest ¼:
  - thence run S44°31’47”E for 189.80 feet to a 5/8 Inch Rebar,
  - thence run Southeasterly along an Arc to the Left for 593.06 feet to a 5/8 Inch Rebar, said Arc having a Radius of 597.94 feet, a Chord Bearing of S72°56’37”E and a Chord Distance of 569.05 feet,
  - thence run N78°38’33”E for 259.33 feet to a 5/8 Inch Rebar representing said Intersection,
- thence run S00°16’14”W along said East Line for 72.20 feet to the **Point of Beginning**,
- comprising **16.74 Acres**, more or less.

PARCEL 8 – South Parcel

A part of the South ½ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southeast ¼ for 881.07 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Eastern Right of Way Line of Everglades, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid;
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 133.37 feet to a Concrete Monument, said Arc having a Radius of 407.55 feet, a Chord Bearing of N22°24'59"W and a Chord Distance of 132.77 feet,
- thence run N31°47'28"W along said Proposed Eastern Right of Way Line for 107.65 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of a Proposed unnamed public roadway, said Intersection having a Grid Value of **N 672,227.25 feet** and **E 816,401.14 feet** on said East Zone Grid,
- thence run Easterly along said Proposed Southern Right of Way Line for the next 5 calls to its Intersection with the South Line of said Southwest ¼ of the Southwest ¼:
    - thence run Northeasterly along an Arc to the Right for 1,675.81 feet to a 5/8 Inch Rebar said Arc having a Radius of 2,809.71 feet, a Chord Bearing of N75°42'20"E and a Chord Distance of 1,651.08 feet,
    - thence run S87°12'28"E for 149.25 feet to a 5/8 Inch Rebar,
    - thence run Southeasterly along an Arc to the Right for 650.92 feet to a 5/8 Inch Rebar, said Arc having a Radius of 899.90 feet, a Chord Bearing of S66°29'11"E and a Chord Distance of 636.82 feet,
    - thence run S45°45'53"E for 139.85 feet to a 5/8 Inch Rebar,

- thence run Southeasterly along an Arc to the Left for 770.56 feet to a 5/8 Inch Rebar representing said Intersection, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of S67°37’23”E and a Chord Distance of 752.00 feet, said Intersection being 97.47 feet from a ¾ Inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southwest ¼ and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid, as measured S89°28’53”E along said South Line,

- thence run N89°28’53”W along said South Line for 1,251.37 feet to a Concrete Monument representing the Southwest Corner of said Section 36 and the Southeast Corner of said Section 35 and the Northeast Corner of The Preserve, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of Lamar County, Mississippi,
- thence run N89°47’32”W along the South Line of the Southeast ¼ of said Southeast ¼, Section 35 for 1,320.98 feet to a Concrete Monument representing the Southwest Corner of said Southeast ¼ of the Southeast ¼ and the Southeast Corner of said Southwest ¼ of the Southeast ¼, Section 35,
- thence run N89°05’03”W along the South Line of said Southwest ¼ of the Southeast ¼ for 448.97 feet to the **Point of Beginning**,
- comprising **30.05 Acres**, more or less.

PARCEL 9 – Southwest Parcel

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southeast ¼ for 134.94 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of a Proposed unnamed public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 672,024.94 feet** and **E 815,762.46 feet** on said East Zone Grid;
- thence run Northeasterly along said Proposed Southern Right of Way Line and an Arc to the Left for 601.99 feet to a Concrete Monument representing it's Intersection with the Proposed Western Right of Way Line of Everglades, a public roadway, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of N74°17'21"E and a Chord Distance of 593.29 feet,
- thence run S31°47'28"E along said Proposed West Right of Way Line for 103.46 feet to a Concrete Monument
- thence run Southeasterly along said Proposed West Right of Way Line and an Arc to the Right for 90.22 feet to a 5/8 Inch Rebar representing its Intersection with said South Line, said Arc having a Radius of 263.60 feet, a Chord Bearing of S21°59'11"E and a Chord Distance of 89.78 feet,
- thence run N89°05'03"W along said South Line for 659.33 feet to the **Point of Beginning,**
- comprising **0.91 Acres (39,470 Square Feet)**, more or less.

PARCEL 10 – West Parcel

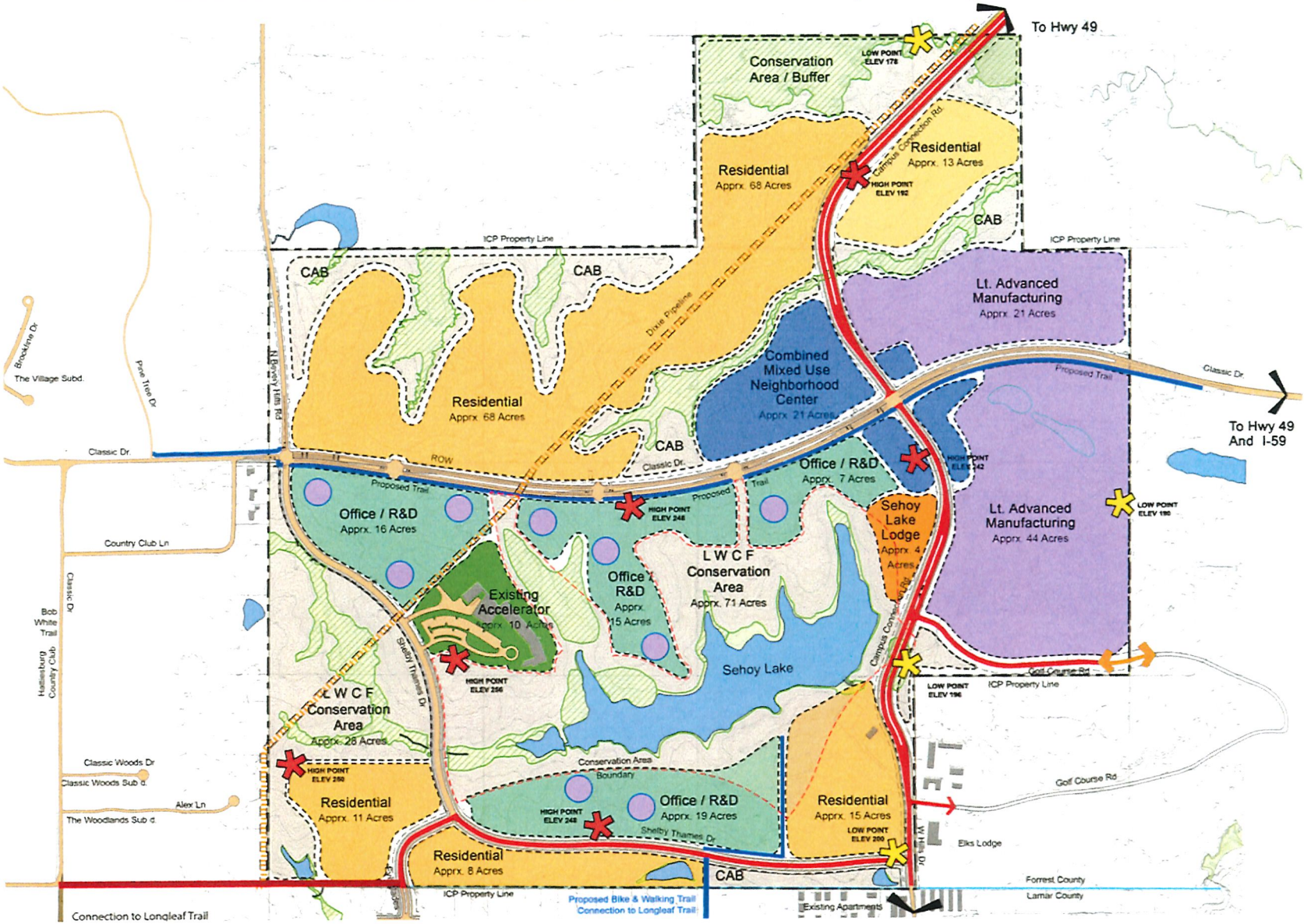
A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Southeast ¼, Section 35:

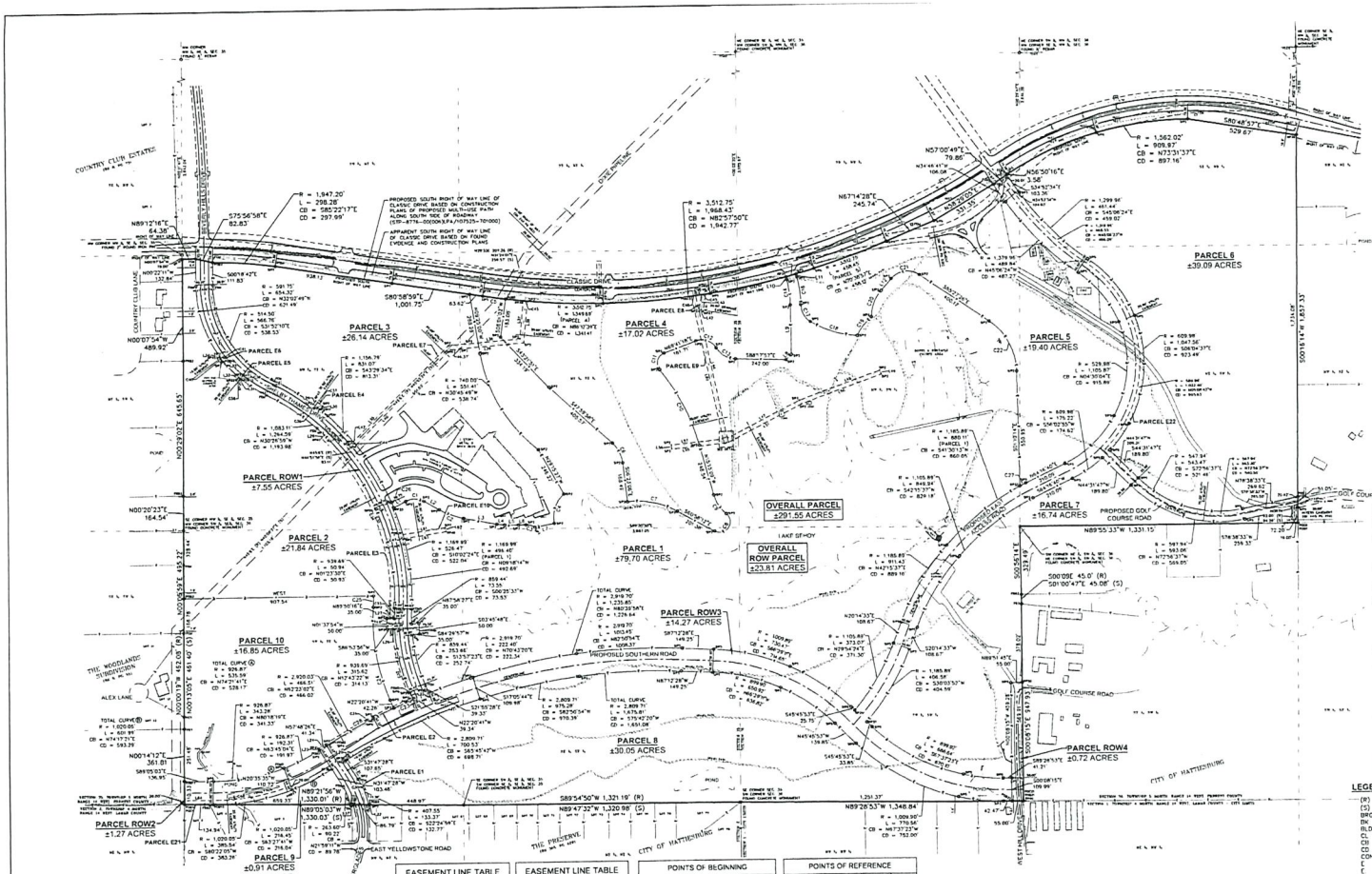
- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 110.33 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of a Proposed unnamed public roadway and the **Point of Beginning**, said Intersection having a Grid Value of **N 672,137.42 feet** and **E 815,627.99 feet** on said East Zone Grid;
- thence continue N00°14'12"E along said West Line for 251.48 feet to a ¾ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County,
- thence run N00°13'05"E along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision,
- thence run N00°06'59"E along said West Line for 166.78 feet to a ½ Inch Rebar having a Grid Value of **N 673,017.07 feet** and **E 815,631.12 feet** on said East Zone Grid;
- thence run East for 907.54 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Right for 54.30 feet to a ½ Inch Rebar, said Arc having a Radius of 983.11 feet, a Chord Bearing of S01°24'57"W and a Chord Distance of 54.30 feet,
- thence run Southerly along an Arc to the Left for 458.99 feet to a ½ Inch Rebar, said Arc having a Radius of 1,039.69 feet, a Chord Bearing of S09°41'51"E and a Chord Distance of 455.28 feet,
- thence run S22°20'41"E for 42.26 feet to a ½ Inch Rebar representing a Point on said Proposed Northern Right of Way Line,
- thence run Southwesterly along said Proposed Northern Right of Way Line for the next 4 calls to the **Point of Beginning**:

- thence run Southwesterly along an Arc to the Left for 366.47 feet to a 5/8 Inch Rebar, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of S61°24’09”W and a Chord Distance of 366.23 feet,
- thence run S57°48’26”W for 41.34 feet to a 5/8 Inch Rebar,
- thence run Southwesterly along an Arc to the Right for 535.59 feet to a 5/8 Inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of S74°21’41”W and a Chord Distance of 528.17 feet,
- thence run N89°05’03”W for 136.95 feet to a 5/8 Inch Rebar representing the **Point of Beginning**,

- comprising **16.85 Acres**, more or less.

Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use





REFERENCE MATERIALS:

Forrest County Tax Map
Lamar County Tax Map
USGS 7.5 Minute Quadrangle Map
Hattiesburg 1996
Title Opinion by Stephen K. Thomas of Richard & Thomas, PLLC
No Number 02-08-2019
County Club Estates Subdivision Plat
Bk 8 Pg 73 03-08-1960
Country Club Estates 1st Addition Subdivision Plat
Bk 10 Pg 25 08-19-1968
The Preserve Subdivision Plat
Bk 3 Pg 365 04-15-2008
The Woodlands Subdivision Plat
Bk 8 Pg 55 03-23-1998

Warranty Deeds
Bk 13 Pg 271 08-05-1916
Bk 536 Pg 344 07-20-1980
Bk 758 Pg 197 08-26-1986
Bk 853 Pg 101 12-05-2000
Bk 833 Pg 549 01-18-2000
Bk 918 Pg 1 09-26-2003
Bk 1158 Pg 396 08-19-2013

Special Warranty Deeds
Bk 1008 Pg 226 03-08-2007
Bk 1118 Pg 388 12-29-2011

Quitclaim Deeds
Bk 866 Pg 421 08-29-2001
Bk 921 Pg 740 11-13-2003
Bk 1013 Pg 369 12-17-2009
Bk 1085 Pg 107 07-14-2010
Bk 1181 Pg 329 07-29-2014
Bk 1181 Pg 346 07-28-2014
Bk 1203 Pg 523 06-03-2015
Bk 1203 Pg 526 06-03-2015

Corrected Quitclaim Deed
Bk 1041 Pg 32 07-31-2008

Easements
Bk 806 Pg 527 12-22-1998 (Original Classic Drive Location)
Bk 1115 Pg 704 11-16-2011 (Driveway Easement for Maples Property)

Right of Way Contract
Bk 238 Pg 623 12-07-1961 (Dixie Pipeline)
Bk 245 Pg 483 07-23-1962 (Dixie Pipeline)

Construction Plans for a Proposed Multi-use Path along Classic Drive, Federal Aid Project No. STP-8776-00(006)/PA/107525-701000, Office Review Set
SDW No. F16-2311 08-21-2018

Construction Plans for Infrastructure Improvements, Phase I
SDW No. F03-193781 04-2006

As Built Construction Plans for Infrastructure Improvements, Phase II, Federal Aid Urban Project No. STP-8776-00(002)
SDW No. F03-193782 11-21-2008

495 Ac Survey of East ½, Sec 35, & West ½, Sec 36, T-5-N, R-14-W, Forrest County, MS by Raymond W. Dearman, PE, PLS
SDW No. F03-1937 09-29-2003

4.69 Ac Survey in the NW ¼, SE ¼, Sec 36, T-5-N, R-14-W Forrest County, MS by Michael T. Walts, PE, PLS 07-03-1990

0.88 Ac Survey in the NW ¼, SE ¼, Sec 36, T-5-N, R-14-W, Forrest County, MS by Michael T. Walts, PE, PLS 07-03-1990

SURVEYOR'S NOTES:

1. All paved areas are asphalt unless otherwise noted.
2. Subsurface utilities and subsurface structures were located based on visual evidence locate requests from MS811 (Tickets No. 190121091320169, 190121090040156, 190121090150153 & 190121090150175) and As Built Construction Plans
3. The Survey Boundary Descriptions are on Sheets No. 2 of 3 and 3 of 3 which are attached and considered a part of this document.
4. This survey was performed with the benefit of a title opinion by Richard & Thomas, PLLC
5. Roadways are described as follows
   5.1 Classic Drive is a 4 lane divided asphalt roadway with concrete curb & gutter
   5.2 Shelby Thames Drive is a 3 lane asphalt roadway with concrete curb & gutter
   5.3 Lamppposts is a 2 lane asphalt roadway with concrete curb & gutter
   5.4 West Hills Drive & Golf Course Road are 2 lane asphalt roadways without curb & gutter, except as noted
6. Improvements shown hereon are based on observed field evidence, previous surveys, As Built Construction Plans and current Aerial Photography.
7. The Parcels shown hereon and described here within are located in an Area having the Flood Zone Designation "X" Areas determined to be Outside the 0.2% Chance Flood Plains, by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 28035C0101D, with a Date of Identification of March 2, 2010 for Community No. 280053, in Forrest County, Mississippi.
8. SPECIAL PLAT NOTE: For graphic clarity, individual parcel lies from the POC to the POB are not shown. Use the "Parcel Tie to Point of Commencement Table" for the tie for each parcel

AT THE SOUTHEAST CORNER THE SOUTHWEST ¼ OF THE SOUTHWEST ¼, SECTION 36, TOWNSHIP 5 NORTH, RANGE 14 WEST
COMBINED SCALE FACTOR 0.99997554
CONVERGENCE -0°16'27.59"

SURVEY DATE: JANUARY 21 2019 THRU MARCH 22, 2019
JANUARY 22, 2021

JUDGED TO BE A CLASS 'B' SURVEY
SURVEYED TO CLASS 'B'

BEARINGS ARE BASED ON MS STATE PLANE COORDINATE SYSTEM, ZONE EAST GRID, US SURVEY FEET, AS DETERMINED BY GPS

HORIZONTAL DATUM: NAD 83(2011)
CONTROL STATION RTCM0005 (USM CAMPUS) HATTIESBURG, MS

N: 665,022.113
E: 827,208.406
Z: 303.377

AT THE SOUTHWEST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼, SECTION 35, TOWNSHIP 5 NORTH, RANGE 14 WEST
COMBINED SCALE FACTOR 0.99997432
CONVERGENCE -0°16'19.80"

GRAPHIC SCALE
(IN FEET)

LEGEND

(R)	– AS PER RECORD
(S)	– AS PER SURVEY
BRG	– BEARING
BK	– BOOK
BLDG	– BUILDING
CL	– CHAIN LINK
CB	– CHORD BEARING
CD	– CHORD DISTANCE
CONC	– CONCRETE
E	– EAST
	– EXISTING (PLANE COORDINATE)
	– FIBER OPTIC LINE (UNDERGROUND)
FNC	– FENCE
	– FENCE LINE
FRB2	– FOUND ½" REBAR
FCT	– FOUND ¾" CRIMP TOP PIN
FRT	– FOUND ¾" ROUND IRON PIN
FCM	– FOUND CONCRETE MONUMENT
FCMD	– FOUND CONCRETE MONUMENT (DISTURBED)
FPP	– FOUND GAS PIPELINE INDICATOR POST
GL	– GAS LINE
GDR	– GRAVEL DRIVEWAY
L	– LENGTH
N	– NORTH
NE	– NORTHEAST
N	– NORTHING (PLANE COORDINATE)
NW	– NORTHWEST
1SBB	– ONE STORY BRICK BUILDING
1SMB	– ONE STORY METAL BUILDING
1SWB	– ONE STORY WOOD BUILDING
OHL	– OVERHEAD UTILITY LINE
PG	– PAGE
PDR	– PAVED DRIVEWAY
POB	– POINT OF BEGINNING
POC	– POINT OF COMMENCEMENT
	– PROPERTY LINE (ADJACENT)
	– QUARTER SECTION LINE
R	– RADIUS
R	– RANGE
RP	– REFERENCE POINT
ROW	– RIGHT OF WAY
SS	– SANITARY SEWER
	– SANITARY SEWER LINE
	– SANITARY SEWER PRESSURE LINE
SEC	– SECTION
SIP2	– SET ½" REBAR
SIP3	– SET ¾" REBAR
SIPN	– SET SPIKE NAIL
S	– SOUTH
SE	– SOUTHEAST
SW	– SOUTHWEST
SF	– SQUARE FEET
	– SUBDIVISION LOT LINE
	– SURVEY LINE
T	– TOWNSHIP
	– WATER LINE
W	– WEST

PARCEL CURVE TABLE

CURVE #	LENGTH	RADIUS	CHORD BRG	CHORD DIST
C1	90.45'	90.00'	S89°37'51"E	86.65'
C2	122.82'	374.00'	S89°58'21"E	122.29'
C3	45.05'	70.00'	S72°26'29"E	44.28'
C4	152.11'	145.00'	N19°07'39"E	145.22'
C5	110.29'	374.00'	S81°32'56"E	110.29'
C6	108.94'	150.00'	S27°11'22"E	106.57'
C7	244.15'	393.00'	S78°40'38"E	240.28'
C8	148.82'	50.00'	N33°45'49"E	99.84'
C9	107.57'	170.00'	N33°22'49"W	105.78'
C10	412.41'	1,000.00'	N27°04'07"W	409.50'
C11	94.75'	50.00'	N15°41'11"E	81.19'
C12	110.50'	80.00'	S70°44'28"E	101.92'
C13	111.09'	110.04'	S59°22'39"E	106.43'
C14	124.35'	475.00'	N07°47'02"W	124.00'
C15	50.00'	3,512.75'	N74°47'45"E	50.00'
C16	137.44'	525.00'	S07°47'03"E	137.05'
C17	96.87'	95.62'	S29°18'17"E	92.78'
C18	237.31'	474.75'	S72°38'54"E	234.85'
C19	112.46'	216.50'	N37°58'51"E	111.87'
C20	136.82'	200.00'	N20°37'53"E	134.17'
C21	147.15'	100.00'	N85°33'10"E	134.23'
C22	284.24'	300.00'	S28°18'50"E	273.73'
C23	100.05'	2,920.03'	S65°56'48"W	100.04'
C24	458.99'	1,039.69'	N09°41'51"W	455.28'
C25	54.30'	862.11'	N01°24'51"E	54.30'
C26	30.06'	1,149.99'	N22°11'41"W	30.06'
C27	31.31'	1,185.89'	S83°31'17"W	31.31'
C28	365.47'	2,920.03'	S81°24'09"W	365.23'

EASEMENT CURVE TABLE

CURVE #	LENGTH	RADIUS	CHORD BRG	CHORD DIST
C30	139.12'	417.55'	S22°14'45"E	138.48'
C31	458.23'	2,930.03'	N82°17'15"E	457.75'
C32	318.97'	949.71'	N17°43'21"W	317.48'
C33	53.84'	958.73'	N01°23'20"E	52.04'
C34	907.80'	1,063.11'	N21°27'23"W	880.29'
C35	924.66'	1,083.11'	S21°27'31"E	896.82'
C36	40.00'	1,158.79'	N52°01'00"W	40.00'
C37	40.69'	1,178.78'	S52°01'01"E	40.69'
C38	20.00'	811.79'	N44°51'37"W	409.50'
C39	20.00'	591.75'	S49°21'26"E	20.00'
C40	30.77'	506.75'	N36°45'11"W	30.76'
C41	30.00'	591.75'	S36°45'07"E	30.00'
C42	10.05'	1,158.79'	N39°39'17"W	10.05'
C43	20.99'	3,512.75'	N41°45'37"E	20.99'
C44	10.05'	1,158.79'	N39°09'20"W	10.05'
C45	20.99'	3,512.75'	N41°45'37"E	20.99'
C46	20.06'	3,512.75'	N82°32'20"E	20.06'
C47	20.10'	1,169.99'	N14°22'53"W	20.10'
C48	377.99'	1,000.05'	N80°27'15"E	375.74'

EASEMENT LINE TABLE

LINE #	BEARING	LENGTH
L20	N56°43'16"E	10.00'
L21	S31°47'28"E	107.56'
L22	N89°05'03"W	10.30'
L23	N32°11'34"W	10.00'
L24	N57°48'26"E	41.34'
L25	N32°20'41"W	29.47'
L26	N86°53'56"E	10.00'
L27	S89°50'16"W	20.00'
L28	N44°08'12"E	20.00'
L29	N36°56'33"E	20.00'
L30	S36°58'26"W	20.00'
L31	S40°37'55"W	20.00'
L32	N40°32'55"E	20.00'
L33	S31°44'44"W	15.00'
L34	N54°38'48"E	15.00'
L35	N45°03'27"E	641.82'
L36	N85°21'58"E	343.59'
L37	N05°39'07"E	180.98'
L38	S05°38'07"W	197.88'
L39	S85°21'58"W	352.94'
L40	S45°03'27"W	636.23'
L41	S09°27'22"W	86.26'
L42	N80°32'38"W	20.00'
L43	N09°27'22"E	78.88'
L44	S11°47'47"E	698.07'
L45	N73°39'51"E	2.25'
L46	S16°20'06"E	7.85'
L47	N83°54'31"E	386.04'
L48	N76°07'14"E	410.87'
L49	S19°52'48"E	20.00'
L50	S70°07'14"W	409.41'

EASEMENT LINE TABLE

LINE #	BEARING	LENGTH
L51	S62°54'31"W	388.57'
L52	S16°20'09"E	1.79'
L53	S73°39'51"W	25.00'
L54	N16°20'09"W	4.25'
L55	S84°15'47"W	268.48'
L56	N05°40'13"W	20.00'
L57	N84°19'47"E	244.70'
L58	N16°20'09"W	5.39'
L59	N73°39'51"E	2.68'
L60	S31°47'28"E	663.17'
L61	N81°22'33"E	202.45'
L62	S08°37'27"E	20.00'
L63	S81°22'33"W	200.44'
L64	S89°05'03"E	135.53'

PARCEL LINE TABLE

LINE #	BEARING	LENGTH
L1	N61°45'36"E	63.33'
L2	S80°41'18"E	82.85'
L3	S79°15'24"E	181.31'
L4	S83°53'28"E	36.42'
L5	S88°04'37"E	67.31'
L6	N81°56'09"E	35.99'
L7	N79°29'21"E	94.53'
L8	N45°47'31"E	34.74'
L9	N00°17'02"W	236.43'
L10	N15°17'00"W	13.20'
L11	S15°17'02"E	13.13'
L12	N40°03'47"E	73.87'

POINTS OF BEGINNING

POB #	MONUMENT	NORTHING	EASTING
1	FOUND CONCRETE MONUMENT	672,849.82	816,780.05
2	FOUND CONCRETE MONUMENT	673,344.53	816,786.05
3	SET ½" REBAR	673,007.47	815,931.72
4	SET ½" REBAR	672,228.27	815,761.42
5	SET ½" REBAR	674,424.75	817,197.28
6	SET ½" REBAR	674,651.57	819,509.12
7	FOUND ¼" CRIMP TOP PIN	672,952.82	820,010.81
8	FOUND CONCRETE MONUMENT	672,288.57	820,844.81
9	SET ½" REBAR	672,012.91	820,908.98
10	SET ½" REBAR	672,013.21	821,168.98
11	SET ½" REBAR	672,137.42	815,927.98
12	FOUND CONCRETE MONUMENT	672,515.06	816,772.46
13	FOUND CONCRETE MONUMENT	672,888.51	816,773.51
14	SET ½" REBAR	673,898.15	819,298.59
15	SET ½" REBAR	674,062.80	819,298.27
16	SET ½" REBAR	674,191.16	819,298.05
17	SET ½" REBAR	673,731.14	819,451.84
18	SET ½" REBAR	674,128.58	819,451.79
19	SET ½" REBAR	674,264.85	819,110.38
20	SET ½" REBAR	674,438.96	819,236.98
21	SET ½" REBAR	673,211.63	816,878.78
22	FOUND ¼" ROUND IRON PIN	672,980.80	816,872.16
23	FOUND CONCRETE MONUMENT	672,988.06	816,148.29

POINTS OF REFERENCE

REF #	MONUMENT	NORTHING	EASTING
24	SET ½" REBAR	674,649.96	819,619.98
25	SET ½" REBAR	672,434.41	818,829.29
26	SET ½" REBAR	672,360.32	818,821.84
27	SET ½" REBAR	673,228.32	818,837.84
28	SET ½" REBAR	674,348.39	816,915.85
29	SET ½" REBAR	674,196.87	820,858.81
30	SET ½" REBAR	674,895.88	816,915.92
31	SET ½" REBAR	675,276.42	818,888.75
32	SET ½" REBAR	672,827.26	816,909.16
33	SET ½" REBAR	672,783.96	816,332.58
34	FOUND ¼" ROUND IRON PIN	674,888.84	819,527.76
35	SET ½" REBAR	672,288.81	816,265.21
36	SET ½" REBAR	672,777.91	816,295.15
37	SET ½" REBAR	673,896.76	816,269.98
38	SET ½" REBAR	674,084.82	816,900.89
39	SET ½" REBAR	674,196.84	816,900.91
40	SET ½" REBAR	674,618.88	817,262.85
41	SET ½" REBAR	674,264.85	819,110.38
42	SET ½" REBAR	674,196.79	819,236.98
43	SET ½" REBAR	674,438.96	819,236.98
44	SET ½" REBAR	673,332.23	816,882.95
45	SET ½" REBAR	672,306.73	819,525.78

PARCEL TIE TO POINT OF COMMENCEMENT TABLE

PARCEL	POC	POB	CALLS - POC TO PTN
OVERALL	1	1	N/A
ROW1	1	33	N89°55'50"E 1,321.19', N14°09'49"E 1,309.76', S89°54'50"W 1,321.19'
ROW2	1	SAME	N/A
ROW3	1	1	N89°55'50"E 1,321.19'
ROW4	21	22	N89°55'50"E 66.99'
PARCEL 1	1	SAME	N/A
PARCEL 2	1	1	EAST 1,988.57', NORTH 316.72'
	2	2	NORTH 673.31', N61°45'36"E 63.33', N80°41'18"E 82.85', N79°15'24"E 181.31', N83°53'28"E 36.42', N88°04'37"E 67.31', N81°56'09"E 35.99', N79°29'21"E 94.53', N45°47'31"E 34.74', N00°17'02"W 236.43', N15°17'00"W 13.20', S15°17'02"E 13.13', N40°03'47"E 73.87', N73°39'51"E 2.25', S16°20'06"E 7.85', N83°54'31"E 386.04', N76°07'14"E 410.87', S19°52'48"E 20.00', S70°07'14"W 409.41', S73°39'51"W 25.00', N16°20'09"W 4.25', S84°15'47"W 268.48', N05°40'13"W 20.00', N84°19'47"E 244.70', N16°20'09"W 5.39', N73°39'51"E 2.68', S31°47'28"E 663.17', N81°22'33"E 202.45', S08°37'27"E 20.00', S81°22'33"W 200.44', S89°05'03"E 135.53', S62°54'31"W 388.57', S16°20'09"E 1.79', S73°39'51"W 25.00', N16°20'09"W 4.25', S84°15'47"W 268.48', N05°40'13"W 20.00', N84°19'47"E 244.70', N16°20'09"W 5.39', N73°39'51"E 2.68', S31°47'28"E 663.17', N81°22'33"E 202.45', S08°37'27"E 20.00', S81°22'33"W 200.44', S89°05'03"E 135.53', N89°55'50"E 1,331.15', S00°09'E 45.0' (R), S01°00'47"E 45.08' (S), N89°55'50"E 1,321.19

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi
County of Forrest
City of Hattiesburg

OVERALL PARCEL - South of Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Southeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Southwest ¼ of the Southwest ¼, all of the Northeast ¼ of the Southwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of the Southwest ¼ of said Southeast ¼, Section 35.

Beginning at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N00°14'17"E along the West Line of said Southwest ¼ of the Southeast ¼ for 361.81 feet to a ½ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County;
- thence run N00°13'06"E, along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision;
- thence run N00°06'59"E along said West Line for 495.22 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southeast Corner of the Northwest ¼ of said Southeast ¼, Section 35;
- thence run N00°29'31"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.56 feet to a ½ Inch Rebar;
- thence run N00°29'01"E along said West Line for 645.65 feet to a ½ Inch Rebar;
- thence run N00°06'57"W along said West Line for 489.97 feet to a ½ Inch Rebar representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said intersection having a Grid Value of N 672,027.09 feet and E 815,637.09 feet on said East Zone Grid, said intersection also being 19.00 feet from a 2 Inch Rebar representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07'54"E along said West Line
- thence run Easterly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to its intersection with the East Line of the Southeast ¼ of the Northwest ¼, said Section 36
  - thence run N89°31'16"E for 64.38 feet to a Concrete Monument;
  - thence run S75°56'58"E for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
  - thence run Southeasterly along an arc to the Right for 788.28 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of S85°23'37"E, and a Chord Distance of 777.19 feet;
  - thence run S68°58'58"E for 1,001.75 feet to a ½ Inch Rebar;
  - thence run Easterly along an Arc to the Left for 1,968.43 feet to a ½ Inch Rebar, said Arc having a Radius of 1,512.75 feet, a Chord Bearing of N74°53'52"E, and a Chord Distance of 1,842.77 feet;
  - thence run N37°14'28"E for 745.76 feet to a ½ Inch Rebar;
  - thence run N58°29'05"E for 331.35 feet to a ½ Inch Rebar having a Grid Value of N 674,951.57 feet and E 819,505.42 feet on said East Zone Grid;
  - thence run N57°09'45"E for 79.86 feet to a ½ Inch Rebar;
  - thence run N56°45'16"E for 3.58 feet to a ½ Inch Rebar;
  - thence run Northeasterly along an Arc to the Right for 709.97 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of N73°31'37"E and a Chord Distance of 897.16 feet;
  - thence run N90°48'57"E for 529.67 feet to a ½ Inch Rebar lying on the intersection of said Proposed South Right of Way Line and said Line of the Southeast ¼ of the Northwest ¼, said Point having a Grid Value of N 675,166.87 feet and E 820,908.61 feet on said East Zone Grid.

thence run S00°16'14"W along said East Line of the Southeast ¼ of the Northwest ¼ and the East Line of said Northeast ¼ of the Southeast ¼, Section 36 for 1,857.33 feet to a Concrete Monument representing the Southeast Corner of said Northeast ¼ of the Southeast ¼ and having a Grid Value of N 673,309.57 feet and E 820,949.86 feet on said East Zone Grid;

thence run N89°55'33"W along the South Line of said Northeast ¼ of the Southeast ¼, for 1,331.15 feet to a Concrete Monument representing the Southwest Corner of said Northeast ¼ of the Southeast ¼ and the Northeast Corner of said Southwest ¼ of the Southeast ¼, Section 35;

thence run S00°06'14"E along the East Line of said Southwest ¼ of the Southeast ¼ for 329.49 feet to a ½ Inch Rebar;

thence run S01°00'47"E along said East Line for 45.08 feet to a ½ Inch Round Iron Pin;

thence run S00°00'15"E along said East Line for 947.93 feet to a ½ Inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southeast ¼ and having a Grid Value of N 673,988.84 feet and E 819,627.16 feet on said East Zone Grid;

thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southeast ¼ for 1,348.84 feet to a Concrete Monument representing the Southwest Corner of said Section 36 and the Southeast Corner of said Section 35 and the Northeast Corner of the Northeast ¼ of the Northeast ¼, said Section 2, all per map or plat thereof on file in the Office of the Chancery Clerk of Lamar County, Mississippi;

thence run N89°47'37"W along said South Line of the Southeast ¼ of said Southeast ¼, Section 35 for 1,320.98 feet to a Concrete Monument representing the Southeast Corner of said Southwest ¼ of the Southeast ¼ and the Southeast Corner of said Southeast ¼ of the Southeast ¼, Section 35;

thence run N89°05'03"W along the South Line of said Southeast ¼ of the Southeast ¼ for 1,310.01 feet to the Point of Beginning,

containing 291.55 Acres, more or less.

OVERALL RIGHT OF WAY (ROW) PARCEL

(Proposed Southern Road, Shelby Thames Drive, Proposed East Access Road, Proposed Golf Course Road & Everglades)

A part of the South ½ of the Southeast ¼, and a part of the North ½ of the Southeast ¼, and a part of the North ½ of the Southwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southeast ¼, a part of the North ½ of the Southeast ¼, and a part of the Northeast ¼ of the Southeast ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of the Southwest ¼ of said Southeast ¼, Section 35

Beginning at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N00°14'17"E, along the West Line of said Southeast ¼ of the Southeast ¼ for 361.81 feet to a ½ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County;
- thence run N00°13'06"E, along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision;
- thence run N00°06'59"E along said West Line for 495.22 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southeast Corner of the Northwest ¼ of said Southeast ¼, Section 35;
- thence run N00°29'31"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.56 feet to a ½ Inch Rebar;
- thence run N00°29'01"E along said West Line for 645.65 feet to a ½ Inch Rebar;
- thence run N00°06'57"W along said West Line for 489.97 feet to a ½ Inch Rebar representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said intersection having a Grid Value of N 672,027.09 feet and E 815,637.09 feet on said East Zone Grid, said intersection also being 19.00 feet from a 2 Inch Rebar representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07'54"E along said West Line
- thence run Easterly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to its intersection with the East Line of the Southeast ¼ of the Northwest ¼, said Section 36
  - thence run N89°31'16"E for 64.38 feet to a Concrete Monument;
  - thence run S75°56'58"E for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
  - thence run Southeasterly along an Arc to the Right for 788.28 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of S85°23'37"E, and a Chord Distance of 777.19 feet;
  - thence run S68°58'58"E for 1,001.75 feet to a ½ Inch Rebar;
  - thence run Easterly along an Arc to the Left for 1,968.43 feet to a ½ Inch Rebar, said Arc having a Radius of 1,512.75 feet, a Chord Bearing of N74°53'52"E, and a Chord Distance of 1,842.77 feet;
  - thence run N37°14'28"E for 745.76 feet to a ½ Inch Rebar;
  - thence run N58°29'05"E for 331.35 feet to a ½ Inch Rebar having a Grid Value of N 674,951.57 feet and E 819,505.42 feet on said East Zone Grid;
  - thence run N57°09'45"E for 79.86 feet to a ½ Inch Rebar;
  - thence run N56°45'16"E for 3.58 feet to a ½ Inch Rebar;
  - thence run Northeasterly along an Arc to the Right for 709.97 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of N73°31'37"E and a Chord Distance of 897.16 feet;
  - thence run N90°48'57"E for 529.67 feet to a ½ Inch Rebar lying on the intersection of said Proposed South Right of Way Line and said Line of the Southeast ¼ of the Northwest ¼, said Point having a Grid Value of N 675,166.87 feet and E 820,908.61 feet on said East Zone Grid.

thence run S00°16'14"W along said East Line for 51.04 feet to a ½ Inch Rebar representing its intersection with the Existing Southern Right of Way Line of said Golf Course Road;

thence run S78°38'37"W for 749.33 feet to a ½ Inch Rebar;

thence run Southwesterly along an Arc to the Right for 593.36 feet to a ½ Inch Rebar, said Arc having a Radius of 597.94 feet, a Chord Bearing of N72°56'37"W and a Chord Distance of 569.05 feet;

thence run N44°11'47"W for 189.80 feet to a ½ Inch Rebar;

thence run Southwesterly along an Arc to the Right for 175.22 feet to a ½ Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S56°02'55"W and a Chord Distance of 174.62 feet;

- thence run S64°16'24"W for 210.00 feet to a ½ Inch Rebar;
- thence run Southwesterly along an Arc to the Left for 849.94 feet to a ½ Inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N82°58'49"W and a Chord Distance of 1,008.33 feet;
- thence run S87°17'28"W for 149.76 feet to a ½ Inch Rebar, said Arc having a Radius of 730.47 feet to a ½ Inch Rebar, said Arc having a Radius of 1,109.89 feet, a Chord Bearing of S68°29'11"W, and a Chord Distance of 809.38 feet;
- thence run S49°40'54"W for 210.00 feet to a ½ Inch Rebar;
- thence run S40°08'15"E along said East Line for 569.91 feet to a ½ Inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southeast ¼ and having a Grid Value of N 673,988.84 feet and E 819,627.16 feet on said East Zone Grid;
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southeast ¼ for 97.47 feet to a ½ Inch Rebar;
- thence run Northeasterly along an arc to the Left for 770.56 feet to a ½ Inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N45°45'53"W, and a Chord Distance of 752.00 feet;
- thence run N45°45'53"W for 139.85 feet to a ½ Inch Rebar;
- thence run Northwesterly along an Arc to the Left for 930.92 feet to a ½ Inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 888.82 feet;
- thence run N87°12'28"W for 149.27 feet to a ½ Inch Rebar;
- thence run Southwesterly along an Arc to the Left for 1,675.81 feet to a ¾ Inch Rebar having a Grid Value of N 672,227.25 feet and E 816,603.51 feet on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S73°42'20"W and a Chord Distance of 1,651.08 feet;
- thence run S57°47'28"E for 107.65 feet to a Concrete Monument;
- thence run Southwesterly along an Arc to the Right for 133.37 feet to a ½ Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N 672,203.01 feet and E 816,508.89 feet on said East Zone Grid, said Arc having a Radius of 407.50 feet, a Chord Bearing of S27°24'59"I and a Chord Distance of 132.77 feet;

thence run N89°05'03"W along said South Line for 85.79 feet to a ½ Inch Rebar;

thence run Northwesterly along an Arc to the Left for 90.22 feet to a Concrete Monument, said Arc having a Radius of 263.60 feet, a Chord Bearing of N21°59'11"W and a Chord Distance of 89.78 feet;

thence run N31°47'28"W for 103.46 feet to a Concrete Monument and having a Grid Value of N 672,385.60 feet and E 816,333.58 feet on said East Zone Grid;

thence run Northwesterly along an Arc to the Right for 601.99 feet to a ½ Inch Rebar representing a Point on said South Line of the Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S74°12'29"W and a Chord Distance of 593.39 feet;

thence run N89°05'03"W along said South Line for 134.96 feet to the Point of Beginning,

containing 23.83 Acres, more or less.

RIGHT OF WAY PARCEL ROW1 - Existing Shelby Thames Drive & Everglades

A part of the South ½ of the Southeast ¼, and a part of the Northeast ¼ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of the Southwest ¼ of said Southeast ¼, Section 35

Commencing at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N89°05'03"W along the South Line of said Southeast ¼ of the Southeast ¼ for 134.96 feet to a ¾ Inch Rebar;

thence run Northwesterly along an Arc to the Left for 385.54 feet to a Concrete Monument representing the Point of Beginning having a Grid Value of N 672,089.29 feet and E 816,140.21 feet on said East Zone Grid, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of N80°27'05"I and a Chord Distance of 383.26 feet;

- thence run N00°35'35"W for 110.72 feet to a ¾ Inch Rebar;
- thence run Northwesterly along an Arc to the Left for 392.31 feet to a ¾ Inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N68°45'50"I and a Chord Distance of 191.97 feet;
- thence run N01°48'39"E for 81.23 feet to a ¾ Inch Rebar;
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of N 672,515.56 feet and E 816,721.45 feet on said East Zone Grid, said Arc having a Radius of 1,920.03 feet, a Chord Bearing of N82°33'07"E and a Chord Distance of 465.37 feet;
- thence run N89°27'11"W for 132.86 feet to a Concrete Monument representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway;
- thence run Southeasterly along said Proposed South Right of Way Line for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S51°52'10"E and a Chord Distance of 538.53 feet;
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,166.79 feet, a Chord Bearing of S50°02'34"E and a Chord Distance of 813.31 feet;
- thence run S70°06'44"E for 35.00 feet to a ½ Inch Rebar;
- thence run N01°37'54"W for 50.00 feet to a ¾ Inch Rebar;
- thence run Northeasterly along an Arc to the Right for 50.94 feet to a ¾ Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N87°37'39"E and a Chord Distance of 50.93 feet;
- thence run Northeasterly along an Arc to the Left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,087.11 feet, a Chord Bearing of N32°26'59"W and a Chord Distance of 1,193.98 feet;
- thence run Northwesterly along an Arc to the Right for 454.37 feet to a Concrete Monument, said Arc having a Radius of 591.35 feet, a Chord Bearing of N13°03'49"W and a Chord Distance of 442.99 feet;
- thence run N00°27'11"W for 132.86 feet to a Concrete Monument representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway;
- thence run Southeasterly along said Proposed South Right of Way Line for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S51°52'10"E and a Chord Distance of 538.53 feet;
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,166.79 feet, a Chord Bearing of S50°02'34"E and a Chord Distance of 813.31 feet;
- thence run S70°06'44"E for 35.00 feet to a ½ Inch Rebar;
- thence run N01°37'54"W for 50.00 feet to a ¾ Inch Rebar;
- thence run Northeasterly along an Arc to the Right for 50.94 feet to a ¾ Inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N87°37'39"E and a Chord Distance of 50.93 feet;
- thence run Northeasterly along an Arc to the Left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,087.11 feet, a Chord Bearing of N32°26'59"W and a Chord Distance of 1,193.98 feet;
- thence run Northwesterly along an Arc to the Right for 454.37 feet to a Concrete Monument, said Arc having a Radius of 591.35 feet, a Chord Bearing of N13°03'49"W and a Chord Distance of 442.99 feet;
- thence run N00°27'11"W for 132.86 feet to a Concrete Monument representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway;
- thence run Southeasterly along said Proposed South Right of Way Line for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S51°52'10"E and a Chord Distance of 538.53 feet;
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,166.79 feet, a Chord Bearing of S50°02'34"E and a Chord Distance of 813.31 feet;
- thence run S70°06'44"E for 109.98 feet to a ¾ Inch Rebar;
- thence run Southeasterly along an Arc to the Left for 700.53 feet to a ¾ Inch Rebar having a Grid Value of N 672,227.25 feet and E 816,603.51 feet on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S65°45'42"W and a Chord Distance of 698.71 feet;
- thence run S31°47'28"E for 107.65 feet to a Concrete Monument;
- thence run Southwesterly along an Arc to the Right for 133.37 feet to a ½ Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N 672,203.01 feet and E 816,508.89 feet on said East Zone Grid, said Arc having a Radius of 407.50 feet, a Chord Bearing of S27°24'59"I and a Chord Distance of 132.77 feet;
- thence run N89°05'03"W along said South Line for 134.96 feet to the Point of Beginning,

containing 2.83 Acres, more or less.

RIGHT OF WAY PARCEL ROW2 - Proposed Roadway South & West of Shelby Thames Drive

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of said Southwest ¼ of the Southeast ¼, Section 35

Beginning at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N00°14'17"E, along the West Line of said Southeast ¼ of the Southeast ¼ for 110.33 feet to a ¾ Inch Rebar;

thence run Northwesterly along an Arc to the Left for 385.54 feet to a Concrete Monument having a Grid Value of N 672,089.29 feet and E 816,140.21 feet on said East Zone Grid, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of N80°27'05"I and a Chord Distance of 383.26 feet;

- thence run N00°35'35"W for 110.72 feet to a ¾ Inch Rebar;
- thence run Northwesterly along an Arc to the Left for 392.31 feet to a ¾ Inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N68°45'50"I and a Chord Distance of 191.97 feet;
- thence run N01°48'39"E for 81.23 feet to a ¾ Inch Rebar;
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of N 672,515.56 feet and E 816,721.45 feet on said East Zone Grid, said Arc having a Radius of 1,920.03 feet, a Chord Bearing of N82°33'07"E and a Chord Distance of 465.37 feet;
- thence run N89°27'11"W for 132.86 feet to a Concrete Monument representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway;
- thence run Southeasterly along said Proposed South Right of Way Line for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
- thence run Southeasterly along an Arc to the Left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S51°52'10"E and a Chord Distance of 538.53 feet;
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,166.79 feet, a Chord Bearing of S50°02'34"E and a Chord Distance of 813.31 feet;
- thence run S70°06'44"E for 109.98 feet to a ¾ Inch Rebar;
- thence run Southeasterly along an Arc to the Left for 700.53 feet to a ¾ Inch Rebar having a Grid Value of N 672,227.25 feet and E 816,603.51 feet on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S65°45'42"W and a Chord Distance of 698.71 feet;
- thence run S31°47'28"E for 107.65 feet to a Concrete Monument;
- thence run Southwesterly along an Arc to the Right for 133.37 feet to a ½ Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N 672,203.01 feet and E 816,508.89 feet on said East Zone Grid, said Arc having a Radius of 407.50 feet, a Chord Bearing of S27°24'59"I and a Chord Distance of 132.77 feet;
- thence run N89°05'03"W along said South Line for 85.79 feet to a ½ Inch Rebar;
- thence run Northwesterly along an Arc to the Left for 90.22 feet to a Concrete Monument, said Arc having a Radius of 263.60 feet, a Chord Bearing of N21°59'11"W and a Chord Distance of 89.78 feet;
- thence run N31°47'28"W for 103.46 feet to a Concrete Monument and having a Grid Value of N 672,385.60 feet and E 816,333.58 feet on said East Zone Grid;
- thence run Northwesterly along an Arc to the Right for 601.99 feet to a ½ Inch Rebar representing a Point on said South Line of the Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S74°12'29"W and a Chord Distance of 593.39 feet;
- thence run N89°05'03"W along said South Line for 134.96 feet to the Point of Beginning,

containing 2.83 Acres, more or less.

RIGHT OF WAY PARCEL ROW3 - Proposed Southern Road, Proposed East Access Road & Proposed Golf Course Road

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southeast ¼, a part of the North ½ of the Southwest ¼, and a part of the South ½ of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Northwest ¼, Section 31, Township 5 North, Range 13 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of said Southwest ¼ of the Southeast ¼, Section 35

Commencing at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southeast ¼ for 97.47 feet to a ½ Inch Rebar;

thence run Northeasterly along an Arc to the Left for 770.56 feet to a ½ Inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N45°45'53"W, and a Chord Distance of 752.00 feet;

- thence run N45°45'53"W for 139.85 feet to a ½ Inch Rebar;
- thence run Northwesterly along an Arc to the Left for 930.92 feet to a ½ Inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 888.82 feet;
- thence run N87°12'28"W for 149.27 feet to a ½ Inch Rebar;
- thence run Southwesterly along an Arc to the Left for 1,675.81 feet to a ¾ Inch Rebar having a Grid Value of N 672,227.25 feet and E 816,603.51 feet on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S73°42'20"W and a Chord Distance of 1,651.08 feet;
- thence run S57°47'28"E for 107.65 feet to a Concrete Monument;
- thence run Southwesterly along an Arc to the Right for 133.37 feet to a ½ Inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N 672,203.01 feet and E 816,508.89 feet on said East Zone Grid, said Arc having a Radius of 407.50 feet, a Chord Bearing of S27°24'59"I and a Chord Distance of 132.77 feet;

thence run N89°05'03"W along said South Line for 85.79 feet to a ¾ Inch Rebar;

thence run Northwesterly along an Arc to the Left for 90.22 feet to a Concrete Monument, said Arc having a Radius of 263.60 feet, a Chord Bearing of N21°59'11"W and a Chord Distance of 89.78 feet;

thence run N31°47'28"W for 103.46 feet to a Concrete Monument and having a Grid Value of N 672,385.60 feet and E 816,333.58 feet on said East Zone Grid;

thence run Northwesterly along an Arc to the Right for 601.99 feet to a ½ Inch Rebar representing a Point on said South Line of the Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S74°12'29"W and a Chord Distance of 593.39 feet;

thence run N89°05'03"W along said South Line for 134.96 feet to the Point of Beginning,

containing 23.83 Acres, more or less.

RIGHT OF WAY PARCEL ROW4 - Existing West Hills Drive

A part of the Southwest ¼ of the Southeast ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997564 and a convergence angle of (minus) 0°16'27.97" at the Southeast Corner of said Southwest ¼ of the Southeast ¼

- Beginning at a ½ Inch Round Iron Pin representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southeast ¼ for 55.00 feet to a ½ Inch Rebar having a Grid Value of N 671,988.84 feet and E 815,572.53 feet on said East Zone Grid;
- thence run N00°08'15"W and parallel to said East Line for 659.28 feet to a ½ Inch Rebar;
- thence run N89°51'45"E for 55.00 feet to a ½ Inch Rebar representing a Point on said East Line and having a East Value of N 672,588.13 feet and E 815,627.53 feet on said East Zone Grid;
- thence run S00°08'15"E along said East Line for 569.91 feet to the Point of Beginning,

containing 0.72 Acres, more or less.

PARCEL 1 - Reserved Recreation Parcel

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, and a part of the West ½ of the Southwest ¼ and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone, NAD, B3(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southeast Corner of said Southwest ¼ of the Southeast ¼, Section 35

Commencing at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid;

- thence run N00°14'17"E for 361.81 feet to a ½ Inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County;
- thence run N00°13'06"E, along said West Line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision;
- thence run N00°06'59"E along said West Line for 166.78 feet to a ½ Inch Rebar representing the Point of Beginning and having a Grid Value of N 673,017.80 feet and E 815,613.12 feet on said East Zone Grid;
- thence continue N00°06'59"E along said West Line for 328.44 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southeast Corner of the Northeast ¼ of said Southeast ¼, Section 35;
- thence run N00°29'31"E along the West Line of said Northeast ¼ of the Southeast ¼ for 164.56 feet to a ½ Inch Rebar;
- thence run N00°29'01"E along said West Line for 645.65 feet to a ½ Inch Rebar;
- thence run N00°06'57"W along said West Line for 489.92 feet to a ½ Inch Rebar representing its intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said intersection having a Grid Value of N 674,643.59 feet and E 815,637.09 feet on said East Zone Grid, said intersection also being 19.00 feet from a 2 Inch Round Iron Pin representing the Northwest Corner of said Northeast ¼ of the Southeast ¼ as measured S00°07'54"E along said West Line
- thence run Easterly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to its intersection with the East Line of the Southeast ¼ of the Northwest ¼, said Section 36
  - thence run N89°31'16"E for 64.38 feet to a Concrete Monument;
  - thence run S75°56'58"E for 82.83 feet to a ½ Inch Rebar having a Grid Value of N 674,626.37 feet and E 815,781.82 feet on said East Zone Grid;
  - thence run Southeasterly along an Arc to the Right for 788.28 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of S85°23'37"E, and a Chord Distance of 777.19 feet;
  - thence run S68°58'58"E for 1,001.75 feet to a ½ Inch Rebar;
  - thence run Easterly along an Arc to the Left for 1,968.43 feet to a ½ Inch Rebar, said Arc having a Radius of 1,512.75 feet, a Chord Bearing of N74°53'52"E, and a Chord Distance of 1,842.77 feet;
  - thence run N37°14'28"E for 745.76 feet to a ½ Inch Rebar;
  - thence run N58°29'05"E for 331.35 feet to a ½ Inch Rebar having a Grid Value of N 674,951.57 feet and E 819,505.42 feet on said East Zone Grid;
  - thence run N57°09'45"E for 79.86 feet to a ½ Inch Rebar;
  - thence run N56°45'16"E for 3.58 feet to a ½ Inch Rebar;
  - thence run Northeasterly along an Arc to the Right for 709.97 feet to a ½ Inch Rebar, said Arc having a Radius of 1,342.00 feet, a Chord Bearing of N73°31'37"E and a Chord Distance of 897.16 feet;
  - thence run N90°48'57"E for 529.67 feet to a ½ Inch Rebar lying on the intersection of said Proposed South Right of Way Line and said Line of the Southeast ¼ of the Northwest ¼, said Point having a Grid Value of N 675,166.87 feet and E 820,908.61 feet on said East Zone Grid.

thence run S00°16'14"W along said East Line for 51.04 feet to a ½ Inch Rebar representing its intersection with the Existing Southern Right of Way Line of said Golf Course Road;

thence run S78°38'37"W for 749.33 feet to a ½ Inch Rebar;

thence run Southwesterly along an Arc to the Right for 593.36 feet to a ½ Inch Rebar, said Arc having a Radius of 597.94 feet, a Chord Bearing of N72°56'37"W and a Chord Distance of 569.05 feet;

thence run N44°11'47"W for 189.80 feet to a ½ Inch Rebar;

thence run Southwesterly along an Arc to the Right for 175.22 feet to a ½ Inch Rebar, said Arc having a Radius of 609.98 feet, a Chord Bearing of S56°02'55"W and a Chord Distance of 174.62 feet;

- thence run S64°16'24"W for 210.00 feet to a ½ Inch Rebar;
- thence run Southwesterly along an Arc to the Left for 849.94 feet to a ½ Inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N82°58'49"W and a Chord Distance of 1,008.33 feet;
- thence run S87°17'28"W for 149.76 feet to a ½ Inch Rebar, said Arc having a Radius of 730.47 feet to a ½ Inch Rebar, said Arc having a Radius of 1,109.89 feet, a Chord Bearing of S68°29'11"W, and a Chord Distance of 809.38 feet;
- thence run S49°40'54"W for 210.00 feet to a ½ Inch Rebar having a Grid Value of N 674,434.41 feet and E 815,829.29 feet on said East Zone Grid;
- thence run Northwesterly along an Arc to the Left for 373.07 feet to a ½ Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54'24"I and a Chord Distance of 371.30 feet;
- thence run N39°31'36"W for 108.67 feet to a ½ Inch Rebar;
- thence run Northwesterly along an Arc to the Right for 911.43 feet to a ½ Inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N61°15'37"W and a Chord Distance of 889.26 feet;
- thence run N44°16'40"I for 210.00 feet to a ½ Inch Rebar;
- thence run Northerly along an Arc to the Right for 1,187.97 feet to a ½ Inch Rebar, said Arc having a Radius of 539.98 feet, a Chord Bearing of N14°27'44"E and a Chord Distance of 955.89 feet;
- thence run Northeasterly along an Arc to the Right for 489.84 feet to a ½ Inch Rebar, said Arc having a Radius of 1,379.96 feet, a Chord Bearing of N48°29'11"W and a Chord Distance of

PARCEL SURVEY BOUNDARY DESCRIPTIONS CONTINUED:

PARCEL 7 - Southeast Parcel

A part of the Northeast ¼ of the Southwest ¼ and a part of the West ½ of the Southwest ¼ Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) 0°16'19.80" at the Southeast Corner of said Northeast ¼ of the Southwest ¼.

- Beginning at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of said Southwest ¼ and having a Grid Value of N 673,309.57 feet and E 820,949.86 feet on said East Zone Grid.
- thence run N89°45'33"W along the South Line of said Northeast ¼ of the Southwest ¼ for 1,333.15 feet to a Concrete Monument representing the Southwest Corner of said Northeast ¼ of the Southwest ¼ and the Northeast Corner of said Southeast ¼ of the Southwest ¼, Section 36;
- thence run S00°56'16"E along the East Line of said Southwest ¼ of the Southwest ¼ for 329.45 feet to a ½ Inch Rebar;
- thence run S01°00'47"E along said East Line for 45.08 feet to a ½ Inch Round Iron Pin.
- thence run S00°08'15"E along said East Line for 378.07 feet to a ¾ Inch Rebar representing its intersection with the Proposed North Right of Way Line of West Hills Drive, a public roadway.
- thence run S89°51'45"W for 55.00 feet to a ½ Inch Rebar representing a Point where said Proposed North Right of Way Line becomes the Proposed West Right of Way Line of said West Hills Drive.
- thence run S00°08'15"E along said Proposed West Right of Way Line and parallel to said East Line of the Southwest ¼ of the Southwest ¼, Section 36 for 459.28 feet to a ¾ Inch Rebar representing its intersection with the Proposed Northern Right of Way Line of a Proposed unnamed public roadway.
- thence run Northwesterly along said Proposed Northern Right of Way Line for the next 3 calls to its intersection with Proposed Southeastern Right of Way Line of a Proposed unnamed public roadway.
  - ** thence run N89°28'53"W for 41.21 feet to a ½ Inch Rebar.
  - ** thence run Northwesterly along and Arc to the Right for 686.64 feet to a ½ Inch Rebar, said Arc having a Radius of 899.92 feet, a Chord Bearing of N67°37'27"W and a Chord Distance of 670.10 feet.
  - ** thence run N45°45'53"W for 33.85 feet to a ½ Inch Rebar representing said Intersection and having a Grid Value of N 672,378.42 feet and E 818,886.78 feet on said East Zone Grid.
- thence run Northwesterly along said Proposed Southeastern Right of Way Line for the next 5 calls to a ½ Inch Rebar representing its intersection with the Proposed Southern Right of Way Line of Golf Course Road, a proposed public roadway.
  - ** thence run Northeasterly along an Arc to the Left for 406.58 feet to a ½ Inch Rebar, said Arc having a Radius of 1,181.89 feet, a Chord Bearing of N30°03'52"E and a Chord Distance of 404.59 feet.
  - ** convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼.
  - ** thence run Northeasterly along an arc to the Right for 689.94 feet to a ½ Inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N42°15'37"E and a Chord Distance of 679.18 feet.
  - ** thence run N64°16'40"E for 212.09 feet to a ½ Inch Rebar.
  - ** thence run Northeasterly along an Arc to the Left for 175.22 feet to a ½ Inch Rebar representing said Intersection, said Arc having a Radius of 609.58 feet, a Chord Bearing of N56°02'55"E and a Chord Distance of 174.62 feet.
- thence run Easterly along said Proposed Southern Right of Way Line for the next 3 calls to its intersection with the East Line of said Northeast ¼ of the Southwest ¼.
  - ** thence run S44°31'47"E for 189.80 feet to a ½ Inch Rebar.
  - ** thence run Southeasterly along an Arc to the Left for 593.06 feet to a ½ Inch Rebar, said Arc having a Radius of 597.96 feet, a Chord Bearing of S72°56'37"E and a Chord Distance of 569.25 feet.
  - ** thence run N78°38'33"E for 259.33 feet to a ¾ Inch Rebar representing said Intersection.
- thence run S00°16'14"W along said East Line for 77.20 feet to the Point of Beginning.
- comprising 16.74 Acres, more or less.

PARCEL 8 - South Parcel

A part of the South ½ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southwest ¼ for 881.07 feet to a ¾ Inch Rebar representing its intersection with the Proposed Eastern Right of Way Line of Everglades, a public roadway, said Intersection having a Grid Value of N 672,013.51 feet and E 816,508.49 feet on said East Zone Grid, and the Point of Beginning.
- thence run Northeasterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 133.37 feet in a Concrete Monument, said Arc having a Radius of 407.55 feet, a Chord Bearing of N22°24'59"W and a Chord Distance of 132.77 feet.
- thence run N31°47'28"W along said Proposed Eastern Right of Way Line for 107.65 feet to a ¾ Inch Rebar representing its intersection with the Proposed Southern Right of Way Line of a Proposed unnamed public roadway said intersection having a Grid Value of N 672,227.25 feet and E 816,401.14 feet on said East Zone Grid.
- thence run N58°43'16"E along said Proposed Southern Right of Way Line for 10.00 feet to a ½ Inch Rebar.
- thence run S31°47'28"E, and parallel to said Proposed Eastern Right of Way Line for 107.56 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 139.12 feet to ½ Inch Rebar representing a Point on said South Line, said Arc having a Radius of 417.55 feet, a Chord Bearing of S22°14.45"E and a Chord Distance of 138.48 feet.
- thence run N89°05'03"W along said South Line for 10.30 feet to the Point of Beginning.
- containing 0.06 Acres (2,439 Square Feet), more or less

EASEMENT E2 - 10 Foot Utility Easement on the North Side of the Proposed Southern Road and the West Side of Shelby Thames Drive

A part of the Southwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run East for 1,093.92 feet,
- thence run North for 488.56 feet to a Concrete Monument representing the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and Proposed Northern Right of Way Line of an unnamed Proposed Roadway and the Point of Beginning, said Intersection having a Grid Value of N 672,515.66 feet and E 816,721.45 feet on said East Zone Grid.
- thence run Southeasterly along said Proposed Northern Right of Way Line and an Arc to the Left for 866.51 feet to a ½ Inch Rebar, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of S62°37'02"W and a Chord Distance of 863.37 feet.
- thence run S53°48'26"W along said Proposed Northern Right of Way Line for 41.34 feet to a ½ Inch Rebar,
- thence run N32°11'34"W for 10.00 feet to a ½ Inch Rebar having a Grid Value of N 672,286.07 feet and E 816,268.21 feet on said East Zone Grid.
- thence run N53°48'26"E and parallel to said Proposed Northern Right of Way Line for 41.34 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 458.23 feet to a ½ Inch Rebar, said Arc having a Radius of 2,930.03 feet, a Chord Bearing of N62°17'35"E and a Chord Distance of 457.76 feet,
- thence run N27°30'41"W and parallel to said Proposed Western Right of Way Line for 29.67 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right for 318.97 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line, said Arc having a Radius of 989.71 feet, a Chord Bearing of N23°43'21"W and a Chord Distance of 317.68 feet.
- thence run N14°05'56"W for 1,008.41 feet to said Proposed Western Right of Way Line for 10.00 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 315.62 feet to a ½ Inch Rebar, said Arc having a Radius of 999.89 feet, a Chord Bearing of S12°49'27"E and a Chord Distance of 314.33 feet,
- thence run S21°20'41"E for 39.34 feet to the Point of Beginning,
- comprising 0.20 Acres (8,554 Square Feet), more or less

EASEMENT E3 - 20 Foot Utility Easement on the West Side of Shelby Thames Drive

A part of the West ½ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run North for 1,008.41 feet,
- thence run N14°05'56"W along said Proposed Western Right of Way Line for 10.00 feet to a ½ Inch Rebar, said Arc having a Radius of 999.89 feet and the Point of Beginning, said Intersection having a Grid Value of N 673,009.50 feet and E 815,635.96 feet on said East Zone Grid.
- thence run N89°05'03"W along said Proposed Northern Right of Way line for 20.00 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 10.04 feet to a ½ Inch Rebar, said Arc having a Radius of 979.73 feet, a Chord Bearing of N01°23'30"E and a Chord Distance of 10.04 feet.
- thence run Northeasterly along an Arc to the Left and parallel to said Proposed Western Right of Way line for 907.60 feet to a ½ Inch Rebar, said Arc having a Radius of 1,063.13 feet, a Chord Bearing of N21°27'33"E and a Chord Distance of 880.29 feet.
- thence run N44°08'12"E for 70.00 feet to a ½ Inch Rebar representing a Point on said Western Right of Way Line,
- thence run Southeasterly along said Proposed Western Right of Way Line and an Arc to the Right for 924.66 feet to a ½ Inch Rebar, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of S21°37'33"E and a Chord Distance of 896.83 feet.
- thence run Southerly along an Arc to the Left for 50.84 feet to the Point of Beginning, said Arc having a Radius of 939.69 feet, a Chord Bearing of S01°23'30"W and a Chord Distance of 50.83 feet.
- comprising 0.44 Acres (19,352 Square Feet), more or less

EASEMENT E4 - 20 Foot X 40 Foot Utility Easement on the East Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run North for 1,889.05 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 673,916.15 feet and E 815,288.59 feet on said East Zone Grid.
- thence run Northeasterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 40.00 feet to a ½ Inch Rebar, said Arc having a Radius of 1,154.79 feet, a Chord Bearing N53°01'00"W and a Chord Distance of 40.00 feet.
- thence run N36°59'33"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of N 673,956.76 feet and E 816,269.09 feet on said East Zone Grid.
- thence run Southeasterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 40.65 feet to a ½ Inch Rebar, said Arc having a Radius of 1,174.79 feet, a Chord Bearing S52°01'01"E and a Chord Distance of 40.64 feet.
- thence run S38°58'26"W for 20.00 feet to the Point of Beginning.
- comprising 0.02 Acres (807 Square Feet), more or less

EASEMENT E5 - 20 Foot X 20 Foot Drainage Easement on the West Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run East for 283.74 feet,
- thence run North for 2,034.91 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 674,062.00 feet and E 815,916.27 feet on said East Zone Grid.
- thence run S40°37'55"W for 20.00 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 20.00 feet to a ½ Inch Rebar having a Grid Value of N 674,076.83 feet and E 815,898.89 feet on said East Zone Grid, said Arc having a Radius of 811.75 feet, a Chord Bearing N49°21'37"W and a Chord Distance of 20.00 feet,
- thence run N40°37'55"E for 20.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence Southeasterly along said Proposed Western Right of Way Line and an Arc to the Left for 20.00 feet to the Point of Beginning, said Arc having a Radius of 791.75 feet, a Chord Bearing S49°21'26"E and a Chord Distance of 20.00 feet,
- comprising 0.01 Acres (400 Square Feet), more or less.

EASEMENT E6 - 15 Foot X 30 Foot Drainage Easement on the West Side of Shelby Thames Drive

A part of the Northwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run East for 283.74 feet,
- thence run North for 2,124.99 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Shelby Thames Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 674,151.48 feet and E 815,829.05 feet on said East Zone Grid.
- thence run S51°44'44"W for 15.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Western Right of Way Line for 30.77 feet to a ½ Inch Rebar having a Grid Value of N 674,166.54 feet and E 815,798.87 feet on said East Zone Grid, said Arc having a Radius of 805.75 feet, a Chord Bearing N37°11'36"W and a Chord Distance of 30.76 feet,
- thence run N56°39'48"E for 15.00 feet to a ½ Inch Rebar representing a Point on said Proposed Western Right of Way Line,
- thence Southeasterly along said Proposed Western Right of Way Line and an Arc to the Left for 30.00 feet to the Point of Beginning, said Arc having a Radius of 791.75 feet, a Chord Bearing S36°43'07"E and a Chord Distance of 30.00 feet,
- comprising 0.01 Acres (456 Square Feet), more or less.

EASEMENT E7 - 20 Foot Utility Easement running Between Shelby Thames Drive and Classic Drive

A part of the North ½ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of the Southwest ¼ of said Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run East for 827.31 feet,
- thence run North for 1,724.05 feet to a ½ Inch Rebar representing the intersection of the Northwestern Right of Way Line of Dixie Pipeline and the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the Point of Beginning, said Intersection having a Grid Value of N 673,751.16 feet and E 816,454.84 feet on said East Zone Grid.
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 10.05 feet to a ½ Inch Rebar, said Arc having a Radius of 1,156.79 feet, a Chord Bearing N36°39'12"W and a Chord Distance of 10.05 feet.
- thence run N45°03'31"E and parallel to said Northwestern Right of Way Line for 641.63 feet to a ½ Inch Rebar,
- thence run N85°21'59"E for 343.59 feet to a ½ Inch Rebar,
- thence run N05°39'07"E for 180.58 feet to a ½ Inch Rebar to a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and having a Grid Value of N 674,419.98 feet and E 817,262.85 feet on said East Zone Grid.
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 3,522.75 feet, a Chord Bearing S84°24.91"E and a Chord Distance of 20.00 feet,
- thence run S05°39'07"W for 197.68 feet a ½ Inch Rebar,
- thence run S85°21'59"W for 352.94 feet to a Spike Nail, Witness Corner from said Spike Nail, run N81°21'59"E for 46.32 feet to a ½ Inch Rebar),
- thence run S45°03'31"W and parallel to said Northwestern Right of Way Line for 636.22 feet to a Spike Nail representing a Point on said Proposed Eastern Right of Way Line,
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 10.05 feet to the Point of Beginning, said Arc having a Radius of 1,156.79 feet, a Chord Bearing N39°09'20"W and a Chord Distance of 10.05 feet,
- comprising 0.54 Acres (23,532 Square Feet), more or less

EASEMENT E8 - 20 Foot Drainage Easement on the South side of Classic Drive

A part of the Northwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run North for 2,480.25 feet,
- thence run North for 2,405.55 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 674,436.68 feet and E 818,115.78 feet on said East Zone Grid,
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.99 feet to a ½ Inch Rebar, said Arc having a Radius of 3,522.75 feet, a Chord Bearing of N81°45'37"E and a Chord Distance of 20.99 feet,
- thence run S89°27'37"W for 86.76 feet to a ½ Inch Rebar having a Grid Value of N 674,356.60 feet and E 818,118.39 feet on said East Zone Grid,
- thence run N80°30'38"W for 20.00 feet to a ½ Inch Rebar,
- thence run N09°27'22"E for 79.88 feet to the Point of Beginning,
- comprising 0.04 Acres (1,661 Square Feet), more or less

EASEMENT E9 - 20 Foot and varies Utility Easement on the South side of Classic Drive

A part of the Northwest ¼ of the Southwest ¼, Section 35, Township 5 North, Range 14 West and a part of the Northwest ¼ of the Southeast ¼, Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid,
- thence run East for 2,437.42 feet,
- thence run North for 2,403.27 feet to a ½ Inch Rebar representing a Point on the Proposed South Right of Way Line of Classic Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 674,430.36 feet and E 818,094.95 feet on said East Zone Grid,
- thence run Easterly along said Proposed South Right of Way Line and an Arc to the Left for 20.06 feet to a ½ Inch Rebar, said Arc having a Radius of 3,522.75 feet, a Chord Bearing N82°32'20"E and a Chord Distance of 20.06 feet,
- thence run S11°47'41"E for 680.07 feet to a ½ Inch Rebar,
- thence run N73°39'51"E for 2.25 feet to a ½ Inch Rebar,
- thence run S16°20'09"E for 7.85 feet to a ½ Inch Rebar,
- thence run N82°54'31"E for 386.04 feet to a ½ Inch Rebar,
- thence run N70°07'14"E for 410.67 feet to a ½ Inch Rebar,
- thence run N19°52'46"E for 20.00 feet to a ½ Inch Rebar,
- thence run S70°07'14"W for 409.41 feet to a ½ Inch Rebar,
- thence run S82°54'31"W for 388.57 feet to a ½ Inch Rebar,
- thence run S16°20'09"E for 1.79 feet to a ½ Inch Rebar having a Grid Value of N 673,729.31 feet and E 818,236.48 feet on said East Zone Grid,
- thence run S73°39'51"W for 75.00 feet to a ½ Inch Rebar,
- thence run N16°20'09"W for 4.26 feet to a ½ Inch Rebar,
- thence run S86°19'47"W for 268.46 feet to a ½ Inch Rebar,
- thence run N05°40'13"W for 20.00 feet to a ½ Inch Rebar,
- thence run N86°19'47"E for 266.79 feet to a ½ Inch Rebar,
- thence run N16°20'09"W for 5.39 feet to a ½ Inch Rebar,
- thence run N73°39'51"E for 2.49 feet to a ½ Inch Rebar,
- thence run N11°47'41"W for 683.17 feet to the Point of Beginning,
- comprising 0.83 Acres (36,481 Square Feet), more or less.

EASEMENT E10 - 20 Foot Utility Easement on the East Side of Shelby Thames Drive

A part of the West ½ of the Southwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southwest ¼, Section 35.

- Commencing at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid.
- thence run East for 1,052.26 feet,
- thence run North for 1,284.54 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N 673,351.63 feet and E 816,679.79 feet on said East Zone Grid,
- thence run N81°22'33"E for 202.45 feet to a ½ Inch Rebar,
- thence run S88°37'27"E for 70.00 feet to a ½ Inch Rebar having a Grid Value of N 673,322.22 feet and E 816,882.95 feet on said East Zone Grid,
- thence run S81°22'33"W for 200.44 feet to a ½ Inch Rebar representing a Point on said Proposed Eastern Right of Way Line,
- thence run Northwesterly along said Proposed Eastern Right of Way Line and an Arc to the Left for 20.10 feet to the Point of Beginning, said Arc having a Radius of 1,169.99 feet, a Chord Bearing N14°27'53"W and a Chord Distance of 20.10 feet,
- comprising 0.09 Acres (4,028 Square Feet), more or less

EASEMENT E21 - 20 Foot Utility Easement on the South Side of Proposed Southern Road

A part of the Southwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) 0°16'51.98" at the Southwest Corner of said Southwest ¼ of the Southeast ¼.

- Beginning at a Concrete Monument representing said Southwest Corner of the Southeast ¼ of the Southwest ¼, and having a Grid Value of N 672,027.09 feet and E 815,627.53 feet on said East Zone Grid,
- thence run N00°16'12"E along the West Line of said Southwest ¼ of the Southeast ¼ for 20.00 feet,
- thence run S89°05'03"E and parallel to the Proposed Southern Right of Way Line of a Proposed unnamed public roadway for 135.23 feet,
- thence run Northeasterly along an Arc to the Left and parallel to said Proposed Southern Right of Way Line for 379.59 feet to a Point on the Proposed Western Right of Way Line of an unnamed public roadway, said Arc having a Radius of 1,000.05 feet, a Chord Bearing of N80°32'15"E and a Chord Distance of 375.78 feet,
- thence run N00°16'12"E along said Proposed Western Right of Way Line for 20.00 feet to a Concrete Monument representing the Southwest Corner of said Proposed Western Right of Way Line and having a Grid Value of N 672,089.06 feet and E 816,340.31 feet on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right and along said Proposed Southern Right of Way for 389.54 feet to a ½ Inch Rebar representing its intersection with the South Line of said Southwest ¼ of the Southeast ¼, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of S80°27'05"W and a Chord Distance of 383.76 feet,
- thence run N89°05'03"W along said Proposed Southern Right of Way Line and along said South Line of the Southwest ¼ of the Southeast ¼ for 134.56 feet to the Point of Beginning,
- comprising 0.24 Acres (10,337 Square Feet), more or less.

EASEMENT E22 - 20 Foot Utility Easement on the South Side of Proposed Golf Course Road and the East Side of Proposed Access Road

A part of the Northeast ¼ of the Southeast ¼ and the South ½ of the Northwest ¼ of Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997432 and a convergence angle of (minus) 0°16'19.80" at the Southeast Corner of said Northeast ¼ of the Southeast ¼.

- Commencing at a Concrete Monument representing said Southeast Corner of the Northeast ¼ of the Southeast ¼ and having a Grid Value of N 673,309.57 feet and E 820,949.86 feet on said East Zone Grid,
- thence run N00°16'14"E along the East Line of said Northeast ¼ of the Southeast ¼ for 123.75 feet to a ¾ Inch Rebar representing its intersection with the Existing and Proposed Northern Right of Way Line of Proposed Golf Course Road, an existing and proposed public roadway, and the Point of Beginning, said Intersection having a Grid Value of N 673,432.82 feet and E 820,950.42 feet on said East Zone Grid,
- thence run S00°16'14"W along said East Line for 20.42 feet,
- thence run S38°38'15"W and parallel to said Proposed Northern Right of Way Line for 265.50 feet,
- thence run Northwesterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 563.30 feet, said Arc having a Radius of 567.96 feet, a Chord Bearing of N27°25'37"W and a Chord Distance of 540.50 feet,
- thence run N84°31'47"W and parallel to said Proposed Northern Right of Way Line and its Northwesterly extension for 299.31 feet,
- thence run Northerly along an Arc to the Left and parallel to the Proposed Eastern Right of Way Line a Proposed unnamed roadway and its Southeasterly extension for 1,012.40 feet, said Arc having a Radius of 589.98 feet, a Chord Bearing of N01°08'43"W and a Chord Distance of 905.63 feet,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Eastern Right of Way Line for 668.55 feet, said Arc having a Radius of 1,419.96 feet, a Chord Bearing of N45°06'23"W and a Chord Distance of 666.09 feet,
- thence run N34°53'34"W and parallel to said Proposed Eastern Right of Way Line for 104.03 feet to a Point on the Proposed Southern Right of Way Line of Classic Drive, a public roadway,
- thence run N57°00.49"E along said Proposed Southern Right of Way Line for 20.01 feet to a ½ Inch Rebar representing the Intersection of said Proposed Southern Right of Way Line and said Proposed Eastern Right of Way Line, said intersection having a Grid Value of N 674,995.05 feet and E 819,572.41 feet on said East Zone Grid,
- thence run S34°53'34"E along said Proposed Eastern Right of Way Line for 103.36 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Left and along said Proposed Eastern Right of Way Line for 461.66 feet to a ½ Inch Rebar, said Arc having a Radius of 1,299.96 feet, a Chord Bearing of S45°08'24"E and a Chord Distance of 459.02 feet,
- thence run Southerly along an Arc to the Right and along said Proposed Eastern Right of Way Line for 1,047.56 feet to a ½ Inch Rebar representing its intersection with said Proposed Northern Right of Way Line of Golf Course Road, said Arc having a Radius of 609.98 feet, a Chord Bearing of S06°06'.37"E and a Chord Distance of 921.49 feet,
- thence run S64°31'47"E along said Proposed Northern Right of Way Line for 183.80 feet to a ¾ Inch Rebar,
- thence run Southeasterly along an Arc to the Left and along said Proposed Northern Right of Way Line for 543.47 feet to a ½ Inch Rebar, said Arc having a Radius of 567.96 feet, a Chord Bearing of S73°56'37"E and a Chord Distance of 521.40 feet,
- thence run N78°38'33"E along said Proposed Northern Right of Way Line for 269.62 feet to the Point of Beginning,
- comprising 1.21 Acres (52,582 Square Feet), more or less.

CERTIFICATION:

This is to certify that the attached Survey Boundary Descriptions shown hereon are based on the Parcels found on the attached Boundary Survey.

Richard E. Sullivan, PLS
Land Surveyor No. 3276

NO.	DATE	DESCRIPTION	BY

SURVEY BOUNDARY DESCRIPTIONS

SE 1/4 SEC 35, SW 1/4 36
TOWNSHIP 5 NORTH, RANGE 14 WEST
FORREST COUNTY, MISSISSIPPI

sdw Engineering Progress
309 Second Ave. | Hattiesburg, MS 39401 | (601) 261-7661 | 2021 sdw.com

Drawn by: RES	Checked by: RES
Date: 03-01-2021	Scale: NONE
Drawing No.: 16765	Sheet No.: 3 of 3

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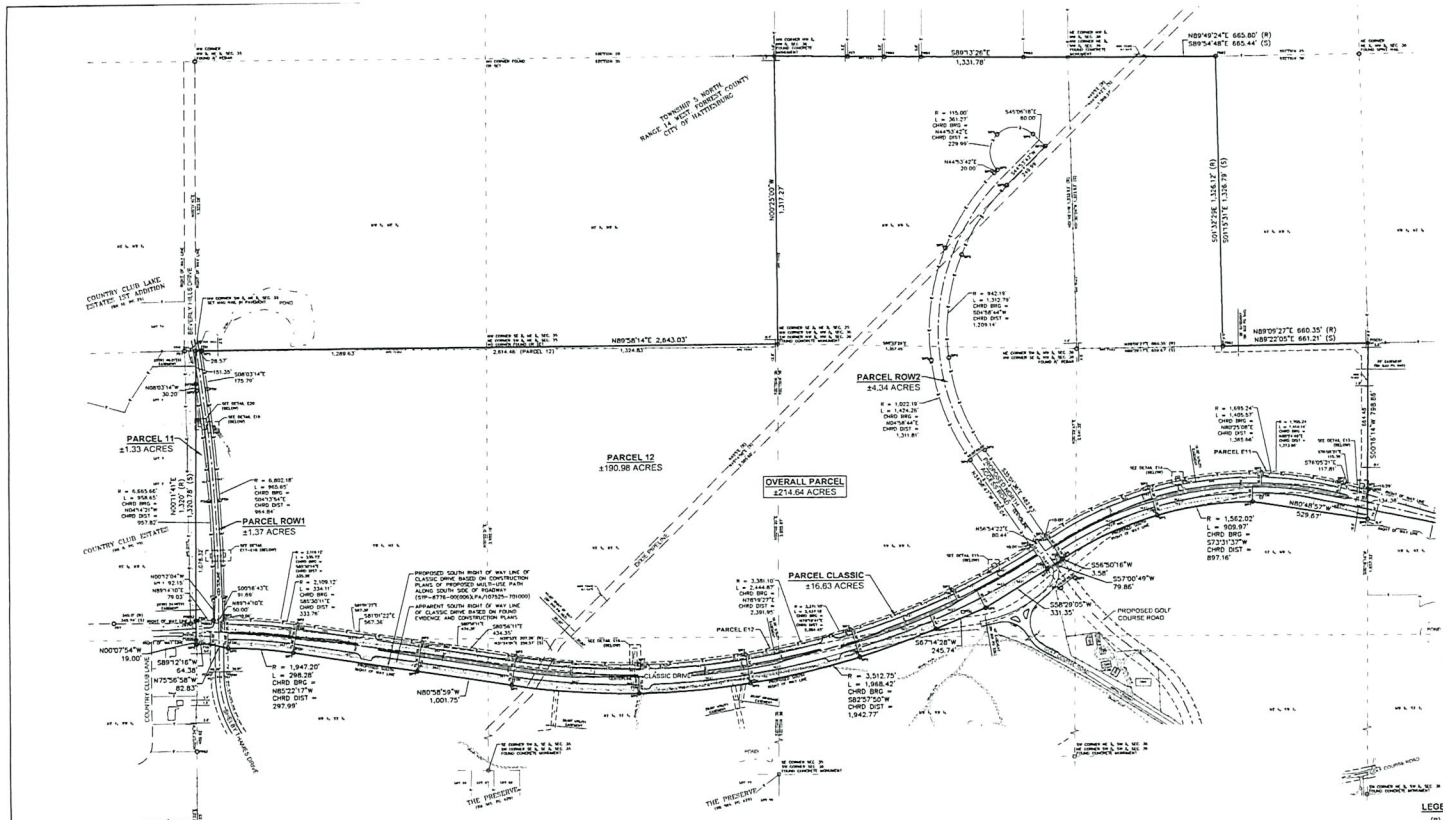
PARCEL 11
±1.33 ACRES
PARCEL ROW1
±1.37 ACRES
PARCEL 12
±190.98 ACRES
PARCEL ROW2
±4.34 ACRES
OVERALL PARCEL
±214.64 ACRES
PARCEL CLASSIC
±16.63 ACRES
COUNTRY CLUB LAKE ESTATES, 1ST ADDITION
COUNTRY CLUB ESTATES
CLASSIC DRIVE
PROPOSED GOLF COURSE ROAD
THE PRESERVE
TOWNSHIP 5, NORTH
RANGE 14 WEST, FORREST COUNTY
CITY OF HATTIESBURG
N89°58'14"E 2,643.03'
S89°13'26"E
1,331.78'
N89°49'24"E 665.80' (R)
S89°54'48"E 665.44' (S)
N89°09'27"E 660.35' (R)
N89°22'05"E 661.21' (S)
N80°58'59"W
1,001.75'
S67°14'28"W
245.74'
S56°50'16"W
79.86'
S57°00'49"W
S58°28'05"W
331.35'
N80°48'52"W
529.67'
R = 1,947.20'
L = 298.28'
CHRD BRG = N85°22'17"W
CHRD DIST = 297.99'
R = 3,512.75'
L = 1,968.42'
CHRD BRG = S82°57'50"W
CHRD DIST = 1,942.77'
R = 1,562.02'
L = 909.97'
CHRD BRG = S73°31'37"W
CHRD DIST = 897.16'
R = 115.00'
L = 361.27'
CHRD BRG = N44°53'42"E
CHRD DIST = 229.99'
R = 342.19'
L = 321.76'
CHRD BRG = N04°54'44"E
CHRD DIST = 309.94'
R = 1,022.19'
L = 1,474.29'
CHRD BRG = N04°54'44"E
CHRD DIST = 1,351.81'
R = 1,695.24'
L = 1,405.57'
CHRD BRG = N80°25'08"E
CHRD DIST = 1,365.84'
R = 6,802.18'
L = 965.61'
CHRD BRG = S04°37'54"E
CHRD DIST = 964.84'
R = 6,665.66'
L = 958.65'
CHRD BRG = N04°47'21"W
CHRD DIST = 957.82'
R = 3,109.12'
L = 334.11'
CHRD BRG = S83°30'11"E
CHRD DIST = 333.96'
R = 3,381.10'
L = 644.87'
CHRD BRG = N78°19'27"E
CHRD DIST = 2,391.95'
R = 3,311.10'
L = 631.10'
CHRD BRG = N78°19'27"E
CHRD DIST = 1,280.62'
N00°13'07"W
1,320.78' (R)
N00°23'09"W
1,317.27'
S01°34'24"E 1,326.17' (S)
S01°33'31"E 1,326.78' (S)
S00°03'14"E
175.76'
N00°03'14"W
30.20'
S00°12'04"E
N89°14'10"E
79.93'
S00°04'43"E
51.88'
N89°14'10"E
50.00'
N00°00'54"W
19.00'
S89°12'16"W
64.36'
N75°56'58"W
82.83'
S01°34'24"E 788.85'
S04°15'05"E
117.81'
S01°34'24"E
1,326.78' (S)
N00°13'07"W
1,320.78' (R)
N00°12'04"W
±1 = 92.15'
N89°14'10"E
79.93'
S00°04'43"E
51.88'
N89°14'10"E
50.00'
S89°56'31"E
434.35'
S89°12'16"W
64.36'
N75°56'58"W
82.83'
S89°12'22"E
567.36

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi
County of Forrest
City of Hattiesburg

OVERALL PARCEL - North of the Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Northeast ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997161 and a convergence angle of (minus) 0°16'51.82" at the Southwest Corner of the Southeast ¼ of said Northeast ¼, Section 35.

- **Beginning** at a 2 inch Round Iron Pin representing said Southwest Corner of the Southeast ¼ of the Northeast ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southeast ¼ of the Northeast ¼ for 1,320.78 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southeast ¼ of the Northeast ¼;
- thence run N89°58'51"E along the North Line of said Southeast ¼ of the Northeast ¼ for 2,643.03 feet to a Concrete Monument representing the Northeast Corner of the Southeast ¼ of the Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36;
- thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼;
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼;
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ inch Rebar representing the Northeast Corner of said Northeast ¼ of the Northwest ¼, and the Northwest Corner of said Northwest ¼ of the Northeast ¼;
- thence run N00°08'16"W along said Proposed Eastern Right of Way Line for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N04°13'54"W and a Chord Distance of 964.84 feet;
- thence run N04°13'54"W along said Proposed Eastern Right of Way Line for 175.79 feet to a ½ inch Rebar representing its intersection with the North Line of said Southeast ¼ of the Northeast ¼;
- thence run N89°58'14"E along the North Line of said Southeast ¼ of the Northeast ¼ for 2,614.46 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36, thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼;
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼;
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ inch Rebar representing the Northeast Corner of said Northeast ¼ of the Northwest ¼, and the Northwest Corner of said Northwest ¼ of the Northeast ¼;
- thence run S89°58'14"E along the North Line of said Northwest ¼ of the Northeast ¼ for 1,326.79 feet to a ½ inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northeast ¼, thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northeast ¼ for 658.86 feet to a ½ inch Rebar representing its intersection with the Proposed Southern Right of Way Line of Classic Drive, a public roadway,
- thence run Westerly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to a ½ inch Rebar representing a Point on the West Line of said Northeast ¼ of the Southeast ¼, Section 35;
  - thence run N89°48'57"W for 529.67 feet to a ½ inch Rebar;
  - thence run Southwesterly along an Arc to the Left for 505.97 feet to a ½ inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31'27"W and a Chord Distance of 897.16 feet;
  - thence run S56°52'41"W for 1,518 feet to a ½ inch Rebar;
  - thence run S57°00'49"W for 79.86 feet to a ½ inch Rebar;
  - thence run S58°29'05"W for 331.35 feet to a ½ inch Rebar;
  - thence run S67°14'29"W for 245.74 feet to a ½ inch Rebar;
  - thence run Westerly along an Arc to the Right for 1,968.42 feet to a ½ inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57'50"W and a Chord Distance of 1,942.77 feet;
  - thence run N83°58'59"W for 1,001.75 feet to a ½ inch Rebar;
  - thence run Northwesterly along an Arc to the Left for 298.28 feet to a ½ inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N88°22'17"W and a Chord Distance of 297.99 feet;
  - thence run S89°12'16"W for 64.38 feet to a ½ inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southeast ¼, Section 35;
- thence run N00°07'54"W along said West Line of the Northwest ¼ of the Southeast ¼ for 19.00 feet to the **Point of Beginning**,
- comprising **214.64 Acres**, more or less

PARCEL CLASSIC - Proposed Right of Way of Classic Drive

A part of the Southwest ¼ of the Northwest ¼, and a part of the North ½ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, and a part of the South ½ of the Northwest ¼, and a part of the North ½ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northwest ¼, Section 35

- **Beginning** at a 2 inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northwest ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northwest ¼ for 91.11 feet to a ½ inch Rebar,
- thence run N89°14'10"E for 79.03 feet to a ½ inch Rebar,
- continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument bearing a Grid Value of N 674,757.41 feet and E **815,766.37 feet** on said East Zone Grid,
- thence run Southeasterly along an Arc to the Right for 334.1; feet to a Concrete Monument, said Arc having a Radius of 2,109.17 feet, a Chord Bearing of S85°38'11"E, and a Chord Distance of 333.76 feet,
- thence run S81°03'27" for 567.26 feet to a Concrete Monument,
- thence run S80°56'11"E for 434.35 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the Left for 2,344.87 feet to a Concrete Monument, said Arc having a Radius of 1,381.10 feet, a Chord Bearing of N78°19'27"E and a Chord Distance of 2,393.95 feet,
- thence run N56°54'27"E for 60.44 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the Right for 1,405.57 feet to a Concrete Monument, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of N80°25'08"E, and a Chord Distance of 1,365.66 feet,
- thence run S79°06'21"E for 117.81 feet to a ¾ inch Rebar representing a Point on the East Line of the Southeast ¼ of said Northwest ¼, Section 36 and having a Grid Value of N **675,301.25 feet** and E **820,959.25 feet** on said East Zone Grid,
- thence run S00°16'14"W along said East Line of the Southeast ¼ of the Northwest ¼ for 134.38 feet,
- thence run N80°48'57"W for 529.67 feet to a ½ inch Rebar,
- thence run Southwesterly along an Arc to the Left for 909.97 feet to a ½ inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31'27"W and a Chord Distance of 897.16 feet,
- thence run S56°52'41"W for 1.58 feet to a ½ inch Rebar,
- thence run S57°00'49"W for 79.86 feet to a ½ inch Rebar,
- thence run S58°29'05"W for 331.35 feet to a ½ inch Rebar,
- thence run S67°14'29"W for 245.74 feet to a ½ inch Rebar,
- thence run Westerly along an Arc to the Right for 1,968.42 feet to a ½ inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57'50"W and a Chord Distance of 1,942.77 feet,
- thence run N83°58'59"W for 1,001.75 feet to a ½ inch Rebar,
- thence run Northwesterly along an Arc to the Left for 298.28 feet to a ½ inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N88°22'17"W and a Chord Distance of 297.99 feet,
- thence run N75°56'54"W for 82.83 feet to a Concrete Monument,
- thence run S89°12'16"W for 64.38 feet to a ½ inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southwest ¼, Section 35,
- thence run N00°07'54"W along said West Line of the Northwest ¼ of the Southwest ¼ for 19.00 feet to the **Point of Beginning**,
- comprising **16.63 Acres**, more or less

PARCEL ROW1 - Proposed Right of Way of Beverly Hills Drive

A part of the Southwest ¼ of the Northwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northwest ¼, Section 35:

- Commencing at a 2 inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northwest ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northwest ¼ for 91.11 feet to a ¾ inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a ¾ inch Rebar representing the **Point of Beginning** and having a Grid Value of N **674,756.74 feet** and E **815,716.38 feet** on said East Zone Grid,
- thence run N00°13'04"W for 92.15 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left for 958.65 feet to a ¾ inch Rebar, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of N06°14'21"W and a Chord Distance of 957.87 feet,
- thence run N00°03'14"W for 30.20 feet to a ¾ inch Rebar representing a Point on said West Line and having a Grid Value of N **675,834.00 feet** and E **815,641.80 feet** on said East Zone Grid,
- thence run N00°11'41"E along said West Line for 151.15 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northwest ¼,
- thence run N89°58'14"E along the North Line of said Southwest ¼ of the Northwest ¼ for 28.57 feet to a ½ inch Rebar,
- thence run S08°03'14"E for 175.79 feet to a Concrete Monument,
- thence run Southerly along an Arc to the Right for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of S04°13'54"E and a Chord Distance of 964.86 feet,
- thence run S00°16'41"E for 91.05 feet to a Concrete Monument representing a Point on said Proposed North Right of Way Line,
- thence run S89°14'10"W along said Proposed North Right of Way Line for 50.00 feet to the **Point of Beginning**,
- comprising **1.37 Acres**, more or less

PARCEL ROW2 - Proposed Right of Way of Proposed North Access Road

A part of the West ½ of the Northeast ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997486 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northeast ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northeast ¼, and having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid;
- thence run West 1,464.09 feet,
- thence run South 863.45 feet to a Concrete Monument representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of N **675,102.27 feet** and E **819,498.28 feet** on said East Zone Grid,
- thence run S56°54'22"W along said Proposed Northern Right of Way Line for 80.44 feet to a Concrete Monument,
- thence run N38°58'37"W for 880.04 feet to a ½ inch Rebar,
- thence run Northerly along an Arc to the Right for 1,474.26 feet to a ½ inch Rebar, said Arc having a Radius of 1,027.19 feet, a Chord Bearing of N04°58'46"E, and a Chord Distance of 1,331.81 feet,
- thence run N48°53'42"E for 70.00 feet to a ½ inch Rebar,
- thence run Northwesterly along an Arc to the Right for 361.27 feet to a ½ inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of N44°53'47" and a Chord Distance of 229.99 feet,
- thence run S41°06'18"E for 80.00 feet to a ½ inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and having a Grid Value of N **676,879.17 feet** and E **819,502.66 feet** on said East Zone Grid,
- thence run S48°53'42"W for 249.99 feet to a ½ inch Rebar,
- thence run Southerly along an Arc to the Left for 1,317.79 feet to a ½ inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of S04°58'46"W and a Chord Distance of 1,209.14 feet,
- thence run S39°01'36"E for 482.63 feet to the **Point of Beginning**,
- comprising **4.34 Acres**, more or less

PARCEL 11 - West of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- Commencing at a 2 inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a ¾ inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of N 674,755.69 feet and E **815,637.36 feet** on said East Zone Grid,
- thence continue N00°11'41"E along said West Line of the Southwest ¼ of the Northeast ¼ for 1,078.32 feet to a ¾ inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and having a Grid Value of N **676,834.00 feet** and E **815,641.02 feet** on said East Zone Grid,
- thence run S08°03'14"E along said Proposed Western Right of Way Line for 30.20 feet to a ¾ inch Rebar,
- thence run Southerly along an Arc to the Right and said Proposed Western Right of Way Line for 958.65 feet to a Concrete Monument, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of S06°14'21"E and a Chord Distance of 957.87 feet,
- thence run S00°13'04"E along said Proposed Western Right of Way Line for 92.15 feet to a ¾ inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run S89°14'10"W along said Proposed Northern Right of Way Line for 79.03 feet to the **Point of Beginning**,
- comprising **1.33 Acres**, more or less

PARCEL 12 - North of the Proposed South Right of Way Line of Classic Drive and East of the Proposed Eastern Right of Way Line of Beverly Hills Drive

A part of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Northwest ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southeast ¼ of said Northeast ¼, Section 35.

- **Commencing** at a 2 inch Round Iron Pin representing said Southwest Corner of the Southeast ¼ of the Northeast ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southeast ¼ of the Northeast ¼ for 91.11 feet to a ¾ inch Rebar representing its Intersection with the Proposed North Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a ¾ inch Rebar representing its intersection with the Proposed Eastern Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of N **674,757.41 feet** and E **815,766.37 feet** on said East Zone Grid,
- thence run N00°16'47"W along said Proposed Eastern Right of Way Line for 91.05 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N04°13'54"W and a Chord Distance of 964.84 feet,
- thence run N08°03'14"W along said Proposed Eastern Right of Way Line for 175.79 feet to a ¾ inch Rebar representing its intersection with the North Line of said Southeast ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said Southeast ¼ of the Northeast ¼ for 2,614.46 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36, thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼,
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼,
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ inch Rebar representing the Northeast Corner of said Northeast ¼ of the Northwest ¼, and the Northwest Corner of said Northwest ¼ of the Northeast ¼,
- thence run S89°58'14"E along the North Line of said Northwest ¼ of the Northeast ¼ for 1,326.79 feet to a ½ inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northeast ¼, thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northeast ¼ for 658.86 feet to a ½ inch Rebar representing its Intersection with said Proposed Southern Right of Way Line of Classic Drive,
- thence run Westerly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to a ½ inch Rebar representing a Point on the West Line of said Northeast ¼ of the Southeast ¼, Section 35;
  - thence run N89°48'57"W for 529.67 feet to a ½ inch Rebar;
  - thence run Southwesterly along an Arc to the Left for 505.97 feet to a ½ inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31'27"W and a Chord Distance of 897.16 feet;
  - thence run S56°52'41"W for 1,518 feet to a ½ inch Rebar;
  - thence run S57°00'49"W for 79.86 feet to a ½ inch Rebar;
  - thence run S58°29'05"W for 331.35 feet to a ½ inch Rebar;
  - thence run S67°14'29"W for 245.74 feet to a ½ inch Rebar;
  - thence run Westerly along an Arc to the Right for 1,968.42 feet to a ½ inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57'50"W and a Chord Distance of 1,942.77 feet,
  - thence run N83°58'59"W for 1,001.75 feet to a ½ inch Rebar;
  - thence run Northwesterly along an Arc to the Left for 298.28 feet to a ½ inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N88°22'17"W and a Chord Distance of 297.99 feet,
  - thence run N75°56'54"W for 82.83 feet to a Concrete Monument,
  - thence run S89°12'16"W for 64.38 feet to a ½ inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southwest ¼, Section 35,
- thence run N00°07'54"W along said West Line of the Northwest ¼ of the Southwest ¼ for 19.00 feet to the **Point of Beginning**,
- comprising **16.63 Acres**, more or less

PARCEL ROW1 - Proposed Right of Way of Beverly Hills Drive

A part of the Southwest ¼ of the Northwest ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northwest ¼, Section 35:

- Commencing at a 2 inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northwest ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northwest ¼ for 91.11 feet to a ¾ inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning** and having a Grid Value of N **674,756.74 feet** and E **815,716.38 feet** on said East Zone Grid,
- thence run N00°13'04"W for 92.15 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left for 958.65 feet to a ¾ inch Rebar, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of N06°14'21"W and a Chord Distance of 957.87 feet,
- thence run N00°03'14"W for 30.20 feet to a ¾ inch Rebar representing a Point on said West Line and having a Grid Value of N **675,834.00 feet** and E **815,641.80 feet** on said East Zone Grid,
- thence run N00°11'41"E along said West Line for 151.15 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northwest ¼,
- thence run N89°58'14"E along the North Line of said Southwest ¼ of the Northwest ¼ for 28.57 feet to a ½ inch Rebar,
- thence run S08°03'14"E for 175.79 feet to a Concrete Monument,
- thence run Southerly along an Arc to the Right for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of S04°13'54"E and a Chord Distance of 964.86 feet,
- thence run S00°16'41"E for 91.05 feet to a Concrete Monument representing a Point on said Proposed North Right of Way Line,
- thence run S89°14'10"W along said Proposed North Right of Way Line for 50.00 feet to the **Point of Beginning**,
- comprising **1.37 Acres**, more or less

PARCEL ROW2 - Proposed Right of Way of Proposed North Access Road

A part of the West ½ of the Northeast ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997486 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northeast ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northeast ¼, and having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid;
- thence run West for 1,464.09 feet,
- thence run South for 863.45 feet to a Concrete Monument representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of N **675,102.27 feet** and E **819,498.28 feet** on said East Zone Grid,
- thence run S56°54'22"W along said Proposed Northern Right of Way Line for 80.44 feet to a Concrete Monument,
- thence run N38°58'37"W for 880.04 feet to a ½ inch Rebar,
- thence run Northerly along an Arc to the Right for 1,474.26 feet to a ½ inch Rebar, said Arc having a Radius of 1,027.19 feet, a Chord Bearing of N04°58'46"E and a Chord Distance of 1,331.81 feet,
- thence run N48°53'42"E for 70.00 feet to a ½ inch Rebar,
- thence run Northwesterly along an Arc to the Right for 361.27 feet to a ½ inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of N44°53'47" and a Chord Distance of 229.99 feet,
- thence run S41°06'18"E for 80.00 feet to a ½ inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and having a Grid Value of N **676,879.17 feet** and E **819,502.66 feet** on said East Zone Grid,
- thence run S48°53'42"W for 249.99 feet to a ½ inch Rebar,
- thence run Southerly along an Arc to the Left for 1,317.79 feet to a ½ inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of S04°58'46"W and a Chord Distance of 1,209.14 feet,
- thence run S39°01'36"E for 482.63 feet to the **Point of Beginning**,
- comprising **4.34 Acres**, more or less

EASEMENT E11 - 10 Foot Wide Utility Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the South ½ of the Northeast ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997486 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northeast ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northeast ¼, and having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid;
- thence run S00°16'14"W along said Proposed Eastern Right of Way Line for 864.48 feet to a ¾ inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid,
- thence run S79°06'21"E for 117.81 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Left and said Proposed Northern Right of Way Line for 1,405.57 feet to a Concrete Monument representing its intersection with the Proposed Eastern Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, and having a Grid Value of N **675,102.27 feet** and E **819,498.28 feet** on said East Zone Grid, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S80°25'08"E and a Chord Distance of 1,365.66 feet,
- thence run N39°01'36"W along said Proposed Eastern Right of Way Line for 10.00 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 1,414.14 feet to a ¾ inch Rebar, said Arc having a Radius of 1,705.24 feet, a Chord Bearing of N80°27'44"E and a Chord Distance of 1,373.96 feet,
- thence run S76°00'21"E and parallel to said Proposed Northern Right of Way Line for 115.36 feet to a ¾ inch Rebar representing a Point on said East Line of the Southeast ¼ of the Northwest ¼,
- thence run S00°16'14"W along said East Line for 10.79 feet to the **Point of Beginning**,
- comprising **0.35 Acres (15,264 Square Feet)**, more or less

EASEMENT E12 - 10 Foot Wide Utility Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the North ½ of the Southeast ¼ and a part of the Southwest ¼ of the Northeast ¼, all in Section 35, and a part of the Southwest ¼ of the Northwest ¼ and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, all in Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of N **674,664.58 feet** and E **815,637.06 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southeast ¼ of the Northeast ¼ for 91.11 feet to a ¾ inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a ¾ inch Rebar representing its intersection with the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of N **674,757.41 feet** and E **815,766.37 feet** on said East Zone Grid,
- thence run N00°16'47"W along said Proposed Eastern Right of Way Line for 10.00 feet to a ½ inch Rebar,
- thence run Southeasterly along an Arc to the Right and parallel to said Proposed North Right of Way Line for 335.73 feet to a ½ inch Rebar, said Arc having a Radius of 2,119.12 feet, a Chord Bearing of S85°30'14"E and a Chord Distance of 335.38 feet,
- thence run S81°03'27"E and parallel to said Proposed North Right of Way Line for 567.26 feet to a ½ inch Rebar,
- thence run S80°56'11"E and parallel to said Proposed North Right of Way Line for 434.36 feet to a ½ inch Rebar,
- thence run Northeasterly along an Arc to the Left and parallel to said Proposed North Right of Way Line for 2,437.18 feet to a ½ inch Rebar representing a Point on the Proposed Western Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, said Arc having a Radius of 1,371.10 feet, a Chord Bearing of N78°19'27"E and a Chord Distance of 2,384.45 feet,
- thence run S39°58'47"E along said Proposed Eastern Right of Way Line for 10.01 feet to a Concrete Monument representing its Intersection with said Proposed North Right of Way Line and having a Grid Value of N **675,058.35 feet** and E **819,430.90 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right and said Proposed North Right of Way Line for 2,444.82 feet to a Concrete Monument, said Arc having a Radius of 1,381.10 feet, a Chord Bearing of S78°19'27"W and a Chord Distance of 2,391.95 feet,
- thence run N80°56'11"W along said Proposed North Right of Way Line for 434.35 feet to a Concrete Monument,
- thence run N81°03'27"W along said Proposed North Right of Way Line for 567.36 feet to a Concrete Monument,
- thence run Northwesterly along an Arc to the Left and said Proposed North Right of Way Line for 334.11 feet to the **Point of Beginning**, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of N85°30'11"W and a Chord Distance of 333.76 feet,
- comprising **0.87 Acres (37,752 Square Feet)**, more or less

EASEMENT E13 - 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southeast ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997486 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southeast ¼ of the Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid,
- thence run West for 20.39 feet,
- thence run South for 860.20 feet to a ¾ inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of N **675,305.53 feet** and E **820,941.99 feet** on said East Zone Grid,
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 20.00 feet to a ¾ inch Rebar,
- thence run N13°54'39"E for 20.00 feet to a ¾ inch Rebar having a Grid Value of N **675,329.75 feet** and E **820,977.39 feet** on said East Zone Grid,
- thence run S76°05'21"E and parallel to said Proposed Northern Right of Way Line for 20.00 feet to a ¾ inch Rebar,
- thence run S13°54'39"W for 20.00 feet to the **Point of Beginning**,
- comprising **0.01 Acres (400 Square Feet)**, more or less

EASEMENT E14 - 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southeast ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997486 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southeast ¼ of the Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of N **675,965.72 feet** and E **820,962.39 feet** on said East Zone Grid;
- thence run West for 854.72 feet,
- thence run South for 1,345 feet to a ¾ inch Rebar representing a Point on the Proposed Western Right of Way Line of Classic Drive, a public roadway, and the Point of Beginning, said Point having a Grid Value of N **675,350.27 feet** and E **820,107.67 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 20.00 feet to a ¾ inch Rebar, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S78°47'27"W and a Chord Distance of 20.00 feet,
- thence run N11°13'33"W for 20.00 feet to a ¾ inch Rebar having a Grid Value of N **675,369.97 feet** and E **820,084.14 feet** on said East Zone Grid,
- thence run N78°47'27"E for 20.00 feet to a ¾ inch Rebar,
- thence run S11°13'33"E for 20.00 feet to the **Point of Beginning**,
- comprising **0.01 Acres (400 Square Feet)**, more or less

EASEMENT E15 - 20 Foot x 20 Foot Drainage Eas

RICHARD [illegible], PHD.
132 [illegible]
Hattiesburg, [illegible]

STATE OF MISSISSIPPI)
COUNTY OF FORREST)

WARRANTY DEED

FOR AND IN CONSIDERATION of the sum of Ten Dollars (10.00), cash in hand paid, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the undersigned **DAVID M. OTT** does hereby grant, bargain, sell, convey and warrant unto **THE BOARD OF TRUSTEES OF INSTITUTIONS OF HIGHER LEARNING OF THE STATE OF MISSISSIPPI, AND THEIR SUCCESSORS IN OFFICE, ACTING FOR AND ON BEHALF OF THE UNIVERSITY OF SOUTHERN MISSISSIPPI** the following described real property, lying and being situate in Forrest County, Mississippi, described as follows, to-wit:

Commence at a 4" x 4" concrete monument at the Southeast corner of the NE 1/4 of the NW 1/4 of Section 36, Township 5 North, Range 14 West, Forrest County, Mississippi, and run South 89 degrees 09 minutes 27 seconds West for 660.35 feet to a ½ inch rebar and the Point of Beginning; from the Point of Beginning continue South 89 degrees 09 minutes 27 seconds West for 660.35 feet to a 1/4 inch iron pipe; thence run North 01 degrees 46 minutes 11 seconds West for 1333.93 feet to a 4 inch x 4 inch concrete monument; thence run North 89 degrees 49 minutes 24 seconds East for 665.80 feet to a ½ inch rebar; thence run South 01 degrees 32 minutes 29 seconds East for 1326.12 feet back to the Point of Beginning; said parcel of land is a part of the NE 1/4 of the NW 1/4 of Section 36, Township 5 North, Range 14 West, Forrest County, Mississippi, and contains 20.24 acres, more or less; **AND ALSO** an easement more particularly described as commence at a 4 inch x 4 inch concrete monument at the NE corner of the SE 1/4 of the NW 1/4 of Section 36, Township 5 North, Range 14 West, Forrest County, Mississippi for the Point of Beginning; from the Point of Beginning run South 00 degrees 04 minutes 17 seconds West for 699.86 feet to a 3/4 inch iron pipe and the North margin line of the Country Club Paved Public Road; thence run North 78 degrees 01 minutes 33 seconds West on and along said margin line for 40.00 feet to a ½ inch rebar; thence run North 04 degrees 33 minutes 53 seconds East for 142.19 feet to a ½ inch rebar; thence run North 00 degrees 04 minutes 17 seconds West for 489.86 feet to a ½ inch rebar; thence run North 45 degrees 23 minutes 08 seconds West for 44.26 feet to a ½ inch rebar; thence run South 89 degrees 09 minutes 27 seconds West for 640.35 feet to a ½ inch rebar; thence run North 00 degrees 50 minutes 33 seconds West for 28.00 feet to a ½ inch rebar; thence run North 89 degrees 09 minutes 27 seconds East for 700.35 feet back to the Point of Beginning; said parcel of land is a part of the SE 1/4 of the NW 1/4 of Section 36, Township 5 North, Range 14 West, Forrest County, Mississippi, and contains 0.91 acres, more or less; together with all improvements thereon and appurtenances thereunto belonging.

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B&P SI

47394
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BOOK 0833 PAGE 547

This conveyance is subject to prior reservation and conveyances of oil, gas and other minerals lying on or under said property.

This conveyance is subject to that street drainage utility easement to City of Hattiesburg dated November 17, 1998, recorded in Land Deed Book 806 at Page 526.

This conveyance is subject to that easement and right of way to Dixie Pipeline Company dated August 31, 1961, recorded in Land Deed Book 238 at Page 623.

The above described property is not a part of the homestead of any of the Grantor herein.

Taxes for 2000 shall be pro-rated between Grantor and Grantee as of the date of this instrument.

WITNESS MY SIGNATURE on this, the 11th day of January, A. D., 2000.

DAVID M. OTT

STATE OF MISSISSIPPI)
COUNTY OF LAMAR)

Personally appeared before me, the undersigned authority in and for the said county and state, on this 11th day of January, A.D., 2000, within my jurisdiction, the within named DAVID M. OTT, who acknowledged that he executed the above and foregoing instrument.

NOTARY PUBLIC

My Commission Expires:

MY COMMISSION EXPIRES
DECEMBER 14, 2002

549-A

BOOK 0833 PAGE 548

GRANTORS' ADDRESS:

David M. Ott
310 S. 22nd Ave / H'burg 39401
Home Phone:
Bus. Phone: 261-4100
Soc. Sec. #

GRANTEES' ADDRESS:

DAVID L. ANDERSON
BOX 5055 HATTIESBURG, MS 39406
5055
Home Phone:
Bus. Phone: 601 266 4420

THIS INSTRUMENT PREPARED BY:

Richland Title, Inc.
132 Westover Drive
Hattiesburg, MS 39402
(601) 264 2257

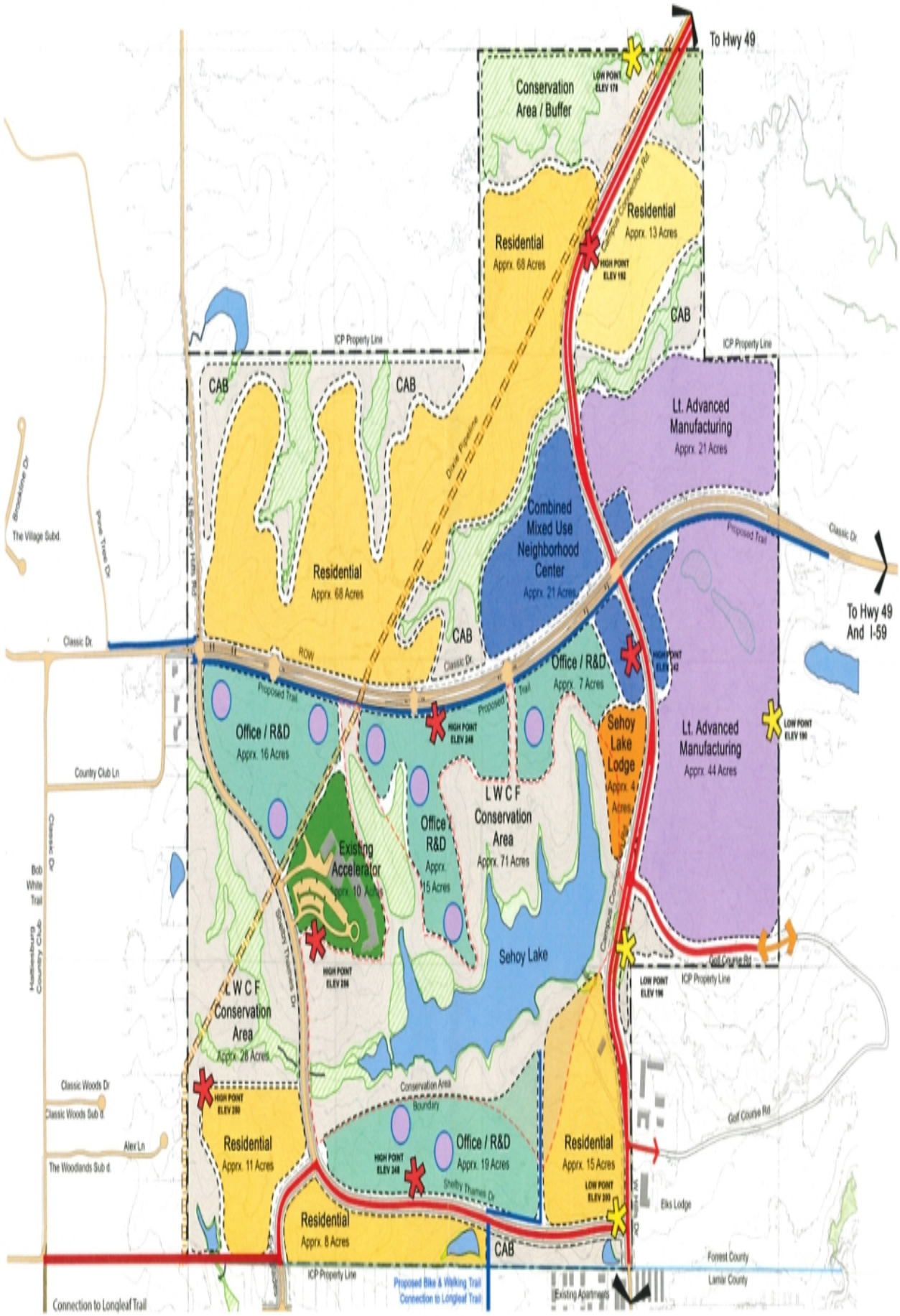
Indexing Instructions

Pursuant to Section 89-5-33 of the Mississippi Code, the following indexing instructions apply:

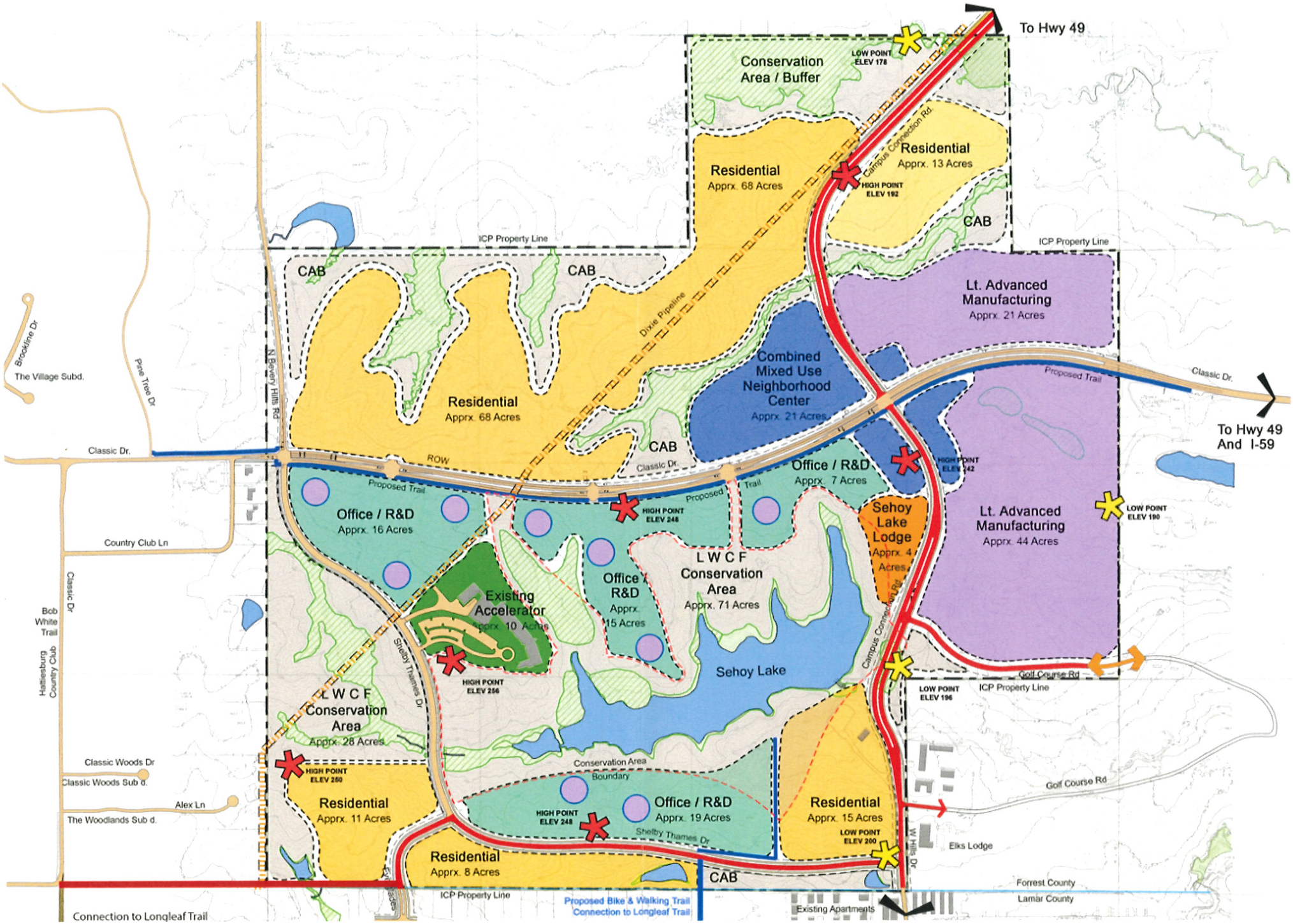
TO THE CHANCERY CLERK OF FORREST COUNTY, MISSISSIPPI:

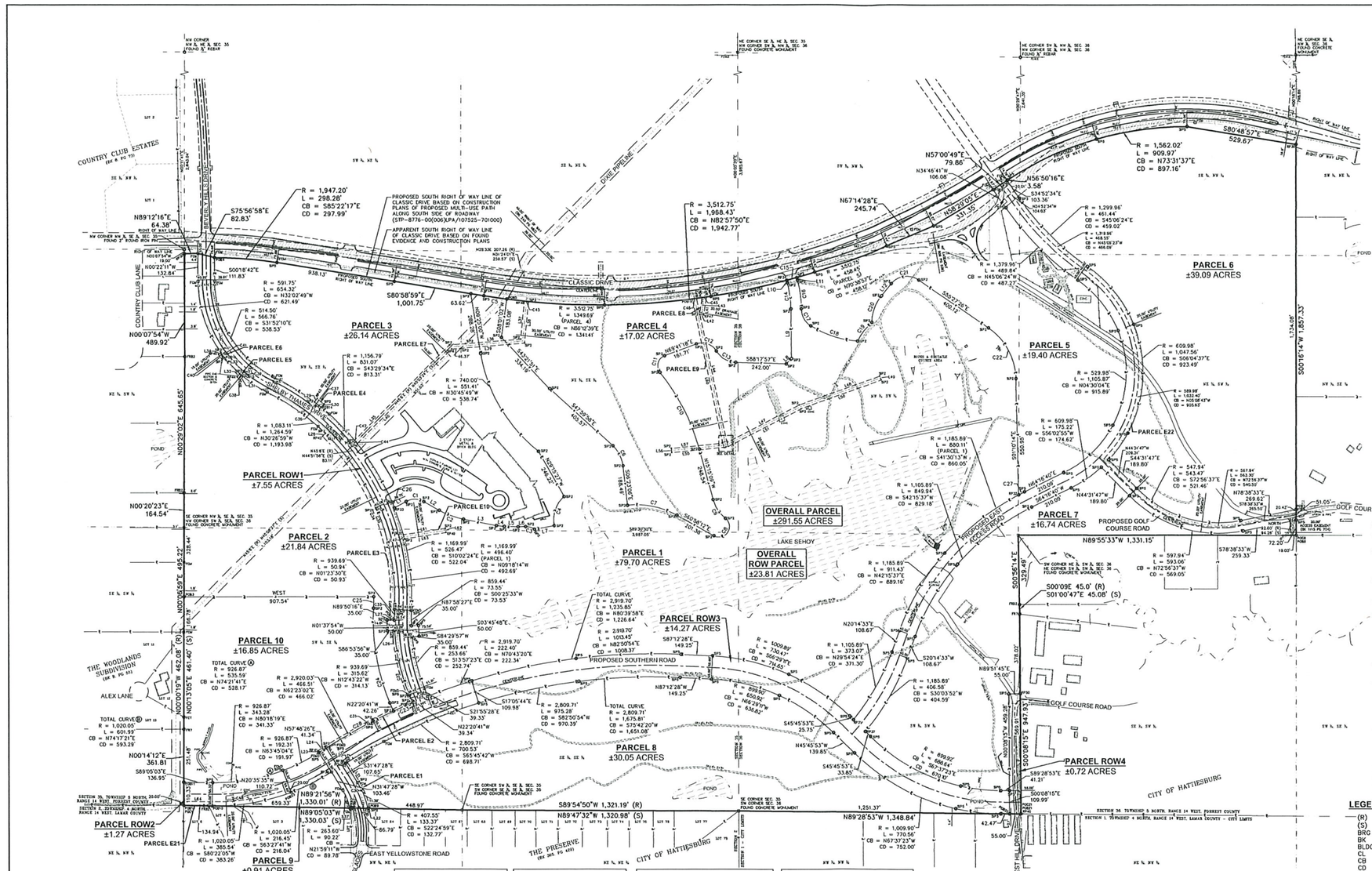
The property described in this instrument is situated in the W ½ of the NE 1/4 of NW 1/4, Section 36, Township 5 North, Range 14 West, Forrest County, Mississippi. Please index accordingly in your sectional index.

Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use



Strategic Plan: Recreational, Office R&D, Light Manufacturing, and Residential Zones have been identified and created to yield highest use




PARCEL 1
±79.70 ACRES
PARCEL 2
±21.84 ACRES
PARCEL 3
±26.14 ACRES
PARCEL 4
±17.02 ACRES
PARCEL 5
±19.40 ACRES
PARCEL 6
±39.09 ACRES
PARCEL 7
±16.74 ACRES
PARCEL 8
±30.05 ACRES
PARCEL 9
±0.91 ACRES
(±39,470 SF)
PARCEL 10
±16.85 ACRES
PARCEL ROW1
±7.55 ACRES
PARCEL ROW2
±1.27 ACRES
PARCEL ROW3
±14.27 ACRES
PARCEL ROW4
±0.72 ACRES
OVERALL PARCEL
±291.55 ACRES
OVERALL ROW PARCEL
±23.81 ACRES
CLASSIC DRIVE
COUNTRY CLUB ESTATES
COUNTRY CLUB LANE
SHELBY THOMAS DRIVE
WEST HILLS DRIVE
PROPOSED SOUTHERN ROAD
PROPOSED GOLF COURSE ROAD
GOLF COURSE ROAD
LAKE SEHOY
THE WOODLANDS SUBDIVISION
ALEX LANE
EVERGLADES - EAST YELLOWSTONE ROAD
THE PRESERVE
CITY OF HATTIESBURG
DIXIE PIPELINE
PROPOSED CENTERLINE CLASSIC DRIVE
PROPOSED EDGE ASPHALT CLASSIC DRIVE
PROPOSED EDGE ASPHALT SHELBY THOMAS DRIVE
PROPOSED EDGE ASPHALT WEST HILLS DRIVE
PROPOSED EDGE ASPHALT GOLF COURSE ROAD
PROPOSED EDGE ASPHALT SOUTHERN ROAD
PROPOSED RIGHT OF WAY LINE OF CLASSIC DRIVE BASED ON CONSTRUCTION PLANS OF PROPOSED MULTI-USE PATH ALONG SOUTH SIDE OF ROADWAY (STP-8776-00(008)PJA/107525-701000)
APPARENT SOUTH RIGHT OF WAY LINE OF CLASSIC DRIVE BASED ON FOUND EVIDENCE AND CONSTRUCTION PLANS
POINT OF BEGINNING
POINT OF COMMENCEMENT
N89°12'16"E 64.38'
S75°56'58"E 82.83'
S80°58'59"E 1,001.75'
S80°48'57"E 529.67'
N89°55'33"W 1,331.15'
S89°54'50"W 1,321.19' (R)
N89°47'32"W 1,320.98' (S)
N89°26'53"W 1,348.84'
N00°07'54"W 489.92'
N00°20'23"E 445.65'
N00°20'23"E 164.54'
N00°14'12"E 361.81
S00°16'14"W 1,857.33'
S00°09'E 45.0' (R)
S01°00'47"E 45.08' (S)
N89°05'03"W 1,330.03' (S)
N89°21'56"W 1,330.01' (R)
N00°07'37"W 460.08' (S)
N00°13'06"E 461.40' (S)
N00°06'45"E 459.29'
S00°26'15"E 447.53'
S00°08'15"E 447.53'
S00°26'15"E 395.48'
S00°26'15"E 379.02'
S00°08'15"E 109.99'
S89°28'53"E 41.31'
S89°55'45"E 55.00'
S89°51'45"E 55.00'
S89°05'03"E 136.95'
S89°28'53"E 109.99'
S78°38'33"E 269.62'
S78°38'33"E 269.62'
S78°39'33"W 259.33'
S78°39'33"W 259.33'
S72°25'27"E 72.25'
S72°25'27"E 72.25'
S72°25'27"E 72.25

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi
County of Forrest
City of Hattiesburg

OVERALL PARCEL - South of Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Southeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Southwest ¼ of the Southwest ¼, all of the Northwest ¼ of the Southwest ¼, a part of the Northwest ¼ of the Southwest ¼ and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Section 36, Section 35:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West line of said Southwest ¼ of the Southeast ¼ for 361.81 feet to a ½ inch Round Iron Pin representing the Southeast Corner of The Woodlands, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of said County;
- thence run N00°13'05"E along said West line for 461.40 feet to a Concrete Monument representing the Northeast Corner of said Woodlands subdivision;
- thence run N00°06'59"E along said West line for 495.22 feet to a Concrete Monument representing the Northwest Corner of said Southwest ¼ of the Southeast ¼ and the Southwest Corner of the Northwest ¼ of said Southeast ¼, Section 35;
- thence run N00°20'23"E along the West Line of said Northwest ¼ of the Southeast ¼ for 164.54 feet to a ½ inch Rebar;
- thence run N00°29'02"E along said West line for 645.65 feet to a ½ inch Rebar,
- thence run N00°07'54"W along said West line for 489.92 feet to a ½ inch Rebar representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway, said line having a Grid Value of N **674,645.59 feet** and E **815,637.09 feet** on said East Zone Grid, said Intersection also being 19.00 feet from a 2 inch Round Iron Pin representing the Northwest Corner of said Northwest ¼ of the Southeast ¼ as measured S00°07'54"E along said West line
- thence run Easterly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to its Intersection with the East line of said Southeast ¼ of the Northeast ¼, said Section 36:
  - ** thence run N89°12'16"E for 64.38 feet to a Concrete Monument,
  - ** thence run S75°56'58"E for 82.83 feet to a ½ inch Rebar having a Grid Value of N **674,626.37 feet** and E **815,781.82 feet** on said East Zone Grid,
  - ** thence run Southeasterly along an Arc to the Right for 298.28 feet to a ¾ inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of S85°22'17"E and a Chord Distance of 297.99 feet,
  - ** thence run S80°58'59"E for 1,000.75 feet to a ½ inch Rebar,
  - ** thence run Easterly along an Arc to the left for 1,968.43 feet to a ¾ inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of N80°25'58"E and a Chord Distance of 1,942.77 feet,
  - ** thence run N63°14'28"E for 245.74 feet to a ½ inch Rebar,
  - ** thence run N38°29'05"E for 331.35 feet to a ¾ inch Rebar having a Grid Value of N **674,951.57 feet** and E **819,505.42 feet** on said East Zone Grid,
  - ** thence run N57°00'49"E for 79.86 feet to a ½ inch Rebar,
  - ** thence run N56°50'16"E for 3.58 feet to a ½ inch Rebar,
  - ** thence run Northeasterly along an Arc to the Right for 909.97 feet to a ¾ inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of N73°31'37"E and a Chord Distance of 897.16 feet,
  - ** thence run S80°48'57"E for 529.67 feet to a ¾ inch Rebar representing said Intersection of said Proposed South Right of Way Line and said East line of the Northeast ¼ of the Northeast ¼, said Point having a Grid Value of N **675,166.87 feet** and E **820,958.61 feet** on said East Zone Grid,
- thence run S00°16'14"W along said East line of the Northeast ¼ of the Northeast ¼ and the East line of said Northeast ¼ of the Southeast ¼, Section 36 for 1,857.33 feet to a Concrete Monument representing the Southeast Corner of said Northeast ¼ of the Southeast ¼ and having a Grid Value of N **673,309.57 feet** and E **820,949.84 feet** on said East Zone Grid,
- thence run N89°55'33"W along the South Line of said Northeast ¼ of the Southeast ¼, 1,331.15 feet to a Concrete Monument representing the Southeast Corner of said Northeast ¼ of the Southeast ¼ and the Northeast Corner of said Southeast ¼ of the Southwest ¼, Section 36,
- thence run S00°56'14"E along the East Line of said Southwest ¼ of the Southwest ¼ for 329.49 feet to a ½ inch Rebar,
- thence run S01°00'47"E along said East line for 45.08 feet to a ½ inch Round Iron Pin,
- thence run S00°08'15"E along said East line for 943.99 feet to a ½ inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southwest ¼ and having a Grid Value of N **671,988.84 feet** and E **819,627.16 feet** on said East Zone Grid,
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 1,348.84 feet to a Concrete Monument representing the Southwest Corner of said Section 36 and the Southeast Corner of said Section 35 and the Northeast Corner of The Preserve, a subdivision, as per map or plat thereof on file in the Office of the Chancery Clerk of Lamar County, Mississippi,
- thence run N89°47'32"W along the South Line of the Southeast ¼ of said Southeast ¼, Section 35 for 1,320.98 feet to a Concrete Monument representing the Southeast Corner of said Southeast ¼ of the Southeast ¼ and the Southeast Corner of said Southeast ¼ of the Southeast ¼, Section 35,
- thence run N89°05'03"W along the South Line of said Southeast ¼ of the Southeast ¼ for 1,330.03 feet to the Point of Beginning,

comprising **291.55 Acres**, more or less.

OVERALL RIGHT OF WAY (ROW) PARCEL

(Proposed Southern Road, Shelby Thames Drive, Proposed East Access Road, Proposed Golf Course Road & Everglades)

A part of the South ½ of the Southeast ¼, and a part of the Northeast ¼ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, a part of the North ½ of the Southwest ¼, and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Section 36, Section 35:

- **Beginning** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run N00°14'12"E along the West line of said Southwest ¼ of the Southeast ¼ for 110.33 feet to a ½ inch Rebar having a Grid Value of **N 672,137.42 feet** and **E 815,627.99 feet** on said East Zone Grid;
- thence run S89°05'03"E for 136.95 feet to a ½ inch Rebar,
- thence run Northeasterly along an Arc to the left for 535.59 feet to a ½ inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N74°21'41"E and a Chord Distance of 528.17 feet,
- thence run N57°48'26"E for 41.34 feet to a ½ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of **N 672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of N63°23'02"E and a Chord Distance of 466.02 feet,
- thence run N22°20'41"W for 39.34 feet to a ½ inch Rebar,
- thence run Northerly along an Arc to the Right for 315.62 feet to a ¾ inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N12°43'22"W and a Chord Distance of 314.13 feet,
- thence run S86°53'56"W for 35.00 feet to a ¾ inch Rebar,
- thence run N01°37'54"W for 50.00 feet to a ½ inch Rebar,
- thence run N89°50'16"E for 35.00 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the Right for 50.94 feet to a ¾ inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N01°23'30"E and a Chord Distance of 50.93 feet,
- thence run Northeasterly along an Arc to the left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of N30°26'59"W and a Chord Distance of 1,193.98 feet,
- thence run Northeasterly along an Arc to the Right for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of N32°07'49"W and a Chord Distance of 621.49 feet,
- thence run N00°27'11"W for 132.84 feet to a Concrete Monument representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S75°56'58"E along said Proposed South Right of Way Line for 82.83 feet to a ½ inch Rebar having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid,
- thence run N00°18'42"E for 111.83 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S31°52'10"E and a Chord Distance of 538.53 feet,
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,156.79 feet, a Chord Bearing of S31°52'10"E and a Chord Distance of 812.33 feet,
- thence run Southeasterly along an Arc to the Right for 526.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of S10°02'24"E and a Chord Distance of 522.04 feet,
- thence run Southerly along an Arc to the left for 73.55 feet to a ¾ inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of S00°25'33"W and a Chord Distance of 73.53 feet,
- thence run N87°58'27"E for 15.00 feet to a ¾ inch Rebar,
- thence run S03°45'48"E for 50.00 feet to a ¾ inch Rebar,
- thence run S84°29'57"W for 35.00 feet to a ¾ inch Rebar,
- thence run Southerly along an Arc to the left for 253.66 feet to a Concrete Monument, said Arc having a Radius of 859.44 feet, a Chord Bearing of S13°57'23"E and a Chord Distance of 252.74 feet,
- thence run S31°55'28"E for 39.33 feet to a Concrete Monument having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Right for 1,235.85 feet to a ¾ inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N80°39'58"E and a Chord Distance of 1,226.64 feet,
- thence run S87°12'28"E for 149.25 feet to a ¾ inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29'11"E and a Chord Distance of 714.65 feet,
- thence run S45°45'53"E for 25.75 feet to a ¾ inch Rebar having a Grid Value of N **672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the left for 373.07 feet to a ¾ inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54'24"E and a Chord Distance of 371.30 feet,
- thence run N20°14'33"E for 108.67 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a ¾ inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N43°15'37"E and a Chord Distance of 889.16 feet,
- thence run N64°16'40"E for 210.09 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the left for 1,105.87 feet to a ¾ inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30'04"E and a Chord Distance of 915.89 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 1,675.81 feet to a ¾ inch Rebar having a Grid Value of N **672,220.58 feet** and **E 816,401.16 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42'20"W and a Chord Distance of 1,651.08 feet,
- thence run S31°47'38"E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a ¾ inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N **672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 467.55 feet, a Chord Bearing of S22°24'59"E and a Chord Distance of 132.77 feet,
- thence run N89°05'03"W along said South Line for 86.79 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the left for 650.92 feet to a ¾ inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 1,675.81 feet to a ¾ inch Rebar having a Grid Value of N **672,220.58 feet** and **E 816,401.16 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42'20"W and a Chord Distance of 1,651.08 feet,
- thence run S31°47'38"E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a ¾ inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N **672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 467.55 feet, a Chord Bearing of S22°24'59"E and a Chord Distance of 132.77 feet,
- thence run S89°05'03"E for 55.00 feet to a ½ inch Rebar representing a Point on said East line,
- thence run S00°08'15"E along said East line for 569.91 feet to a ¾ inch Round Iron Pin representing the Southeast Corner of said Southwest ¼ of the Southwest ¼ and having a Grid Value of N **671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 97.47 feet to a ½ inch Rebar,
- thence run Northwesterly along an Arc to the Right for 770.56 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N67°37'23"W and a Chord Distance of 752.00 feet,
- thence run N45°45'53"W for 139.86 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the left for 650.92 feet to a ¾ inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 601.99 feet to a ¾ inch Rebar representing a Point on said South Line of the Southeast ¼ of the Southwest ¼, said Arc having a Radius of 1,010.05 feet, a Chord Bearing of S74°17'21"W and a Chord Distance of 593.29 feet,
- thence run N89°05'03"W along said South Line for 134.94 feet to the **Point of Beginning**,

comprising **23.81 Acres**, more or less.

RIGHT OF WAY PARCEL ROW1 - Existing Shelby Thames Drive & Everglades

A part of the South ½ of the Southeast ¼, and a part of the Northwest ¼ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'51.59" at the Southwest Corner of the Southwest ¼ of said Section 35:

- **Commencing** at a Concrete Monument representing said Southwest Corner of the Southwest ¼ of the Southeast ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid,
- thence run S89°05'03"E along the South Line of said Southwest ¼ of the Southeast ¼ for 134.94 feet to a ¾ inch Rebar;
- thence run Northeasterly along an Arc to the left for 385.54 feet to a Concrete Monument representing the Point of **Beginning** having a Grid Value of **N 672,080.60 feet** and **E 816,240.81 feet** on said East Zone Grid, said Arc having a Radius of 1,020.05 feet, a Chord Bearing of N30°23'05"E and a Chord Distance of 383.26 feet;
- thence run N20°35'35"W for 110.72 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the Left for 331.91 feet to a ¾ inch Rebar, said Arc having a Radius of 926.87 feet, a Chord Bearing of N61°45'04"E and a Chord Distance of 191.97 feet,
- thence run N71°37'26"E for 41.34 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 466.51 feet to a Concrete Monument having a Grid Value of N **672,515.66 feet** and **E 816,721.45 feet** on said East Zone Grid, said Arc having a Radius of 2,920.03 feet, a Chord Bearing of N63°23'02"E and a Chord Distance of 466.02 feet,
- thence run N22°20'41"W for 39.34 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the Right for 315.62 feet to a ¾ inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N12°43'22"W and a Chord Distance of 314.13 feet,
- thence run S86°53'56"W for 35.00 feet to a ¾ inch Rebar,
- thence run N01°37'54"W for 50.00 feet to a ½ inch Rebar,
- thence run N89°50'16"E for 35.00 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the Right for 50.94 feet to a ¾ inch Rebar, said Arc having a Radius of 939.69 feet, a Chord Bearing of N01°23'30"E and a Chord Distance of 50.93 feet,
- thence run Northeasterly along an Arc to the left for 1,264.59 feet to a Concrete Monument, said Arc having a Radius of 1,083.11 feet, a Chord Bearing of N30°26'59"W and a Chord Distance of 1,193.98 feet,
- thence run Northeasterly along an Arc to the Right for 654.32 feet to a Concrete Monument, said Arc having a Radius of 591.75 feet, a Chord Bearing of N32°07'49"W and a Chord Distance of 621.49 feet,
- thence run N00°27'11"W for 132.84 feet to a Concrete Monument representing its Intersection with the Proposed South Right of Way Line of Classic Drive, a public roadway,
- thence run S75°56'58"E along said Proposed South Right of Way Line for 82.83 feet to a ½ inch Rebar having a Grid Value of **N 674,626.37 feet** and **E 815,781.82 feet** on said East Zone Grid,
- thence run N00°18'42"E for 111.83 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the left for 566.76 feet to a Concrete Monument, said Arc having a Radius of 514.50 feet, a Chord Bearing of S31°52'10"E and a Chord Distance of 538.53 feet,
- thence run Southeasterly along an Arc to the Right for 831.07 feet to a Concrete Monument, said Arc having a Radius of 1,156.79 feet, a Chord Bearing of S31°52'10"E and a Chord Distance of 812.33 feet,
- thence run Southeasterly along an Arc to the Right for 526.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,169.99 feet, a Chord Bearing of S10°02'24"E and a Chord Distance of 522.04 feet,
- thence run Southerly along an Arc to the left for 73.55 feet to a ¾ inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of S00°25'33"W and a Chord Distance of 73.53 feet,
- thence run N87°58'27"E for 15.00 feet to a ¾ inch Rebar,
- thence run S03°45'48"E for 50.00 feet to a ¾ inch Rebar,
- thence run S84°29'57"W for 35.00 feet to a ¾ inch Rebar,
- thence run Southerly along an Arc to the left for 253.66 feet to a Concrete Monument, said Arc having a Radius of 859.44 feet, a Chord Bearing of S13°57'23"E and a Chord Distance of 252.74 feet,
- thence run S31°55'28"E for 39.33 feet to a Concrete Monument having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the Right for 1,235.85 feet to a ¾ inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N80°39'58"E and a Chord Distance of 1,226.64 feet,
- thence run S87°12'28"E for 149.25 feet to a ¾ inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29'11"E and a Chord Distance of 714.65 feet,
- thence run S45°45'53"E for 25.75 feet to a ¾ inch Rebar having a Grid Value of N **672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the left for 373.07 feet to a ¾ inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54'24"E and a Chord Distance of 371.30 feet,
- thence run N20°14'33"E for 108.67 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a ¾ inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N43°15'37"E and a Chord Distance of 889.16 feet,
- thence run N64°16'40"E for 210.09 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the left for 1,105.87 feet to a ¾ inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30'04"E and a Chord Distance of 915.89 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 1,675.81 feet to a ¾ inch Rebar having a Grid Value of N **672,220.58 feet** and **E 816,401.16 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42'20"W and a Chord Distance of 1,651.08 feet,
- thence run S31°47'38"E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a ¾ inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N **672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 467.55 feet, a Chord Bearing of S22°24'59"E and a Chord Distance of 132.77 feet,
- thence run N89°05'03"W along said South Line for 86.79 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the left for 650.92 feet to a ¾ inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 975.28 feet to a ¾ inch Rebar representing the Southeast Corner of the Proposed Eastern Right of Way Line of an unnamed public roadway, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S82°50'54"W and a Chord Distance of 970.39 feet,
- thence run N13°05'44"W along said Proposed Eastern Right of Way Line for 109.98 feet to a ¾ inch Rebar representing the Northeast Corner of said Proposed Eastern Right of Way Line,
- thence run Northwesterly along an Arc to the Right for 1,013.45 feet to a ¾ inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N82°50'54"E and a Chord Distance of 1,008.37 feet,
- thence run S87°12'28"E for 149.25 feet to a ¾ inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29'11"E and a Chord Distance of 714.65 feet,
- thence run S45°45'53"E for 25.75 feet to a ¾ inch Rebar having a Grid Value of N **672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the left for 373.07 feet to a ¾ inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54'24"E and a Chord Distance of 371.30 feet,
- thence run N20°14'33"E for 108.67 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a ¾ inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N43°15'37"E and a Chord Distance of 889.16 feet,
- thence run N64°16'40"E for 210.09 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the left for 1,105.87 feet to a ¾ inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30'04"E and a Chord Distance of 915.89 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 1,675.81 feet to a ¾ inch Rebar having a Grid Value of N **672,220.58 feet** and **E 816,401.16 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42'20"W and a Chord Distance of 1,651.08 feet,
- thence run S31°47'38"E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a ¾ inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N **672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 467.55 feet, a Chord Bearing of S22°24'59"E and a Chord Distance of 132.77 feet,
- thence run N89°05'03"W along said South Line for 134.94 feet to the **Point of Beginning**,

comprising **1.27 Acres**, more or less.

RIGHT OF WAY PARCEL ROW3 - Proposed Southern Road, Proposed East Access Road & Proposed Golf Course Road

A part of the Southeast ¼ of the Southwest ¼, in Section 35, Township 5 North, Range 14 West, and a part of the Southwest ¼ of the Southwest ¼, a part of the North ½ of the Southwest ¼, and a part of the South ½ of the Northwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997554 and a convergence angle of (minus) -0°16'27.59" at the Southeast Corner of the Southwest ¼ of said Section 35, Section 36:

- **Commencing** at a ¾ inch Round Iron Pin representing said Southeast Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 55.00 feet to a ½ inch Rebar representing the Point of **Beginning** and having a Grid Value of **N 671,989.34 feet** and **E 819,572.15 feet** on said East Zone Grid;
- thence continue N89°28'53"W along said South Line of said Southwest ¼ of the Southwest ¼ for 42.47 feet to a ½ inch Rebar;
- thence run Northwesterly along an Arc to the right for 770.56 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.90 feet, a Chord Bearing of N67°37'23"W and a Chord Distance of 752.00 feet,
- thence run N45°45'53"W for 139.85 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the left for 650.92 feet to a ¾ inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 975.28 feet to a ¾ inch Rebar representing the Southeast Corner of the Proposed Eastern Right of Way Line of an unnamed public roadway, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S82°50'54"W and a Chord Distance of 970.39 feet,
- thence run N13°05'44"W along said Proposed Eastern Right of Way Line for 109.98 feet to a ¾ inch Rebar representing the Northeast Corner of said Proposed Eastern Right of Way Line,
- thence run Northwesterly along an Arc to the Right for 1,013.45 feet to a ¾ inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N82°50'54"E and a Chord Distance of 1,008.37 feet,
- thence run S87°12'28"E for 149.25 feet to a ¾ inch Rebar,
- thence run Southeasterly along an Arc to the Right for 730.47 feet to a ¾ inch Rebar, said Arc having a Radius of 1,009.89 feet, a Chord Bearing of S66°29'11"E and a Chord Distance of 714.65 feet,
- thence run S45°45'53"E for 25.75 feet to a ¾ inch Rebar having a Grid Value of N **672,434.41 feet** and **E 818,829.29 feet** on said East Zone Grid,
- thence run Northeasterly along an Arc to the left for 373.07 feet to a ¾ inch Rebar, said Arc having a Radius of 1,105.89 feet, a Chord Bearing of N29°54'24"E and a Chord Distance of 371.30 feet,
- thence run N20°14'33"E for 108.67 feet to a ¾ inch Rebar,
- thence run Northeasterly along an Arc to the Right for 911.43 feet to a ¾ inch Rebar, said Arc having a Radius of 1,185.89 feet, a Chord Bearing of N43°15'37"E and a Chord Distance of 889.16 feet,
- thence run N64°16'40"E for 210.09 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the left for 1,105.87 feet to a ¾ inch Rebar, said Arc having a Radius of 529.98 feet, a Chord Bearing of N04°30'04"E and a Chord Distance of 915.89 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 1,675.81 feet to a ¾ inch Rebar having a Grid Value of N **672,220.58 feet** and **E 816,401.16 feet** on said East Zone Grid, said Arc having a Radius of 2,809.71 feet, a Chord Bearing of S75°42'20"W and a Chord Distance of 1,651.08 feet,
- thence run S31°47'38"E for 107.65 feet to a Concrete Monument,
- thence run Southeasterly along an Arc to the Right for 133.37 feet to a ¾ inch Rebar representing a Point on the South Line of said Southwest ¼ of the Southeast ¼, Section 35, and having a Grid Value of N **672,013.01 feet** and **E 816,508.49 feet** on said East Zone Grid, said Arc having a Radius of 467.55 feet, a Chord Bearing of S22°24'59"E and a Chord Distance of 132.77 feet,
- thence run N89°05'03"W along said South Line for 86.79 feet to a ¾ inch Rebar,
- thence run Northwesterly along an Arc to the left for 650.92 feet to a ¾ inch Rebar, said Arc having a Radius of 890.90 feet, a Chord Bearing of N66°29'11"W and a Chord Distance of 636.82 feet,
- thence run N87°12'28"W for 149.25 feet to a ¾ inch Rebar,
- thence run Southwesterly along an Arc to the left for 601.99 feet to a ¾ inch Rebar representing a Point on said South Line of the Southeast ¼ of the Southwest ¼, said Arc having a Radius of 1,010.05 feet, a Chord Bearing of S74°17'21"W and a Chord Distance of 593.29 feet,
- thence run N89°05'03"W along said South Line for 134.94 feet to the **Point of Beginning**,

comprising **23.84 Acres**, more or less.

PARCEL 1 - Reserved Recreation Parcel

A part of the Southwest ¼ of Section 35, Township 5 North, Range 14 West, and a part of the West ½ of the Southwest ¼ and a part of the Northwest ¼ of the Southwest ¼ of the Southwest ¼ of Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'27.59" at the Southeast Corner of said Southwest ¼ of the Southwest ¼:

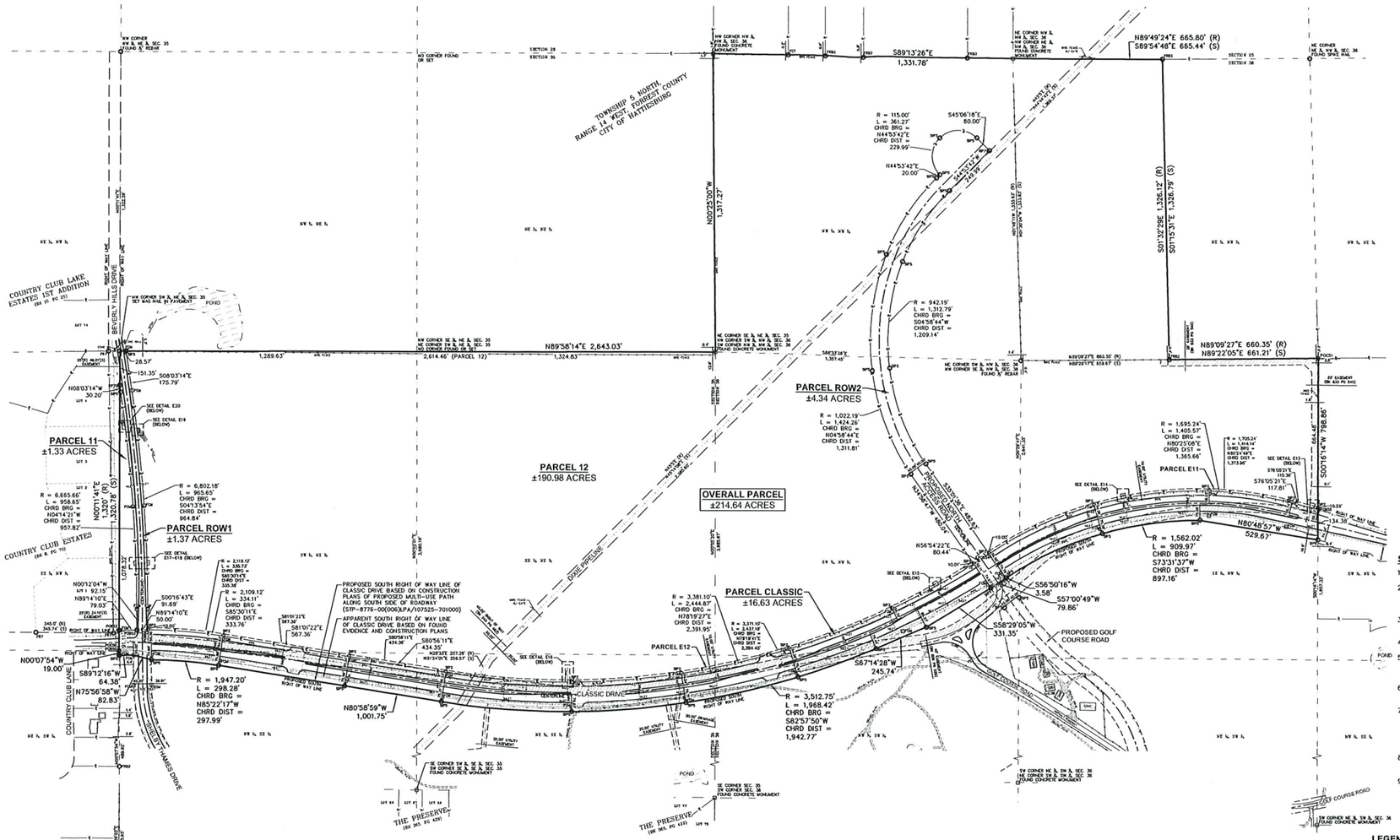
- **Beginning** at a ½ inch Rebar on iron pin representing said Southeast Corner of the Southwest ¼ of the Southwest ¼ and having a Grid Value of **N 671,988.84 feet** and **E 819,627.16 feet** on said East Zone Grid;
- thence run N89°28'53"W along the South Line of said Southwest ¼ of the Southwest ¼ for 55.00 feet to a ½ inch Rebar having a Grid Value of N 671,989.34 feet and E 819,572.15 feet on said East Zone Grid,
- thence run N00°08'15"W and parallel to the East Line of said Southwest ¼ of the Southwest ¼ for 109.99 feet to a ¾ inch Rebar,
- thence continue N00°08'15"W and parallel to said East Line for 459.28 feet to a ¾ inch Rebar,
- thence run N89°51'45"E for 55.00 feet to a ¾ inch Rebar representing a Point on said East line and having a Grid Value of N **672,080.60 feet** and **E 819,627.16 feet** on said East Zone Grid,
- thence run S00°08'15"E along said East line for 569.91 feet to the **Point of Beginning**,

comprising **0.72 Acres**, more or less.

PARCEL 2 - Reserved Recreation Parcel

A part of the Southwest ¼ of Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997589 and a convergence angle of (minus) -0°16'27.59" at the Southeast Corner of said Southwest ¼ of the Southwest ¼:

- **Commencing** at a Concrete Monument representing said Southeast Corner of the Southwest ¼ of the Southwest ¼, and having a Grid Value of **N 672,027.09 feet** and **E 815,627.53 feet** on said East Zone Grid;
- thence run East for 1,168.53 feet,
- thence run North 518.72 feet to a Concrete Monument representing the Intersection of the Proposed Northern Right of Way Line of a Proposed unnamed public roadway and the Eastern Right of Way Line of Shelby Thames Drive, a public roadway, and the **Point of Beginning**, said Intersection also having a Grid Value of **N 672,545.82 feet** and **E 816,796.06 feet** on said East Zone Grid;
- thence run Northerly along said Proposed Eastern Right of Way Line for the next 7 calls:
  - ** thence run N21°55'28"W for 39.33 feet to a Concrete Monument,
  - ** thence run Northerly along an Arc to the Right for 1,235.85 feet to a ¾ inch Rebar, said Arc having a Radius of 2,919.70 feet, a Chord Bearing of N80°39'58"E and a Chord Distance of 1,226.64 feet,
  - ** thence run N87°12'28"E for 35.00 feet to a ¾ inch Rebar,
  - ** thence run N84°29'57"E for 35.00 feet to a ¾ inch Rebar,
  - ** thence run Northerly along an Arc to the Right for 253.66 feet to a ¾ inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N13°57'23"W and a Chord Distance of 252.74 feet,
  - ** thence run N03°45'48"W for 50.00 feet to a ¾ inch Rebar,
  - ** thence run N87°58'27"E for 35.00 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the Right for 73.55 feet to a ¾ inch Rebar, said Arc having a Radius of 859.44 feet, a Chord Bearing of N00°25'33"E and a Chord Distance of 73.53 feet,
- thence run N87°58'27"E for 15.00 feet to a ¾ inch Rebar,
- thence run N03°45'48"E for 50.00 feet to a ¾ inch Rebar,
- thence run S84°29'57"W for 35.00 feet to a ¾ inch Rebar,
- thence run Northerly along an Arc to the Right for 253.66 feet to a Concrete Monument, said Arc having a Radius of 859.44 feet, a Chord Bearing of N13°57'23"W and a


PARCEL 11
±1.33 ACRES
PARCEL ROW1
±1.37 ACRES
PARCEL 12
±190.98 ACRES
PARCEL ROW2
±4.34 ACRES
OVERALL PARCEL
±214.64 ACRES
PARCEL CLASSIC
±16.63 ACRES
PARCEL E11
PARCEL E12
PARCEL E13
PARCEL E14
PARCEL E15
PARCEL E16
PARCEL E17
PARCEL E18
PARCEL E19
PARCEL E20
CLASSIC DRIVE
BEVERLY HILLS DRIVE
COUNTRY CLUB LANE
COUNTRY CLUB ESTATES
COUNTRY CLUB LAKE ESTATES 1ST ADDITION
THE PRESERVE
PROPOSED GOLF COURSE ROAD
PROPOSED SOUTH RIGHT OF WAY LINE OF CLASSIC DRIVE BASED ON CONSTRUCTION PLANS OF PROPOSED MULTI-USE PATH ALONG SOUTH SIDE OF ROADWAY (STP-8776-00(008)/PA/107525-701000)
APPARENT SOUTH RIGHT OF WAY LINE OF CLASSIC DRIVE BASED ON FOUND EVIDENCE AND CONSTRUCTION PLANS
TOWNSHIP 5 NORTH
RANGE 14 WEST FORREST COUNTY
CITY OF HATTIESBURG
N89°58'14"E 2,643.03'
S89°13'26"E 1,331.78'
N89°49'24"E 665.80' (R)
S89°54'48"E 665.44' (S)
N00°25'00"W 1,317.27'
S01°32'29"E 1,326.12' (R)
S01°15'31"E 1,326.79' (S)
N89°09'27"E 660.35' (R)
N89°22'05"E 661.21' (S)
S00°15'14"W 798.86'
N80°48'57"W 529.67'
N80°58'59"W 1,001.75'
S67°14'28"W 245.74'
S56°50'16"W 3.58'
S57°00'49"W 79.86'
S58°29'05"W 331.35'
N00°07'54"W 19.00'
S89°12'16"W 64.38'
N75°56'58"W 82.83'
N00°12'04"W 92.15'
S00°15'43"E 91.69'
N89°14'10"E 50.00'
S89°14'10"W 79.03'
N00°11'41"E 1,320.78' (R)
N00°03'14"E 1,320.76' (S)
S00°03'14"E 175.79'
N00°03'14"W 30.20'
R = 6,665.66'
L = 958.65'
CHRD BRG = N04°14'21"W
CHRD DIST = 957.82'
R = 6,802.18'
L = 963.65'
CHRD BRG = S04°13'54"E
CHRD DIST = 964.84'
R = 1,947.20'
L = 298.28'
CHRD BRG = N85°22'17"W
CHRD DIST = 297.99'
R = 2,109.12'
L = 334.11'
CHRD BRG = S85°30'11"E
CHRD DIST = 333.76'
R = 3,512.75'
L = 1,968.42'
CHRD BRG = S82°57'50"W
CHRD DIST = 1,942.77'
R = 3,381.10'
L = 2,444.87'
CHRD BRG = N78°19'27"E
CHRD DIST = 2,391.95'
R = 1,562.02'
L = 909.97'
CHRD BRG = S73°31'37"W
CHRD DIST = 897.16'
R = 1,695.24'
L = 1,405.57'
CHRD BRG = N80°25'09"E
CHRD DIST = 1,365.66'
R = 942.19'
L = 1,312.79'
CHRD BRG = S04°58'44"W
CHRD DIST = 1,209.14'
R = 1,022.19'
L = 1,424.26'
CHRD BRG = N04°58'44"E
CHRD DIST = 1,311.81'
R = 115.00'
L = 361.27'
CHRD BRG = N44°53'42"E
CHRD DIST = 229.99'
S45°06'18"E 80.00'
N44°53'42"E 20.00'
S44°53'42"W 240.00'
N56°54'22"E 80.44'
S76°05'21"E 117.81'
S76°05'21"E 115.36'
S76°05'21"E 117.81'
N89°22'05"E 660.35' (R)
N89°09'27"E 659.87' (S)
S89°54'48"W 665.44' (S)
S89°49'24"W 665.80' (R)
S89°13'26"W 1,331.78'
N89°58'14"E 2,644.46' (PARCEL 12)
1,324.63'
1,269.63'
28.57'
151.35'
345.9' (R)
343.74' (S)
R = 1,562.02'
L = 909.97'
CHRD BRG = S73°31'37"W
CHRD DIST = 897.16'
R = 1,695.24'
L = 1,405.57'
CHRD BRG = N80°25'09"E
CHRD DIST = 1,365.66'
R = 1,706.24'
L = 1,414.14'
CHRD BRG = N80°25'09"E
CHRD DIST = 1,373.99'
R = 3,381.10'
L = 2,431.14'
CHRD BRG = N78°19'27"E
CHRD DIST = 2,384.42'
R = 3,512.75'
L = 1,968.42'
CHRD BRG = S82°57'50"W
CHRD DIST = 1,942.77'
R = 2,109.12'
L = 334.11'
CHRD BRG = S85°30'11"E
CHRD DIST = 333.76'
R = 1,947.20'
L = 298.28'
CHRD BRG = N85°22'17"W
CHRD DIST = 297.99'
R = 6,802.18'
L = 963.65'
CHRD BRG = S04°13'54"E
CHRD DIST = 964.84'
R = 6,665.66'
L = 958.65'
CHRD BRG = N04°14'21"W
CHRD DIST = 957.82'
R = 942.19'
L = 1,312.79'
CHRD BRG = S04°58'44"W
CHRD DIST = 1,209.14'
R = 1,022.19'
L = 1,424.26'
CHRD BRG = N04°58'44"E
CHRD DIST = 1,311.81'
R = 115.00'
L = 361.27'
CHRD BRG = N44°53'42"E
CHRD DIST = 229.99'
S45°06'18"E 80.00'
N44°53'42"E 20.00'
S44°53'42"W 240.00'
N56°54'22"E 80.44'
S76°05'21"E 117.81'
S76°05'21"E 115.36'
S76°05'21"E 117.81'
N89°22'05"E 660.35' (R)
N89°09'27"E 659.87' (S)
S89°54'48"W 665.44' (S)
S89°49'24"W 665.80' (R)
S89°13'26"W 1,331.78'
N89°58'14"E 2,644.46' (PARCEL 12)
1,324.63'
1,269.63'
28.57'
151.35'
345.9' (R)
343.74' (S)
N00°25'00"W 1,317.27'
S01°32'29"E 1,326.12' (R)
S01°15'31"E 1,326.79' (S)
N89°09'27"E 660.35' (R)
N89°22'05"E 661.21' (S)
S00°15'14"W 798.86'
N80°48'57"W 529.67'
N80°58'59"W 1,001.75'
S67°14'28"W 245.74'
S56°50'16"W 3.58'
S57°00'49"W 79.86'
S58°29'05"W 331.35'
N00°07'54"W 19.00'
S89°12'16"W 64.38'
N75°56'58"W 82.83'
N00°12'04"W 92.15'
S00°15'43"E 91.69'
N89°14'10"E 50.00'
S89°14'10"W 79.03'
N00°11'41"E 1,320.78' (R)
N00°03'14"E 1,320.76' (S)
S00°03'14"E 175.79'
N00°03'14"W 30.20'
R = 6,665.66'
L = 958.65'
CHRD BRG = N04°14'21"W
CHRD DIST = 957.82'
R = 6,802.18'
L = 963.65'
CHRD BRG = S04°13'54"E
CHRD DIST = 964.84'
R = 1,947.20'
L = 298.28'
CHRD BRG = N85°22'17"W
CHRD DIST = 297.99'
R = 2,109.12'
L = 334.11'
CHRD BRG = S85°30'11"E
CHRD DIST = 333.76'
R = 3,512.75'
L = 1,968.42'
CHRD BRG = S82°57'50"W
CHRD DIST = 1,942.77'
R = 3,381.10'
L = 2,444.87'
CHRD BRG = N78°19'27"E
CHRD DIST = 2,391.95'
R = 1,562.02'
L = 909.97'
CHRD BRG = S73°31'37"W
CHRD DIST = 897.16'
R = 1,695.24'
L = 1,405.57'
CHRD BRG = N80°25'09"E
CHRD DIST = 1,365.66'
R = 1,706.24'
L = 1,414.14'
CHRD BRG = N80°25'09"E
CHRD DIST = 1,373.99

PARCEL SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi
County of Forrest
City of Hattiesburg

OVERALL PARCEL - North of the Proposed South Right of Way Line of Classic Drive

All of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and all of the Northwest ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of said Northwest ¼, Section 35;

- **Beginning** at a 2 inch Round Iron Pin representing said Southwest Corner of the Northwest ¼ of the Southwest ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northwest ¼ for 1,320.78 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northwest ¼;
- thence run N89°58'14"E along the North Line of said South ½ of the Northeast ¼ for 2,643.03 feet to a Concrete Monument representing the Northeast Corner of the Southwest ¼ of the Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36;
- thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼;
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼;
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ Inch Rebar representing the Northeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼,
- thence run S01°15'31"E along the East Line of said West ½ of the Northeast ¼ of the Northwest ¼ for 1,326.79 feet to a ½ Inch Rebar representing the Southeast Corner of the West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northwest ¼,
- thence run N89°22'05"E along the North Line of said Southeast ¼ of the Northwest ¼ for 661.21 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northwest ¼ and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid,
- thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northwest ¼ for 798.86 feet to a ½ Inch Rebar representing its Intersection with the Proposed Southern Right of Way Line of Classic Drive, a public roadway,
- thence run Westerly along said Proposed South Right of Way Line of Classic Drive for the next 11 calls to a ½ Inch Rebar representing a Point on the West Line of said Northwest ¼ of the Southeast ¼, Section 35;
  - ** thence run N80°48'57"W for 529.67 feet to a ½ inch Rebar,
  - ** thence run Southwesterly along an Arc to the left for 909.97 feet to a ½ Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31'37"W and a Chord Distance of 897.16 feet,
  - ** thence run S56°50'16"W for 3.58 feet to a ½ inch Rebar,
  - ** thence run S57°00'49"W for 79.86 feet to a ½ inch Rebar,
  - ** thence run S58°29'05"W for 331.35 feet to a ½ inch Rebar,
  - ** thence run S67°14'28"W for 245.74 feet to a ½ inch Rebar,
  - ** thence run Westerly along an Arc to the Right for 1,968.42 feet to a ½ inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57'50"W and a Chord Distance of 1,942.27 feet,
  - ** thence run N80°58'59"W for 1,001.75 feet to a ½ inch Rebar,
  - ** thence run Northwesterly along an Arc to the left for 298.28 feet to a ½ Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N85°22'37"W and a Chord Distance of 297.99 feet,
  - ** thence run N75°56'58"W for 82.83 feet to a Concrete Monument,
  - ** thence run S89°12'16"W for 64.38 feet to a ½ Inch Rebar representing a Point on the West Line of said Northeast ¼ of the Southeast ¼, Section 35,
- thence run N00°07'54"W along said West Line of the Northeast ¼ of the Southeast ¼ for 19.00 feet to the **Point of Beginning.**
- comprising **214.64 Acres**, more or less.

PARCEL CLASSIC - Proposed Right of Way of Classic Drive

A part of the Southwest ¼ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southeast ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35;

- **Beginning** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a ½ Inch Rebar,
- thence run N89°14'10"E for 79.03 feet to a ½ Inch Rebar,
- continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid,
- thence run Southeasterly along an Arc to the Right for 334.11 feet to a Concrete Monument, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of S85°30'11"E and a Chord Distance of 333.76 feet,
- thence run S81°01'22"E for 567.36 feet to a Concrete Monument,
- thence run S80°56'11"E for 434.35 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the left for 2,444.87 feet to a Concrete Monument, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of N78°19'27"E and a Chord Distance of 2,391.95 feet,
- thence run N56°54'22"E for 80.44 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the right for 1,405.57 feet to a Concrete Monument, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of N80°25'08"E and a Chord Distance of 1,365.66 feet,
- thence run S76°05'21"E for 117.81 feet to a ½ Inch Rebar representing a Point on the East Line of the Southeast ¼ of said Northwest ¼, Section 36 and having a Grid Value of **N 675,301.25 feet** and **E 820,959.25 feet** on said East Zone Grid,
- thence run S00°16'14"W along said East Line of the Southeast ¼ of the Northwest ¼ for 134.38 feet,
- thence run N80°48'57"W for 529.67 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the Left for 909.97 feet to a ½ Inch Rebar, said Arc having a Radius of 1,562.02 feet, a Chord Bearing of S73°31'37"W and a Chord Distance of 897.16 feet,
- thence run S56°50'16"W for 3.58 feet to a ½ inch Rebar,
- thence run S57°00'49"W for 79.86 feet to a ½ inch Rebar,
- thence run S58°29'05"W for 331.35 feet to a ½ inch Rebar,
- thence run S67°14'28"W for 245.74 feet to a ½ inch Rebar,
- thence run Westerly along an Arc to the Right for 1,968.42 feet to a ½ Inch Rebar, said Arc having a Radius of 3,512.75 feet, a Chord Bearing of S82°57'50"W and a Chord Distance of 1,942.27 feet,
- thence run N80°58'59"W for 1,001.75 feet to a ½ Inch Rebar,
- thence run Northwesterly along an Arc to the left for 298.28 feet to a ½ Inch Rebar, said Arc having a Radius of 1,947.20 feet, a Chord Bearing of N85°22'37"W and a Chord Distance of 297.99 feet,
- thence run N75°56'58"W for 82.83 feet to a Concrete Monument,
- thence run S89°12'16"W for 64.38 feet to a ½ Inch Rebar representing a Point on the West Line of said Northeast ¼ of the Southeast ¼, Section 35,
- thence run N00°07'54"W along said West Line of the Northwest ¼ of the Southeast ¼ for 19.00 feet to the **Point of Beginning.**
- comprising **16.63 Acres**, more or less.

PARCEL ROW1 - Proposed Right of Way of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35;

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a ½ Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 29.03 feet to a ½ Inch Rebar representing the **Point of Beginning** and having a Grid Value of **N 674,756.74 feet** and **E 815,716.38 feet** on said East Zone Grid;
- thence run N00°12'04"W for 92.15 feet to a Concrete Monument,
- thence run Northeasterly along an Arc to the Left for 958.65 feet to a ½ Inch Rebar, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of N04°14'21"W and a Chord Distance of 957.82 feet,
- thence run N08°03'14"W for 30.20 feet to a ½ Inch Rebar representing a Point on said West Line and having a Grid Value of **N 675,834.00 feet** and **E 815,641.02 feet** on said East Zone Grid,
- thence run N00°11'41"E along said West Line for 151.35 feet to a Mag Nail in Pavement representing the Northwest Corner of said Southwest ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said Southwest ¼ of the Northeast ¼ for 28.57 feet to a ½ Inch Rebar,
- thence run S08°03'14"E for 175.79 feet to a Concrete Monument,
- thence run Southerly along an Arc to the Right for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of S04°13'54"E and a Chord Distance of 964.84 feet,
- thence run S00°16'43"E for 91.69 feet to a Concrete Monument representing a Point on said Proposed North Right of Way Line,
- thence run S89°14'10"W along said Proposed North Right of Way for 50.00 feet to the **Point of Beginning.**
- comprising **3.37 Acres**, more or less.

PARCEL ROW2 - Proposed Right of Way of Proposed North Access Road

A part of the West ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southwest ¼ of said Northwest ¼, Section 36;

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West 1,464.09 feet,
- thence run South 863.45 feet to a Concrete Monument representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on said East Zone Grid;
- thence run S56°54'22"W along said Proposed Northern Right of Way Line for 80.44 feet to a Concrete Monument,
- thence run N34°58'47"W for 480.04 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right for 1,424.26 feet to a ½ Inch Rebar, said Arc having a Radius of 1,022.19 feet, a Chord Bearing of N04°58'44"E and a Chord Distance of 1,311.81 feet,
- thence run N44°53'42"E for 20.00 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right for 361.27 feet to a ½ Inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of N44°53'42"E and a Chord Distance of 229.99 feet,
- thence run S45°06'18"E for 80.00 feet to a ½ Inch Rebar having a Grid Value of **N 676,879.17 feet** and **E 819,502.66 feet** on said East Zone Grid,
- thence run Southerly along an Arc to the Left for 1,312.79 feet to a ½ Inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of S04°58'44"E and a Chord Distance of 1,209.14 feet,
- thence run S34°58'47"E for 480.04 feet to a Concrete Monument,
- thence run S35°01'36"E for 682.63 feet to the **Point of Beginning.**
- comprising **4.34 Acres**, more or less.

PARCEL 11 - West of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35;

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a ½ Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,755.69 feet** and **E 815,637.36 feet** on said East Zone Grid;
- thence continue N00°11'41"E along said West Line of the Southwest ¼ of the Northeast ¼ for 1,078.32 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and having a Grid Value of **N 675,834.00 feet** and **E 815,641.02 feet** on said East Zone Grid,
- thence run S08°03'14"E along said Proposed Western Right of Way Line for 30.20 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Right and said Proposed Western Right of Way Line for 958.65 feet to a Concrete Monument, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of S04°14'21"E and a Chord Distance of 957.82 feet,
- thence run S00°12'04"E along said Proposed Western Right of Way Line for 92.15 feet to a ½ Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run S89°14'10"W along said Proposed Northern Right of Way Line for 79.03 feet to the **Point of Beginning**.
- comprising **1.33 Acres**, more or less.

PARCEL 12 - North of the Proposed South Right of Way Line of Classic Drive and East of the Proposed Eastern Right of Way Line of Beverly Hills Drive

A part of the South ½ of the Northeast ¼, and a part of the North ½ of the Southeast ¼, all in Section 35, Township 5 North, Range 14 West, and a part of the Northwest ¼ of the Northwest ¼, all of the West ½ of the Northeast ¼ of the Northwest ¼, a part of the South ½ of the Northwest ¼, and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, Township 5 North, Range 14 West, all lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of said Northwest ¼, Section 35;

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a ½ Inch Rebar representing its Intersection with the Proposed North Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a ½ Inch Rebar representing its Intersection with the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid;
- thence run N00°16'43"W along said Proposed Eastern Right of Way Line for 91.69 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N04°13'54"W and a Chord Distance of 964.84 feet,
- thence run N08°03'14"W along said Proposed Eastern Right of Way Line for 175.79 feet to a ½ Inch Rebar representing its Intersection with the North Line of said Southwest ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said South ¾ of the Northeast ¼ for 2,614.46 feet to a Concrete Monument representing the Northeast Corner of the Southeast ¼ of said Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36,
- thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼,
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼,
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ Inch Rebar representing the Northeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼,
- thence run S01°15'31"E along the East Line of said West ½ of the Northeast ¼ of the Northwest ¼ for 1,326.79 feet to a ½ Inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northwest ¼,
- thence run N89°22'05"E along the North Line of said Southeast ¼ of the Northwest ¼ for 661.21 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northwest ¼ and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid,
- thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northwest ¼ for 664.48 feet to a ½ Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 117.81 feet to a Concrete Monument,
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 1,406.57 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, and having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on said East Zone Grid, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S80°25'08"W and a Chord Distance of 1,365.66 feet,
- thence run S35°01'36"W along said Proposed Eastern Right of Way Line for 682.63 feet to a ½ Inch Rebar,
- thence run Northerly along an Arc to the Right and said Proposed Eastern Right of Way Line for 1,312.79 feet to a ½ Inch Rebar, said Arc having a Radius of 942.19 feet, a Chord Bearing of N04°58'44"E and a Chord Distance of 1,209.14 feet,
- thence run N34°58'47"E along said Proposed Eastern Right of Way Line for 249.99 feet to a ½ Inch Rebar having a Grid Value of **N 676,879.17 feet** and **E 819,502.66 feet** on said East Zone Grid,
- thence run N45°06'18"W along the Proposed Northern Right of Way Line of said Proposed North Access Road for 80.00 feet to a ½ Inch Rebar,
- thence run Southwesterly along an Arc to the left and along the Proposed Western Right of Way Line of said Proposed North Access Road for 361.27 feet to a ½ Inch Rebar, said Arc having a Radius of 115.00 feet, a Chord Bearing of S44°53'42"W and a Chord Distance of 229.99 feet,
- thence run S44°53'42"W along said Proposed Western Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run Southerly along an Arc to the Left and said Proposed Western Right of Way Line for 1,424.26 feet to a ½ Inch Rebar, said Arc having a Radius of 1,022.19 feet, a Chord Bearing of S04°58'44"W and a Chord Distance of 1,311.81 feet,
- thence run S34°58'47"E along said Proposed Western Right of Way Line for 480.04 feet to a Concrete Monument representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run Southwesterly along an Arc to the Right and said Proposed North Right of Way Line for 2,444.87 feet to a Concrete Monument, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S78°19'27"W and a Chord Distance of 2,391.95 feet,
- thence run N80°56'11"W along said Proposed North Right of Way Line for 434.35 feet to a Concrete Monument,
- thence run N81°01'22"W along said Proposed North Right of Way Line for 567.36 feet to a Concrete Monument,
- thence run Northwesterly along an Arc to the Left and said Proposed North Right of Way Line for 334.11 feet to the **Point of Beginning**, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of N85°30'11"W and a Chord Distance of 333.76 feet,
- comprising **190.98 Acres**, more or less.

EASEMENT SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi
County of Forrest
City of Hattiesburg

EASEMENT E11 - 10 Foot Wide Utility Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the South ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southwest ¼ of said Northwest ¼, Section 36;

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run S00°12'04"E along said Proposed Western Right of Way Line for 958.65 feet to a Concrete Monument representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive, and the **Point of Beginning**;
- thence run S89°14'10"W along said Proposed Northern Right of Way Line for 10.00 feet;
- thence run N00°12'04"W for 92.15 feet to a ½ Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run S89°14'10"W along said Proposed Northern Right of Way Line for 79.03 feet to the **Point of Beginning**.
- comprising **1.33 Acres**, more or less.

EASEMENT E12 - 10 Foot Wide Utility Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the North ½ of the Southeast ¼ and a part of the Southwest ¼ of the Northwest ¼, all in Section 35, and a part of the Southwest ¼ of the Northeast ¼ and a part of the Northwest ¼ of the Southeast ¼, all in Section 36, all in Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of said Northwest ¼, Section 35;

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northwest ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northwest ¼ for 91.11 feet to a ½ Inch Rebar representing its Intersection with the Proposed North Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a ½ Inch Rebar representing its Intersection with the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid;
- thence run N00°16'43"W along said Proposed Eastern Right of Way Line for 91.69 feet to a Concrete Monument,
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 965.65 feet to a Concrete Monument, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N04°13'54"W and a Chord Distance of 964.84 feet,
- thence run N08°03'14"W along said Proposed Eastern Right of Way Line for 175.79 feet to a ½ Inch Rebar representing its Intersection with the North Line of said Southwest ¼ of the Northeast ¼,
- thence run N89°58'14"E along the North Line of said South ¾ of the Northeast ¼ for 2,614.46 feet to a Concrete Monument representing the Northeast Corner of the Southeast ¼ of said Northeast ¼, Section 35, and the Southwest Corner of said Northwest ¼ of the Northwest ¼, Section 36,
- thence run N00°25'00"W along the West Line of said Northwest ¼ of the Northwest ¼ for 1,317.27 feet to a Concrete Monument representing the Northwest Corner of said Northwest ¼ of the Northwest ¼,
- thence run S89°13'26"E along the North Line of said Northwest ¼ of the Northwest ¼ for 1,331.78 feet to a Concrete Monument representing the Northeast Corner of said Northwest ¼ of the Northwest ¼, and the Northwest Corner of said Northeast ¼ of the Northwest ¼,
- thence run S89°54'48"E along the North Line of said Northeast ¼ of the Northwest ¼ for 665.44 feet to a ½ Inch Rebar representing the Northeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼,
- thence run S01°15'31"E along the East Line of said West ½ of the Northeast ¼ of the Northwest ¼ for 1,326.79 feet to a ½ Inch Rebar representing the Southeast Corner of said West ½ of the Northeast ¼ of the Northwest ¼, and a Point on the North Line of the Southeast ¼ of said Northwest ¼,
- thence run N89°22'05"E along the North Line of said Southeast ¼ of the Northwest ¼ for 661.21 feet to a Concrete Monument representing the Northeast Corner of said Southeast ¼ of the Northwest ¼ and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid,
- thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northwest ¼ for 664.48 feet to a ½ Inch Rebar representing its Intersection with said Proposed Northern Right of Way Line of Classic Drive,
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 117.81 feet to a Concrete Monument,
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 1,406.57 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, and having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on said East Zone Grid, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S80°25'08"W and a Chord Distance of 1,365.66 feet,
- thence run N35°01'36"W along said Proposed Eastern Right of Way Line for 10.00 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 1,414.14 feet to a ½ Inch Rebar, said Arc having a Radius of 1,705.24 feet, a Chord Bearing of N80°24'49"E and a Chord Distance of 1,373.96 feet,
- thence run S76°05'21"E and parallel to said Proposed Northern Right of Way Line for 115.36 feet to a ½ Inch Rebar representing a Point on said East Line of the Southeast ¼ of the Northwest ¼,
- thence run S00°16'14"W along said East Line for 10.29 feet to the **Point of Beginning.**
- comprising **0.35 Acres (15,264 Square Feet)**, more or less.

EASEMENT E13 - 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southwest ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southwest ¼ of the Northwest ¼, Section 36;

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 20.39 feet,
- thence run South for 660.20 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,305.53 feet** and **E 820,941.99 feet** on said East Zone Grid;
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run N13°54'39"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,329.75 feet** and **E 820,927.39 feet** on said East Zone Grid,
- thence run S76°05'21"E and parallel to said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run S13°54'39"W for 20.00 feet to the **Point of Beginning.**
- comprising **0.01 Acres (400 Square Feet)**, more or less.

EASEMENT E14 - 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southwest ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southwest ¼ of the Northwest ¼, Section 36;

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 854.72 feet,
- thence run South for 615.45 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,350.27 feet** and **E 820,107.67 feet** on said East Zone Grid;
- thence run Southwesterly along an Arc to the left and said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S78°42'23"W and a Chord Distance of 20.00 feet,
- thence run N11°17'37"W for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,365.97 feet** and **E 820,084.14 feet** on said East Zone Grid,
- thence run N78°42'23"E for 20.00 feet to a ½ Inch Rebar,
- thence run S11°17'37"E for 20.00 feet to the **Point of Beginning.**
- comprising **0.01 Acres (400 Square Feet)**, more or less.

EASEMENT E15 - 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the Southwest ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southwest ¼ of the Northwest ¼, Section 36;

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 1,685.89 feet,
- thence run South for 999.65 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,966.07 feet** and **E 819,276.50 feet** on said East Zone Grid;
- thence run Southwesterly along an Arc to the Right and said Proposed Northern Right of Way Line for 19.93 feet to a ½ Inch Rebar, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S60°49'35"W and a Chord Distance of 19.93 feet,
- thence run N29°12'27"W for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 674,973.81 feet** and **E 819,249.34 feet** on said East Zone Grid,
- thence run N60°49'34"E for 20.00 feet to a ½ Inch Rebar,
- thence run S29°00'13"E for 20.00 feet to the **Point of Beginning.**
- comprising **0.01 Acres (399 Square Feet)**, more or less.

EASEMENT E16 - 75 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the Northwest ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of the Northeast ¼, said Section 35;

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 1,980.11 feet,
- thence run South for 132.28 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,532.30 feet** and **E 817,617.16 feet** on said East Zone Grid;
- thence run N00°07'38"W for 75.00 feet to a ½ Inch Rebar,
- thence run N89°52'22"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 674,607.34 feet** and **E 817,637.00 feet** on said East Zone Grid,
- thence run S00°07'38"E for 75.00 feet to a ½ Inch Rebar representing a Point on said Proposed Northern Right of Way Line,
- thence run Westerly along an Arc to the Right and said Proposed Northern Right of Way Line for 20.00 feet to the **Point of Beginning**, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S89°52'22"W and a Chord Distance of 20.00 feet,
- comprising **0.03 Acres (1,500 Square Feet)**, more or less.

EASEMEN

URBAN DEVELOPMENT
PLANNING DIVISION

Public Hearing Application

P.O. BOX 1898 (200 Forrest Street/39401)
Hattiesburg, MS 39403-1898
Department of Urban Development
(601) 545-4599 or FAX (601) 545-1962

RECEIVED
SEP 25 2023
BY:

APPLICANT:

Applicant Name: Monica Tisack
Project Name: USM Innovation & Commercialization Park , "The Garden"
Proposed Use(s): Technology centered Work-Live-Play Mixed Use District
Project Street Address: 46 Shelby Thames Dr. , 39402.....(500 acres)
PPIN Number(s) (if unknown, can be found on tax receipt): _____

Application for (check all appropriate types):

- ☐ Variance (see below)
- ☐ Subdividing of Lot, Parcel, or Tract (see p. 12)
- ☐ Street or Alley Renaming (see pp. 13-14)
- ☐ Vacating Street or Alley (see pp. 13-14)
- ☐ Conditional Use (see below)
- ☒ Re-Zoning (see below)
- ☐ Overlay District
- ☒ Planned Mixed-Use District

For Variance Only (check all appropriate variance types), see pp. 7 & 8:

- ☐ Sign
- ☐ Setback (front, side, or rear _____)
- ☐ Off-Site Parking
- ☐ Lot Width
- ☐ Lot Coverage Area
- ☐ Buffer
- ☐ Open Space
- ☐ Other: _____

For Conditional Use Permit Only (check applicable type), see pp. 9 & 10:

- ☐ Automotive Filling Station
- ☐ Digital Billboard, New
- ☐ Restaurant
- ☐ Telecommunications
- ☐ Digital Billboard, Replacement
- ☐ Solar Farm
- ☐ Other: _____

For Re-Zoning Only, see p. 11:

Existing Zoning: R1-A
Proposed Zoning: Mixed-Use / Multi-Use

PLEASE BE SURE TO FILL OUT PP. 1-5 AND SEE FEES ON P. 6

STAFF USE ONLY – Do Not Complete:

Pre-Application Date: _____ Planner: _____
Parcel Number(s): _____ Historic District(s): _____
Flood Zone(s): _____ Zoning Districts(s): _____
Project No.: _____

Code Sections:

LDC Section No. _____
Section No. _____
Section No. _____
Section No. _____
Section No. _____

RECIVED DATE & INITIALS:

PROJECT REPRESENTATIVE INFORMATION:

Primary:

Name: Monica Tisack, USM

☒Applicant ☐Property Owner ☒Representative ☐Agent ☐Contractor ☐Architect ☐Engineer

☐Other (please specify): _____

Phone: 228-669-3835 601-266-5697 Fax: _____ Email: Monica.Tisack@usm.edu

Mailing Address: 46 Shelby Thames Rd. , Hattiesburg MS 39402

Secondary:

Name: Cameron Nuzzo

☐Applicant ☐Property Owner ☐Representative ☐Agent ☐Contractor ☐Architect ☐Engineer

☒Other (please specify): Facility Manager, USM ICP Park

Phone: 504-756-6970 601-266-5885 Fax: _____ Email: Cameron.Nuzzo@usm.edu

Mailing Address: 46 Shelby Thames Dr., Hattiesburg MS 39402

Other(s):

Name: Kelly Lucas, USM VP of Research

☐Applicant ☐Property Owner ☒Representative ☐Agent ☐Contractor ☐Architect ☐Engineer

☐Other (please specify): _____

Phone: 228-990-0338 601-266-5116 Fax: _____ Email: Kelly.Lucas@usm.edu

Mailing Address: _____

Name: _____

☐Applicant ☐Property Owner ☐Representative ☐Agent ☐Contractor ☐Architect ☐Engineer

☐Other (please specify): _____

Phone: _____ Fax: _____ Email: _____

Mailing Address: _____

OWNER AFFIDAVIT PAGE

THIS PAGE MUST BE SIGNED IN FRONT OF A NOTARY, BY THE OWNER(S) OF THE SUBJECT PROPERTY

WITNESS THE SIGNATURES of the **OWNER(s)** of the subject property located at 46 Shelby Thames Drive, Hattiesburg MS 39402,
Street Address **City** **State**

on this the _____ day of _____, 20___.

In the matter of this request, the property owner further authorizes the following named person(s) to represent them at the public hearing on this petition.
Monica Tisack

on this the _____ day of _____, 20____.

Kelly Lucas
Property Owner (print)

Property Owner (signature)

STATE OF Mississippi

COUNTY OF ~~Forrest~~ Lamar. JSR

Personally came and appeared before me, the within named

_____,

who signed and delivered the above and foregoing instrument as and for their free act and deed on the day and year therein mentioned, and who acknowledge to me that they are the owner(s) of the subject property as described in this Public Hearing Application.

GIVEN UNDER MY HAND AND OFFICIAL SEAL OF OFFICE, this the 22nd day of September, 2023.

STATE OF MISSISSIPPI NOTARY PUBLIC ID # 347015 TEGI JENKINS-RIMMER Commission Expires Feb. 8, 2027 LAMAR COUNTY

J. Tegi Rimmer
NOTARY PUBLIC

My Commission Expires:

Feb 8, 2027

APPLICANT AFFIDAVIT PAGE

THIS PAGE MUST BE SIGNED IN FRONT OF A NOTARY, BY THE **APPLICANT** OF THIS PETITION, ONLY IF DIFFERENT FROM THE OWNER(S) OF THE SUBJECT PROPERTY

WITNESS THE SIGNATURES of the **APPLICANT(s)** of the subject property located at

46 Shelby Thames Drivem Hattiesburg, MS 39402,
Street Address **City** **State**

on this the 21st day of September, 20 23.

Monica Tisack
Applicant (print)

Monica Tisack
Applicant (signature)

STATE OF Mississippi

COUNTY OF Forrest

Personally came and appeared before me, the within named

_____,

who signed and delivered the above and foregoing instrument as and for their free act and deed on the day and year therein mentioned, and who acknowledge to me that they are the owner(s) of the subject property as described in this Public Hearing Application.

GIVEN UNDER MY HAND AND OFFICIAL SEAL OF OFFICE, this the 21 day of September, 20 23.

STATE OF MISSISSIPPI NOTARY PUBLIC ID # 188902 DIANE HUX Commission Expires Feb 19, 2024 MARION COUNTY

Diane Hux
NOTARY PUBLIC

My Commission Expires:
February 19, 2024

PLANNING COMMISSION & BOARD OF ADJUSTMENT – PETITIONER

REQUIRED SUBMITTAL INFORMATION

Deadline for applicant to file petition: 5:00pm (End of business day)
Hattiesburg Planning Commission Meeting Date: Time: 1:00pm
Hattiesburg Board of Adjustment Meeting Date: Time: 3:30pm

There is a 10-day appeal period, required by State Law, between the Planning Commission Meeting and/or Board of Adjustment Meeting and the City Council Meeting – appeals must be filed within this 10-day period.

City Council Agenda Review Date – (you or your representative should attend): Time: 4:00pm
City Council Meeting (Vote) Date – (you or your representative may attend): Time: 5:00pm
There is an additional 10-day appeal period, required by State Law, after City Council Meeting, for all Variances and Conditional Use Permit which ends _____ and a 30-day wait period for Zoning or Street closing/re-naming, PMUs, PRDs, PUDs which ends _____. So, if approved by the City, no final site plan review approvals or building permits could be issued prior to these dates.
Dates and times are subject to change
If an appeal is filed or the petition is tabled for any reason at any stage, the above listed dates would need to be revised.

The following paperwork MUST be attached to this application:

X Site Diagram (11" x 17" preferred size): Drawing to scale prepared by professional engineer/surveyor showing lot dimensions, existing/proposed building, signs, parking areas, etc. (Different standard may be accepted only per approval from staff)

___ Site & Design Review Committee, if needed.

X Copy of entire Warranty Deed (filed and recorded at courthouse) with legal description granting title to current owner. (If the Warranty Deed covers a larger piece of property than the current project, a legal description for this project site only may also be required)

X Electronic/Digital copy of legal description REQUIRED for all public notices, saved as Word or text document OR emailed to planning@hattiesburgms.com

X An affidavit (pages 3 & 4) attesting that the applicant or representing party (if other than the owner) is acting on behalf of the owner(s) of record. The affidavit must be sworn to before a notary public or other appropriate official. (Included in owners signature page, or may be a separate document)

___ Variance application only: A letter of approval/denial from all adjoining property owners must be obtained and submitted with application.

___ Other documents needed (per Planning Division):
___ Maps of digital billboard removal sites ___ Maps of digital billboard replacement sites
___ Documentation on measurements ___ Other:_____

___ Payment to the City of Hattiesburg for filing application in the amount of $_____.

You may be responsible for posting a sign (prepared by Planning Division staff) a minimum of fifteen (15) days prior to the hearing date.
You will be responsible for maintaining the sign for the duration of the public hearing process.

Required Fees

All fees adopted by Ordinance No. 2977, adopted January 22, 2008, as amended. This is an excerpt from that ordinance:

Public Hearing Fees:

Variance (includes Concept Site Plan Review) ---------- $175.00 per application and one Variance request; plus $50.00 for each additional variance request within same application

Street/Alley Naming or Re-Naming---------- $300.00 per application, plus $100.00 per required street name sign if approved*
(*Fees for replacement street signs shall be paid after City Council approval, but prior to effective date.)

Street/Alley Closing ---------- $300.00 per application

(Conditional) Use Permit ---------- $200.00 per application

Zoning Change ---------- $400.00 per application*
(*see PUD or PRD & zoning package rate)

Planned Unit Development (PUD) or Planned Residential Development (PRD), & (Planned Mixed-Use District PMU) ---------- $400.00 per application
(*see PUD or PRD zoning package rate) or (**see PUD or PRD & Subdivision of Land package rate)

Planned Unit Development (PUD) or Planned Residential Development (PRD) with zoning change package ---------- $600.00 per package application

Subdivision of Land (Preliminary Plats) ---------- $225.00 per application, plus $10.00 for each created lot (** see PUD or PRD & Subdivision of Land package rate)
Note: Final Plats should be submitted to the governing body for approval within 12 months of approval of preliminary plats.

Planned Unit Development (PUD) or Planned Residential Development with Subdivision of Land Package** ---------- $500.00 per application, plus $10.00 for each created lot (**see PUD or PRD & Subdivision of Land package rate)

Change in Land Development Code Text ---------- $200.00 per application

Appeal Fees for Proponent or Opponent appeals to City Council -------- $50.00 per appeal
Exempt from fees – Established Neighborhood Associations

Cancellation/Re-notification fee on any public hearing process (Planning Commission or City Council) that is tabled or cancelled at the owner/developer's Request ---------- $50.00 (per each 100 mailing labels)

OTHER PROCESSES MAY HAVE ADDITIONAL FEES

Make all checks payable to the City of Hattiesburg

FOR RE-ZONING APPLICANTS:

As stated in Section 12.3 in the Land Development Code, one of the following conditions must be met before a rezoning can be recommended. Check the condition(s) most applicable to your request and explain in writing.

☐ There was a mistake in the original zoning.

☐ The character of the neighborhood has changed substantially so that rezoning is clearly justified and there is a public need for the rezoning.

☐ Annexation.

Detailed explanation of condition(s) most applicable to your request:

A strategic plan has been developed for highest and best use. This requires the USM property, which is currently all zoned R1-A, to be rezoned for multi-use to create a "Work, Live, Play" Community that will encompass Public Recreational Use of 100acres around Lake Sehoy, Office & R&D areas, a town center Multi-use area, Residential areas, and Light Advanced Manufacturing. Conservation area buffers have been created and incude wetlands.

EASEMENT SURVEY BOUNDARY DESCRIPTIONS:

State of Mississippi

County of Forrest

City of Hattiesburg

EASEMENT E11 – 10 Foot Wide Utility Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the South ½ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run S00°16'14"W along the East Line of said Southeast ¼ of the Northwest ¼ for 664.48 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Intersection having a Grid Value of **N 675,301.25 feet** and **E 820,959.25 feet** on said East Zone Grid;
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 117.81 feet to a Concrete Monument,
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 1,405.57 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, and having a Grid Value of **N 675,102.27 feet** and **E 819,498.28 feet** on said East Zone Grid, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S80°25'08"W and a Chord Distance of 1,365.66 feet,
- thence run N35°01'36"W along said Proposed Eastern Right of Way Line for 10.00 feet to a ½ Inch Rebar,
- thence run Northeasterly along an Arc to the Right and parallel to said Proposed Northern Right of Way Line for 1,414.14 feet to a ½ Inch Rebar, said Arc having a Radius of 1,705.24 feet, a Chord Bearing of N80°24'49"E and a Chord Distance of 1,373.96 feet,

- thence run S76°05’21”E and parallel to said Proposed Northern Right of Way Line for 115.36 feet to a ½ Inch Rebar representing a Point on said East Line of the Southeast ¼ of the Northwest ¼,
- thence run S00°16’14”W along said East Line for 10.29 feet to the **Point of Beginning**,
- comprising **0.35 Acres (15,264 Square Feet)**, more or less.

EASEMENT E12 – 10 Foot Wide Utility Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the North ½ of the Southeast ¼ and a part of the Southwest ¼ of the Northeast ¼, all in Section 35, and a part of the Southwest ¼ of the Northwest ¼ and a part of the Northwest ¼ of the Southwest ¼, all in Section 36, all in Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run N00°11'41"E along the West Line of said Southwest ¼ of the Northeast ¼ for 91.11 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed North Right of Way Line of Classic Drive, a public roadway,
- thence run N89°14'10"E along said Proposed North Right of Way Line for 79.03 feet to a 5/8 Inch Rebar representing its Intersection with the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway,
- thence continue N89°14'10"E along said Proposed North Right of Way Line for 50.00 feet to a Concrete Monument representing its Intersection with the Proposed Eastern Right of Way Line of said Beverly Hills Drive and the **Point of Beginning**, said Intersection having a Grid Value of **N 674,757.41 feet** and **E 815,766.37 feet** on said East Zone Grid;
- thence run N00°16'43"W along said Proposed Eastern Right of Way Line for 10.00 feet to a ½ Inch Rebar,
- thence run Southeasterly along an Arc to the Right and parallel to said Proposed North Right of Way Line for 335.73 feet to a ½ Inch Rebar, said Arc having a Radius of 2,119.12 feet, a Chord Bearing of S85°30'14"E and a Chord Distance of 335.38 feet,
- thence run S81°01'22"E and parallel to said Proposed North Right of Way Line for 567.36 feet to a ½ Inch Rebar,
- thence run S80°56'11"E and parallel to said Proposed North Right of Way Line for 434.36 feet to a ½ Inch Rebar,

- thence run Northeasterly along an Arc to the Left and parallel to said Proposed North Right of Way Line for 2,437.18 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of the Proposed North Access Road, an undeveloped public roadway, said Arc having a Radius of 3,371.10 feet, a Chord Bearing of N78°19’41”E and a Chord Distance of 2,384.45 feet,
- thence run S34°58’47”E along said Proposed Western Right of Way Line for 10.01 feet to a Concrete Monument representing its Intersection with said Proposed North Right of Way Line and having a Grid Value of **N 675,058.35 feet** and **E 819,430.90 feet** on said East Zone Grid,
- thence run Southwesterly along an Arc to the Right and said Proposed North Right of Way Line for 2,444.87 feet to a Concrete Monument, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S78°19’27”W and a Chord Distance of 2,391.95 feet,
- thence run N80°56’11”W along said Proposed North Right of Way Line for 434.35 feet to a Concrete Monument,
- thence run N81°01’22”W along said Proposed North Right of Way Line for 567.36 feet to a Concrete Monument,
- thence run Northwesterly along an Arc to the Left and said Proposed North Right of Way Line for 334.11 feet to the **Point of Beginning**, said Arc having a Radius of 2,109.12 feet, a Chord Bearing of N85°30’11”W and a Chord Distance of 333.76 feet,
- comprising **0.87 Acres (37,752 Square Feet)**, more or less.

EASEMENT E13 – 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southeast ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southeast ¼ of the Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 20.39 feet,
- thence run South for 660.20 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,305.53 feet** and **E 820,941.99 feet** on said East Zone Grid;
- thence run N76°05'21"W along said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run N13°54'39"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,329.75 feet** and **E 820,927.39 feet** on said East Zone Grid,
- thence run S76°05'21"E and parallel to said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar,
- thence run S13°54'39"W for 20.00 feet to the **Point of Beginning**,
- comprising **0.01 Acres (400 Square Feet)**, more or less.

EASEMENT E14 – 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, East of the Proposed North Access Road

A part of the Southeast ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of said Southeast ¼ of the Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 854.72 feet,
- thence run South for 615.45 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,350.27 feet** and **E 820,107.67 feet** on said East Zone Grid;
- thence run Southwesterly along an Arc to the Left and said Proposed Northern Right of Way Line for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 1,695.24 feet, a Chord Bearing of S78°42'23"W and a Chord Distance of 20.00 feet,
- thence run N11°17'37"W for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,365.97 feet** and **E 820,084.14 feet** on said East Zone Grid,
- thence run N78°42'23"E for 20.00 feet to a ½ Inch Rebar,
- thence run S11°17'37"E for 20.00 feet to the **Point of Beginning**,
- comprising **0.01 Acres (400 Square Feet)**, more or less.

EASEMENT E15 – 20 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the Southwest ¼ of the Northwest ¼, Section 36, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997484 and a convergence angle of (minus) -0°16'20.00" at the Northeast Corner of the Southeast ¼ of said Northwest ¼, Section 36:

- **Commencing** at a Concrete Monument representing said Northeast Corner of the Southeast ¼ of the Northwest ¼, and having a Grid Value of **N 675,965.72 feet** and **E 820,962.39 feet** on said East Zone Grid;
- thence run West for 1,685.89 feet,
- thence run South for 999.65 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,966.07 feet** and **E 819,276.50 feet** on said East Zone Grid;
- thence run Southwesterly along an Arc to the Right and said Proposed Northern Right of Way Line for 19.93 feet to a ½ Inch Rebar, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S60°49'35"W and a Chord Distance of 19.93 feet,
- thence run N29°12'27"W for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 674,973.81 feet** and **E 819,249.34 feet** on said East Zone Grid,
- thence run N60°49'34"E for 20.00 feet to a ½ Inch Rebar,
- thence run S29°00'13"E for 20.00 feet to the **Point of Beginning**,
- comprising **0.01 Acres (399 Square Feet)**, more or less.

EASEMENT E16 – 75 Foot x 20 Foot Drainage Easement along the North Side of Classic Drive, between Beverly Hills Drive and the Proposed North Access Road

A part of the Northeast ¼ of the Southeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of the Southwest ¼ of the Northeast ¼, said Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 1,980.11 feet,
- thence run South for 132.28 feet to a ½ Inch Rebar representing a Point on the Proposed Northern Right of Way Line of Classic Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 674,532.30 feet** and **E 817,617.16 feet** on said East Zone Grid;
- thence run N00°07'38"W for 75.00 feet to a ½ Inch Rebar,
- thence run N89°52'22"E for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 674,607.34 feet** and **E 817,637.00 feet** on said East Zone Grid,
- thence run S00°07'38"E for 75.00 feet to a ½ Inch Rebar representing a Point on said Proposed Northern Right of Way Line,
- thence run Westerly along an Arc to the Right and said Proposed Northern Right of Way Line for 20.00 feet to the **Point of Beginning**, said Arc having a Radius of 3,381.10 feet, a Chord Bearing of S89°52'22"W and a Chord Distance of 20.00 feet,
- comprising **0.03 Acres (1,500 Square Feet)**, more or less.

EASEMENT E17 – 20 Foot x 10 Foot Drainage Easement along the East Side of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 125.56 feet,
- thence run North for 378.24 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Beverly Hills Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,042.82 feet** and **E 815,762.61 feet** on said East Zone Grid;
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N01°52'52"W and a Chord Distance of 20.00 feet,
- thence run N88°08'30"E for 10.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,063.13 feet** and **E 815,771.95 feet** on said East Zone Grid,
- thence run S01°52'52"E for 20.00 feet to a ½ Inch Rebar,
- thence run S88°08'30"W for 10.00 feet to the **Point of Beginning**,
- comprising **0.005 Acres (200 Square Feet)**, more or less.

EASEMENT E18 – 20 Foot x 10 Foot Drainage Easement along the West Side of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 75.83 feet,
- thence run North for 376.62 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,041.20 feet** and **E 815,712.88 feet** on said East Zone Grid;
- thence run S88°08'30"W for 10.00 feet to a ½ Inch Rebar,
- thence run N01°51'30"W for 20.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,060.87 feet** and **E 815,702.23 feet** on said East Zone Grid,
- thence run N88°08'30"E for 10.00 feet to a ½ Inch Rebar representing a Point on said Proposed Eastern Right of Way Line,
- thence run Southerly along an Arc to the Right and said Proposed Eastern Right of Way Line for 20.00 feet to the **Point of Beginning**, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of S01°51'30"E and a Chord Distance of 20.00 feet,
- comprising **0.005 Acres (200 Square Feet)**, more or less.

EASEMENT E19 – 20 Foot x 10 Foot Drainage Easement along the East Side of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 82.19 feet,
- thence run North for 960.80 feet to a ½ Inch Rebar representing a Point on the Proposed Eastern Right of Way Line of Beverly Hills Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,625.38 feet** and **E 815,719.24 feet** on said East Zone Grid;
- thence run Northerly along an Arc to the Left and said Proposed Eastern Right of Way Line for 20.00 feet to a ½ Inch Rebar, said Arc having a Radius of 6,802.18 feet, a Chord Bearing of N06°48'12"W and a Chord Distance of 20.00 feet,
- thence run N83°11'48"E for 10.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,646.42 feet** and **E 815,726.80 feet** on said East Zone Grid,
- thence run S06°48'12"E for 20.00 feet to a ½ Inch Rebar,
- thence run S83°11'48"W for 10.00 feet to the **Point of Beginning**,
- comprising **0.005 Acres (200 Square Feet)**, more or less.

EASEMENT E20 – 30 Foot x 15 Foot Drainage Easement along the West Side of Beverly Hills Drive

A part of the Southwest ¼ of the Northeast ¼, Section 35, Township 5 North, Range 14 West, lying in the City of Hattiesburg, County of Forrest, State of Mississippi and being more particularly described using Mississippi State Plane Coordinate System, East Zone Grid, NAD 83(2011), US Survey Feet, with a combined scale factor of 0.99997471 and a convergence angle of (minus) -0°16'51.82" at the Southwest Corner of said Southwest ¼ of the Northeast ¼, Section 35:

- **Commencing** at a 2 Inch Round Iron Pin representing said Southwest Corner of the Southwest ¼ of the Northeast ¼, and having a Grid Value of **N 674,664.58 feet** and **E 815,637.05 feet** on said East Zone Grid;
- thence run East for 30.12 feet,
- thence run North for 976.35 feet to a ½ Inch Rebar representing a Point on the Proposed Western Right of Way Line of Beverly Hills Drive, a public roadway, and the **Point of Beginning**, said Point having a Grid Value of **N 675,640.93 feet** and **E 815,667.17 feet** on said East Zone Grid;
- thence run S82°53'03"W for 15.00 feet to a ½ Inch Rebar,
- thence run N07°04'22"W for 30.00 feet to a ½ Inch Rebar having a Grid Value of **N 675,668.84 feet** and **E 815,648.59 feet** on said East Zone Grid,
- thence run N82°53'03"E for 15.00 feet to a ½ Inch Rebar representing a Point on said Proposed Eastern Right of Way Line,
- thence run Southerly along an Arc to the Right and said Proposed Eastern Right of Way Line for 30.00 feet to the **Point of Beginning**, said Arc having a Radius of 6,665.66 feet, a Chord Bearing of S07°04'23"E and a Chord Distance of 30.00 feet,
- comprising **0.01 Acres (450 Square Feet)**, more or less.

URBAN DEVELOPMENT
PLANNING DIVISION

MEMORANDUM

TO: TO ALL IT MAY CONCERN
FROM: CORY LONG, AICP, PLANNING DIVISION MANAGER
DATE: OCTOBER 23RD, 2023
SUBJECT: LAND DEVELOPMENT CODE AMENDMENTS FOR PARKING

Planning Commissioners and all others it may concern, the November 1st Planning Commission agenda will include a proposal for various amendments to Section 5 Use Regulations and Section 13 Definitions. These changes proposed by City Staff and Administration are for the clarification and definition of commercial parking lots. This document serves as an explanation of the amendments.

Code Section	Change proposed	Reasoning
Table 5.1	Amend name of "Parking, surface" to "Parking, Passenger Vehicles"	Clarification for types of parking lots
Table 5.1	Amend to show "Parking, Passenger Vehicles" as a conditional use in B-4 Downtown Zone districts.	Remove by-right development of parking lots in downtown areas
Table 5.1	Amend to show "Parking Lot Commercial Vehicles" as a Permitted with Conditions use in I-1 Light Industrial, I-2 Heavy Industrial Zone districts and as a Conditional Use in B-5 Regional Business.	Add new use
Add Section 5.4.45	Add Section for Conditions related to Parking, Commercial Vehicles titled "Parking, Commercial Vehicles."	Add new use
Add Section 5.4.45.1	Add to read "Commercial Parking surfaces may allow dustless gravel or other materials as approved by the Engineering Department maintained so as to be free of overgrowth. "	Add new conditions

Section 5.4.45.2	Add to read “The hard surface paving requirement for the parking area only of section 7.12.8.3 shall not apply for this use. Driveways shall be hard surface as approved by the Engineering Department. All other requirements of section 7.12.8.3 shall apply”	Add new conditions
Section 13.2 Definitions	Add text to read: “Passenger Vehicles - Vehicles designed for carrying 10 passengers or less and used for the transportation of persons.”	Add definition
Section 13.2 Definitions	Add text to read: “Commercial Vehicles - Any vehicle bearing or required to bear commercial license plates and which falls into one or more of the categories listed below: (1) truck tractor; (2) semi-trailer, which shall include flat beds, stake beds, roll-off containers, tanker bodies, dump bodies and full or partial box-type enclosures; (3) vehicles of a type that are commonly used for the delivery of ice cream, milk, bread, fruit or similar vending supply commercial or delivery trucks; (4) tow trucks; (5) commercial hauling trucks; (6) vehicle repair service trucks; (7) vehicles with blades attached for plowing, grading; (8) construction vehicle, such as a bulldozer, backhoe and similar vehicles..”	Add definition

Summary of Changes for Clarification of Parking Lots:

Parking Lot Changes

1. Use chart
    a. Adjust name of "Parking, surface" to "Parking, Passenger Vehicles"
    b. Adjust to allow as a conditional use in B-4
    c. Create a use for Parking Lot Commercial Vehicles to be allowed with conditions in I-1, I-2 zones. And as conditional use in B-5 zone.
    d. Other Conditions – Parking, Commercial Vehicles – Commercial Parking surfaces may allow dustless gravel or other materials as approved by the Engineering Department maintained so as to be free of overgrowth.
        i. The hard surface paving requirement for the parking area only of section 7.12.8.3 shall not apply for this use. Driveways shall be hard surface as approved by the Engineering Department. All other requirements of section 7.12.8.3 shall apply
2. Definitions
    a. Passenger Vehicles - Every vehicle designed for carrying 10 passengers or less and used for the transportation of persons.
    b. Commercial Vehicles - Any vehicle bearing or required to bear commercial license plates and which falls into one or more of the categories listed below: (1) truck tractor; (2) semi-trailer, which shall include flat beds, stake beds, roll-off containers, tanker bodies, dump bodies and full or partial box-type enclosures; (3) vehicles of a type that are commonly used for the delivery of ice cream, milk, bread, fruit or similar vending supply commercial or delivery trucks; (4) tow trucks; (5) commercial hauling trucks; (6) vehicle repair service trucks; (7) vehicles with blades attached for plowing, grading; (8) construction vehicle, such as a bulldozer, backhoe and similar vehicles.