



Lafayette County Development Services
Planning, Zoning & Building Inspection

To: Lafayette County Planning Commission
From: Tristan Riddell, Planner
Meeting Date: October 26, 2026
Case: 26-418 and 26-419

Applicant: Terry Warren

Request:

1. Conditional Use – C-2 Use in A-1 District
2. Preliminary Site Plan

Location: 1012 Hwy 6 West
Parcel Number(s): 157-25-007.00
PPIN: 15025

Existing Zoning District: Rural (A-1)
Adjacent Zoning Districts: All – Rural (A-1)

Background

Terry Warren requests a conditional use permit authorizing a Commercial Medium Density (C-2) use within a Rural (A-1) district and the approval of the associated site plan.

The conditional use request would authorize the applicant to develop a commercial park including two office/retail buildings (totaling 56,300 square feet) and four flex-space buildings (totaling 133,200 square feet). Details, including general floor plans and elevations, are included in the site plan package.

1. Conditional Use Permit

Conditional Use Permits shall only be granted if adequate provision and arrangement has been made concerning the following (Article XXI, Section 2105, Lafayette County Zoning Ordinance (LCZO)):

A. Ingress and egress to property and proposed structures thereon with particular reference to vehicular and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

The property is accessed directly from MS Hwy 6 West from an existing driveway. Based on the proposed use of the property a new encroachment permit would be required from the Mississippi Department of Transportation.

B. Off-street parking and loading areas.

Adequate off-street parking, in accordance with Article XIX, LCZO, is depicted on the site plan.

C. Refuse and service areas.

The property will be served by the Lafayette County Solid Waste Department.

D. Utilities, with reference to locations, availability, and compatibility.

The development is proposed to be served by the Westover Water Association. The applicant is still working to obtain 'Will Serve' letters. Wastewater will be treated via an on-site engineered system.

E. Screening and buffering with reference to type, dimensions, and character.

Buffer yards shall be 30 feet along the western and eastern property boundaries. Existing vegetation and new landscaping will provide adequate screening in accordance with Section 404, LCZO.

F. Required yards and other open space.

Setbacks will comply with the LCZO.

G. General compatibility with adjacent properties and other property in the district.

Adjacent properties to the west are currently used for residential purposes. The property located directly to the east is agricultural. The vast majority of properties in the general vicinity of the subject property are large lot residential. The nearest commercial developments are the Cedar Bucket, a storage, consignment and moving service that operates seasonally, and Advance Electric, a full service electrical contractor specializing in commercial and industrial projects. Both referenced properties received conditional use permits to run the current commercial activities out of existing structures which were previously housed commercial operations.

The size and scope of the proposed commercial park is of an intensity that exceeds that of the surrounding neighborhood. It is the determination of Planning Staff that the proposed development is incompatible with adjacent properties and other property in the district.

H. Any other provisions deemed applicable by the Board of Supervisors.

Public Notice/Public Comments

Conditional use requests shall be heard at a properly notified public hearing (Article XXI, Section 2105.03, LCZO). Notice of this public hearing was posted on the subject property and printed in the Northeast Mississippi Daily Journal.

Adjacent landowners were properly notified by certified mail.

Written public comments are included as an enclosure to this Staff Report.

Planning Staff Recommendation

Planning Staff recommends denial of the conditional use request based on the incompatibility with adjacent properties and other property in the district.

2. Preliminary Site Plan Approval

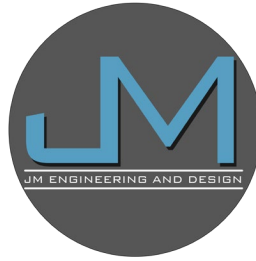
The Warren – Commercial Park Preliminary Site Plan conforms with the requirements of the Lafayette County Land Development Standards and Regulations (LCLDSR) (Article II, Section 2 and Appendix 2, LCLDSR)).

Planning Staff Recommendation

Should the Planning Commission recommend approval of the Conditional Use, Planning Staff recommends approval of the preliminary site plan, as submitted.

Enc.:

1. Application Materials
2. Public Comments



JM ENGINEERING AND DESIGN, LLC

Oxford, Mississippi

CONDITIONAL USE NARRATIVE

WARREN - COMMERCIAL PARK

1012 Hwy 6 West

Lafayette County, Mississippi

Prepared for:

Terry Warren

Prepared by:

JM Engineering and Design, LLC

Joey Moore, P.E.

Date:

September 2026



1. Introduction and Request

This narrative is submitted on behalf of Terry Warren (the “Applicant”) in support of a request for Conditional Use approval from Lafayette County, Mississippi, to permit the development of Warren - Commercial Park, a commercial office, retail, and flex-space development located at 1012 Hwy 6 West, Lafayette County, Mississippi. The subject property is zoned A-1 (Agricultural), and the proposed commercial use is not permitted by right within the A-1 district. Approval of a Conditional Use is therefore required prior to development.

This narrative describes the subject property, the proposed development, and the basis on which the Applicant believes the request satisfies the standards for granting a Conditional Use under the Lafayette County Zoning Ordinance.

Project Name	Warren - Commercial Park
Property Address	1012 Hwy 6 West, Lafayette County, Mississippi
Property Area	±55.64 Acres
Current Zoning	A-1 (Agricultural)
Requested Action	Conditional Use Approval — Commercial Office / Retail / Flex-Space
Applicant / Owner	Terry Warren
Engineer of Record	JM Engineering and Design, LLC — Joey Moore, P.E.

2. Site Description and Existing Conditions

The subject property consists of approximately 55.64 acres located on the north side of MS Highway 6, west of Oxford, in Lafayette County, Mississippi. The parcel is currently zoned A-1 (Agricultural). The site is generally wooded in its northern and eastern portions, with the proposed development concentrated in the southern portion of the tract nearest to the Highway 6 frontage. Two access points connect the site to MS Highway 6.

The property is bordered by a mix of agricultural and low-density residential parcels, including properties associated with Jerrod Campbell, Sylvia Campbell, Jerold A. Campbell, and Don Waller. The northern portion of the tract, identified on the site plan as a future development area, is not included in the scope of this Conditional Use request and will remain undeveloped at this time.

3. Project Description

The Applicant proposes to develop Warren - Commercial Park as a multi-building commercial park consisting of the following components, as depicted on the site plan prepared by JM Engineering and Design, LLC:



- Two (2) office/retail buildings fronting MS Highway 6, providing commercial space visible from and directly accessible to the highway corridor.
- Four (4) flex-space buildings located to the rear (north) of the office/retail buildings, served by a network of private drives.
- Associated private drive aisles, parking areas, landscaping, and stormwater detention facilities.

Site access is provided via two entrances from MS Highway 6 along the southern boundary of the property. Internal circulation is provided by private drives connecting each building group, with parking provided along the drive aisles adjacent to each building.

4. Basis for Conditional Use Approval

The subject property fronts MS Highway 6, a state highway corridor that has increasingly transitioned from agricultural to commercial and mixed-use development as it approaches the City of Oxford. Nearby commercial businesses along this same corridor, including Oxford Equine Center, Cedar Bucket, and the Advance Electric building, illustrate that properties along Hwy 6 are regularly used and developed for commercial purposes. The proposed office, retail, and flex-space uses are consistent with this established and ongoing pattern of development along Hwy 6.

The Applicant submits that the proposed Conditional Use is appropriate for the following reasons:

- **Corridor Consistency:** The Hwy 6 corridor in this area is already characterized by commercial and transitional land uses — including nearby businesses such as Oxford Equine Center, Cedar Bucket, and the Advance Electric building — and the proposed development is consistent with the established character of the corridor rather than introducing an incompatible use.
- **Site Design:** The proposed development concentrates commercial building area near the Hwy 6 frontage, with flex-space buildings set back to the rear of the site, minimizing the visual and operational impact on adjoining properties.
- **Retained Buffer Area:** The northern portion of the property is being retained as a future development area rather than developed in this phase, providing an undeveloped buffer between the proposed commercial buildings and properties to the north.
- **Infrastructure:** The site is designed with adequate private drive access, on-site parking, connection to public water service with on-site fire protection, and a private on-site wastewater treatment system sized to serve the proposed buildings, so that the development relies on existing public infrastructure only for water service and site access, while wastewater and stormwater are managed on-site.
- **Stormwater Management:** On-site stormwater detention is provided so that the proposed development does not increase the rate of stormwater runoff to adjoining properties or downstream drainage systems.

5. Access and Traffic



Access to the site is provided by two driveway connections to MS Highway 6 along the southern boundary of the property. All internal circulation is handled by private drives sized to accommodate two-way traffic and turning movements at each building group, with parking provided immediately adjacent to each building.

6. Utilities

Potable water and fire protection are provided via connection to the public water system, with an 8-inch DIP water main extended through the site and fire hydrant assemblies located to provide coverage of each building group. Wastewater service is provided by private, on-site package treatment plants and pump systems serving each building group, discharging to a designated on-site disposal area, consistent with the site's location outside of an available public sewer service area.

7. Landscaping and Buffering

A landscape plan has been prepared for the site providing perimeter plantings along the property boundary, including the frontage along MS Highway 6 and the side property lines adjoining neighboring parcels. These plantings, combined with the retained wooded future development area to the north, provide screening and a visual buffer between the proposed commercial buildings and adjoining agricultural and residential properties.

8. Stormwater Management

Stormwater runoff from the proposed development is collected via an on-site storm drainage system and directed to a detention pond located at the rear of the developed area, prior to controlled release through an outlet control structure. The detention facility is designed to attenuate post-development runoff so that it does not exceed pre-development rates, protecting downstream properties and drainage systems from increased flows as a result of the proposed development.

9. Conclusion

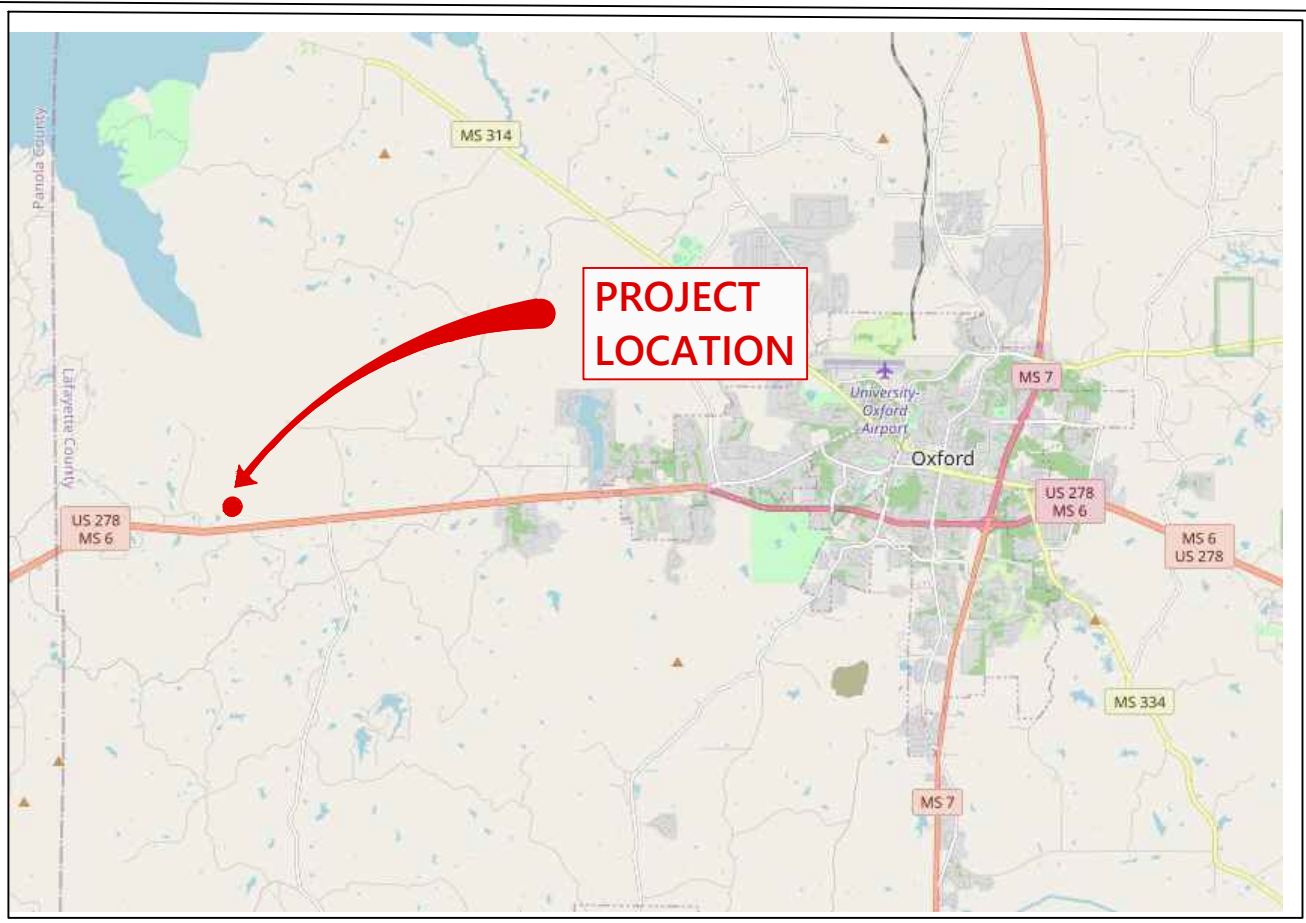
The Applicant respectfully requests that Lafayette County grant Conditional Use approval to permit the development of Warren - Commercial Park as described in this narrative and depicted on the accompanying site plan. The proposed commercial office, retail, and flex-space development is consistent with the established commercial character of the MS Highway 6 corridor, has been designed to minimize impacts to adjoining properties through building placement, retained buffer area, and landscaping, and includes the infrastructure and stormwater management necessary to serve the development without burdening surrounding properties or public systems.

Should the County require additional information to complete its review of this application, JM Engineering and Design, LLC is available to provide any supplemental materials necessary.

WARREN - COMMERCIAL PARK

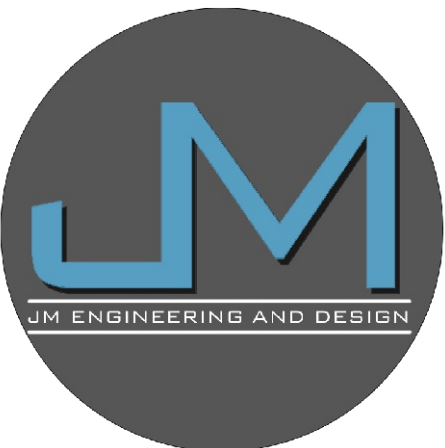
1012 HWY 6 WEST

LAFAYETTE COUNTY, MISSISSIPPI



VICINITY MAP

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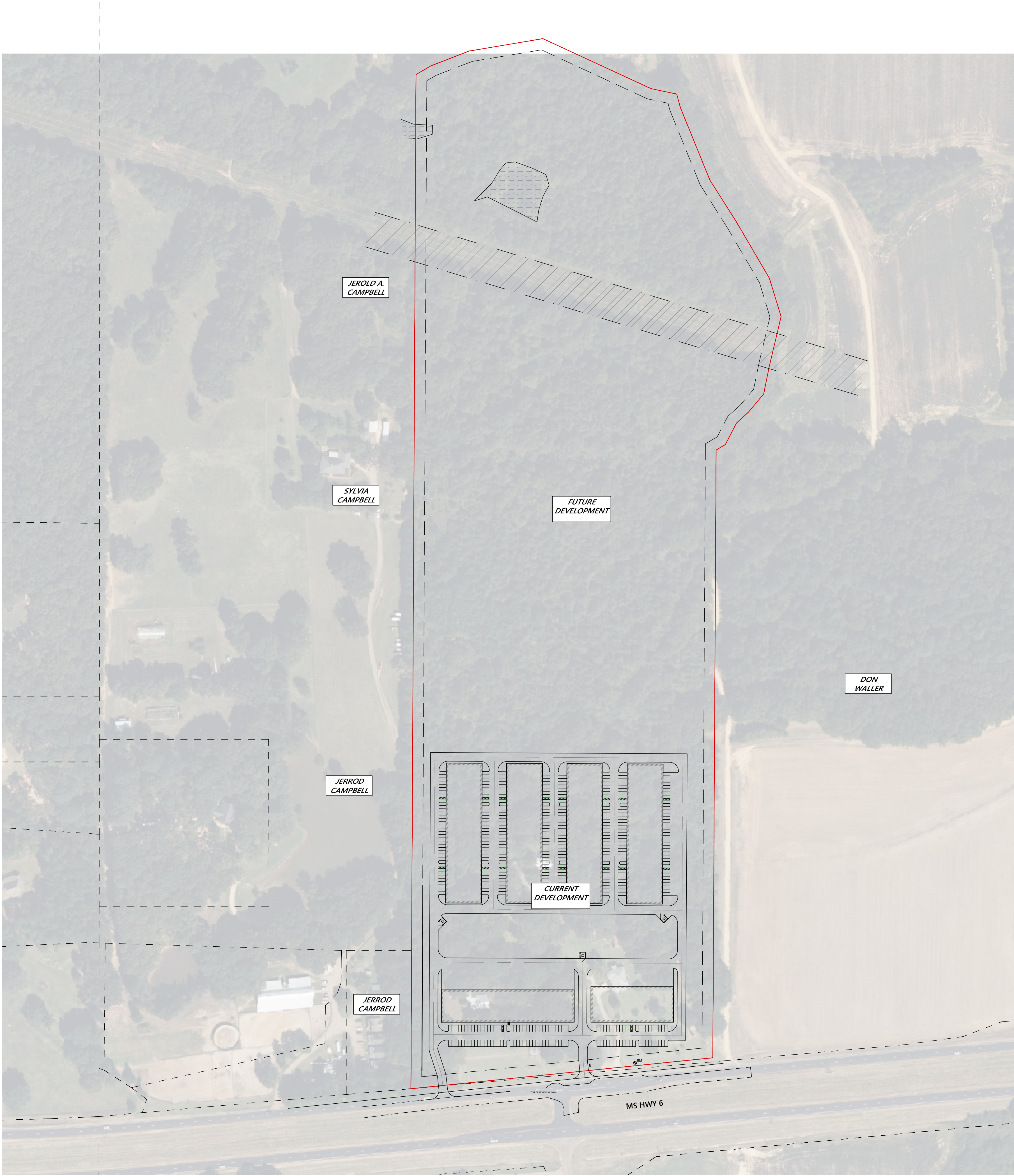


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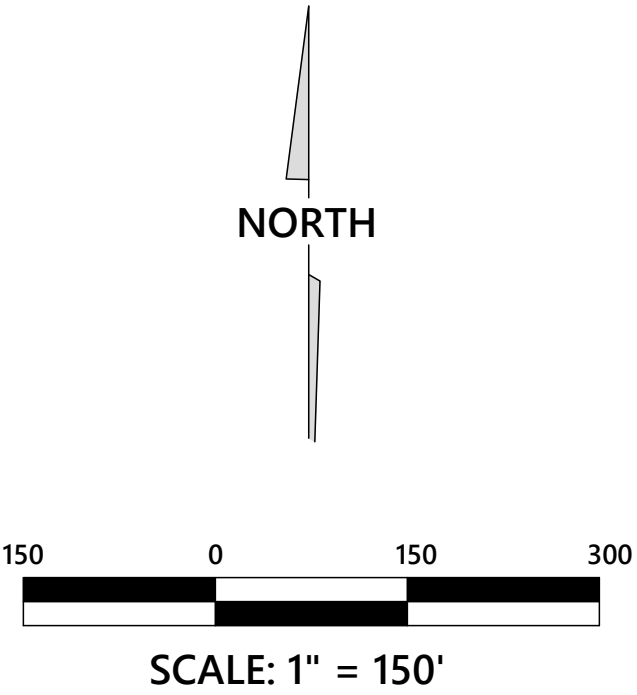
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

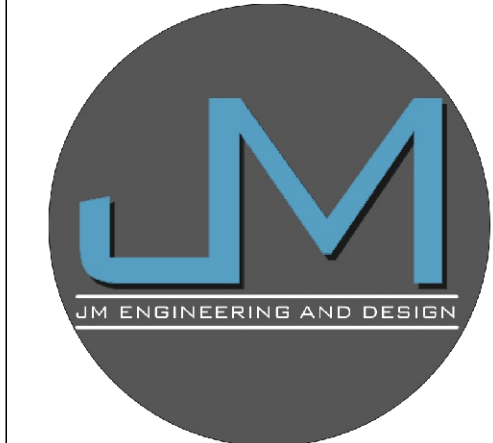
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C-000



SITE DATA TABLE	
PROPERTY AREA:	55.64 AC
ZONING:	A-1





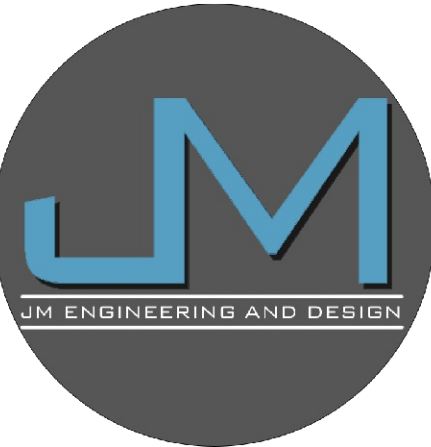
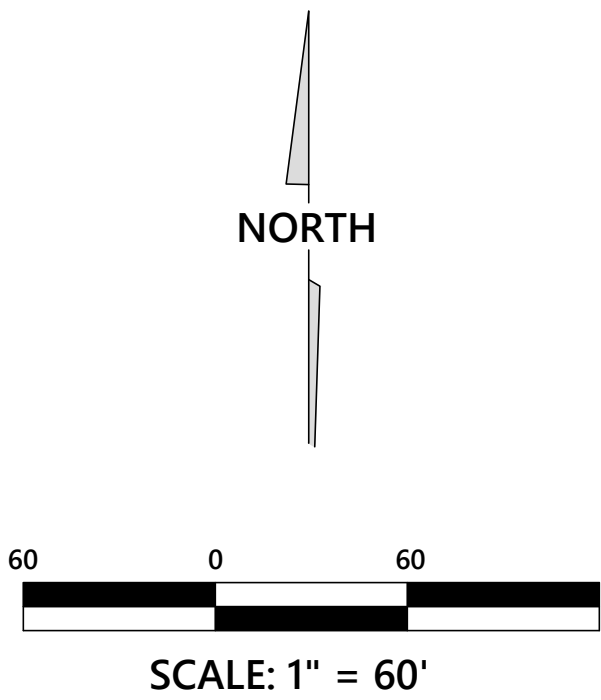
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SITE PLAN

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
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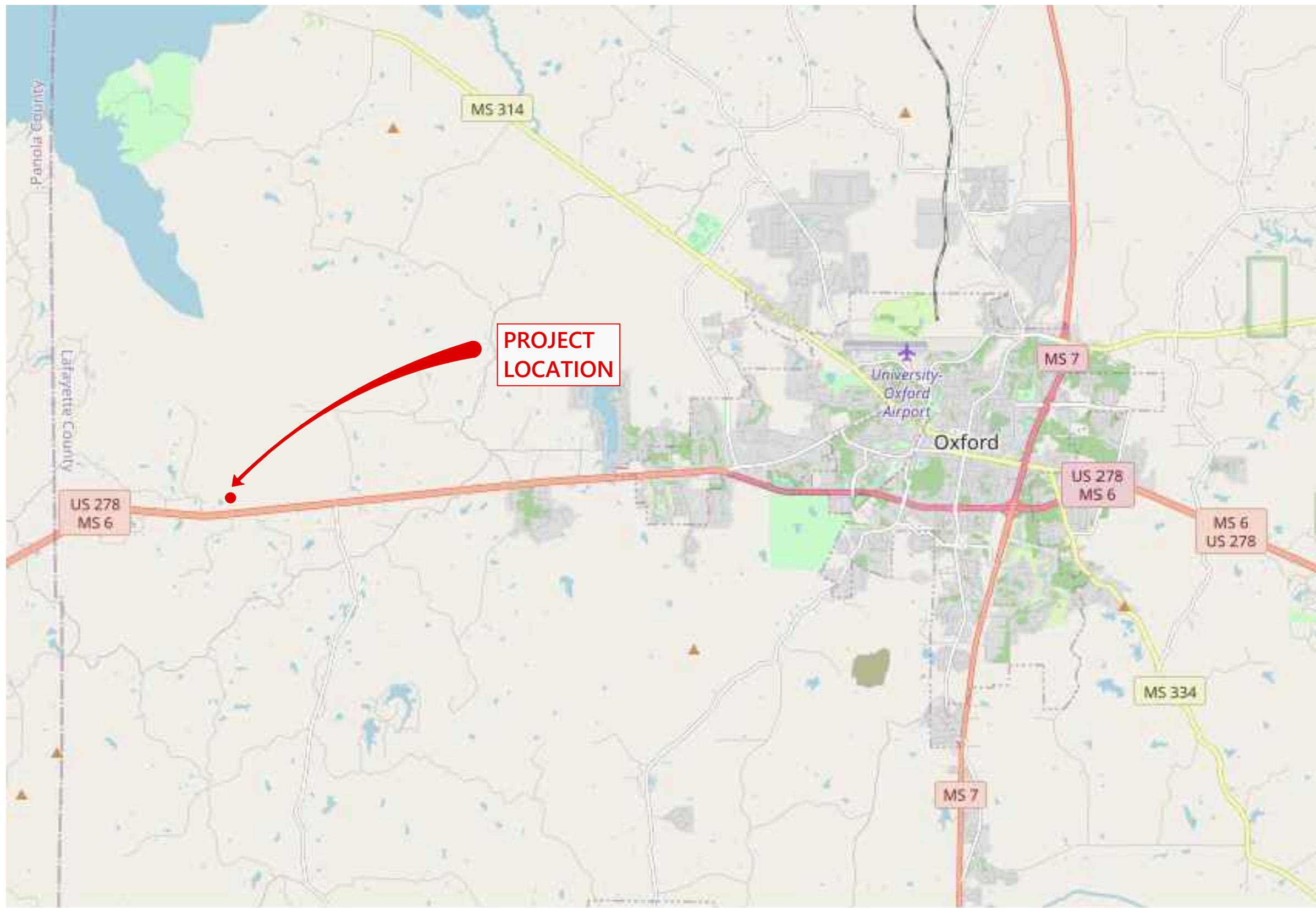
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SITE PLAN

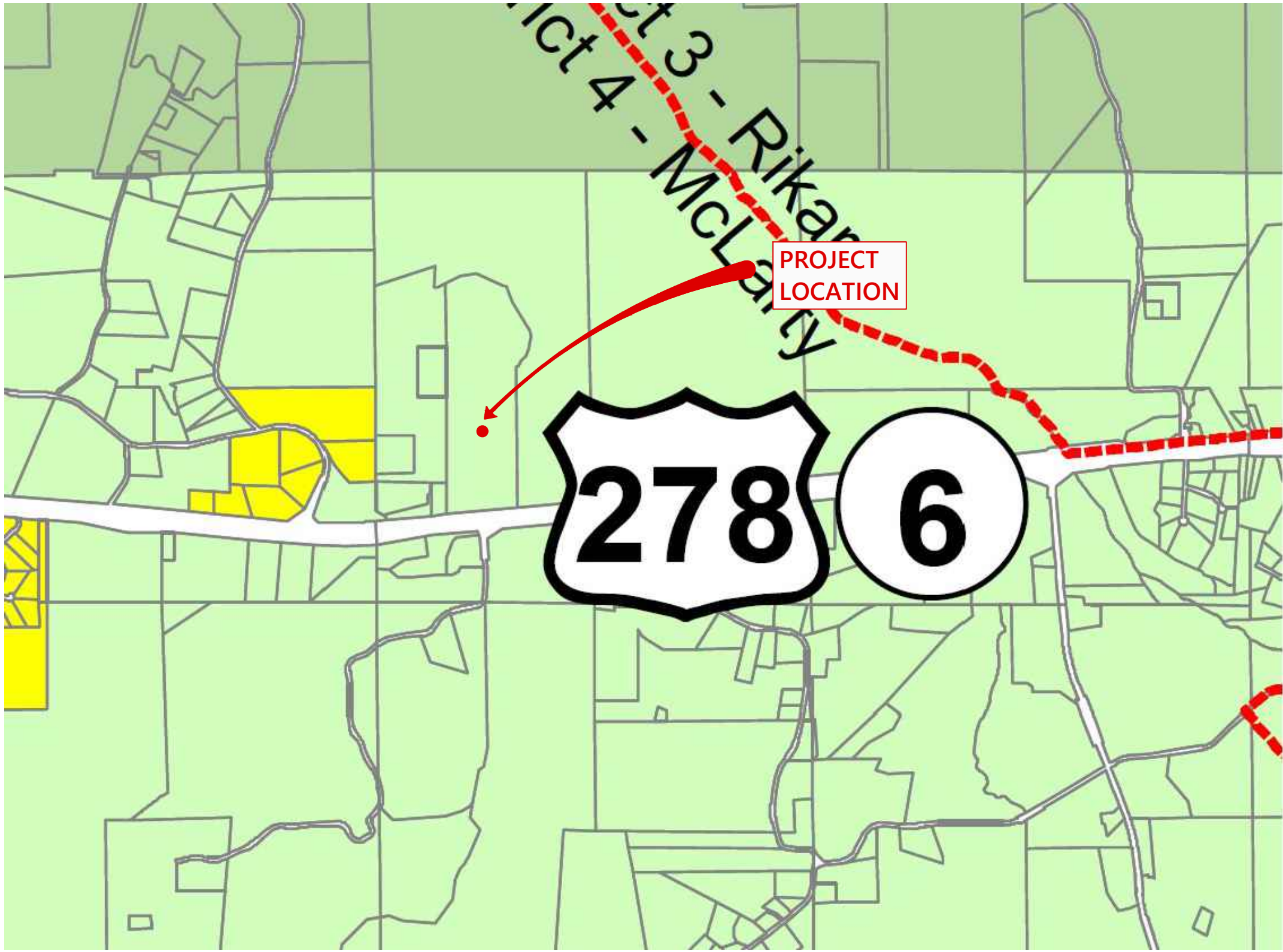
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
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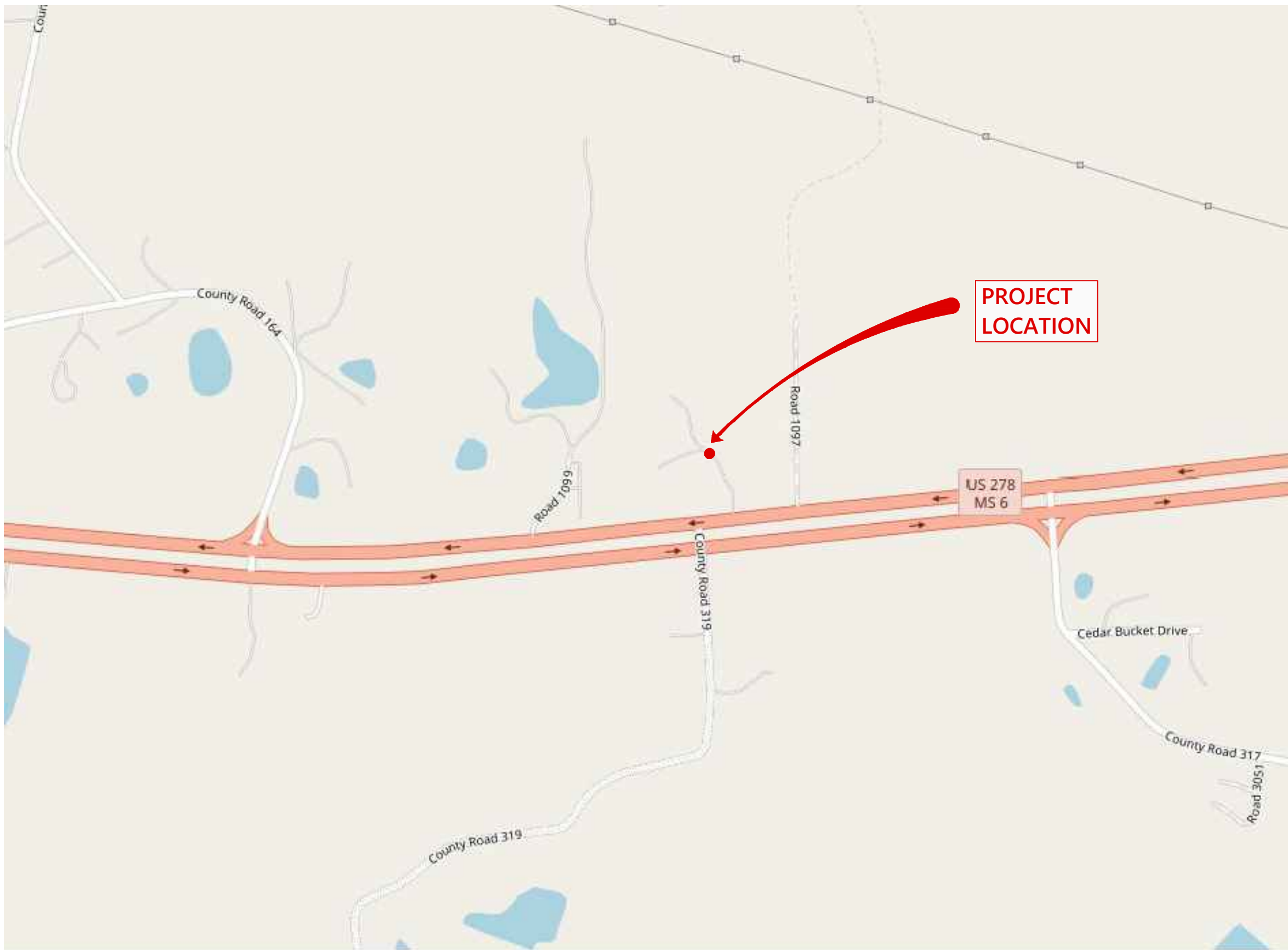
C-100-A



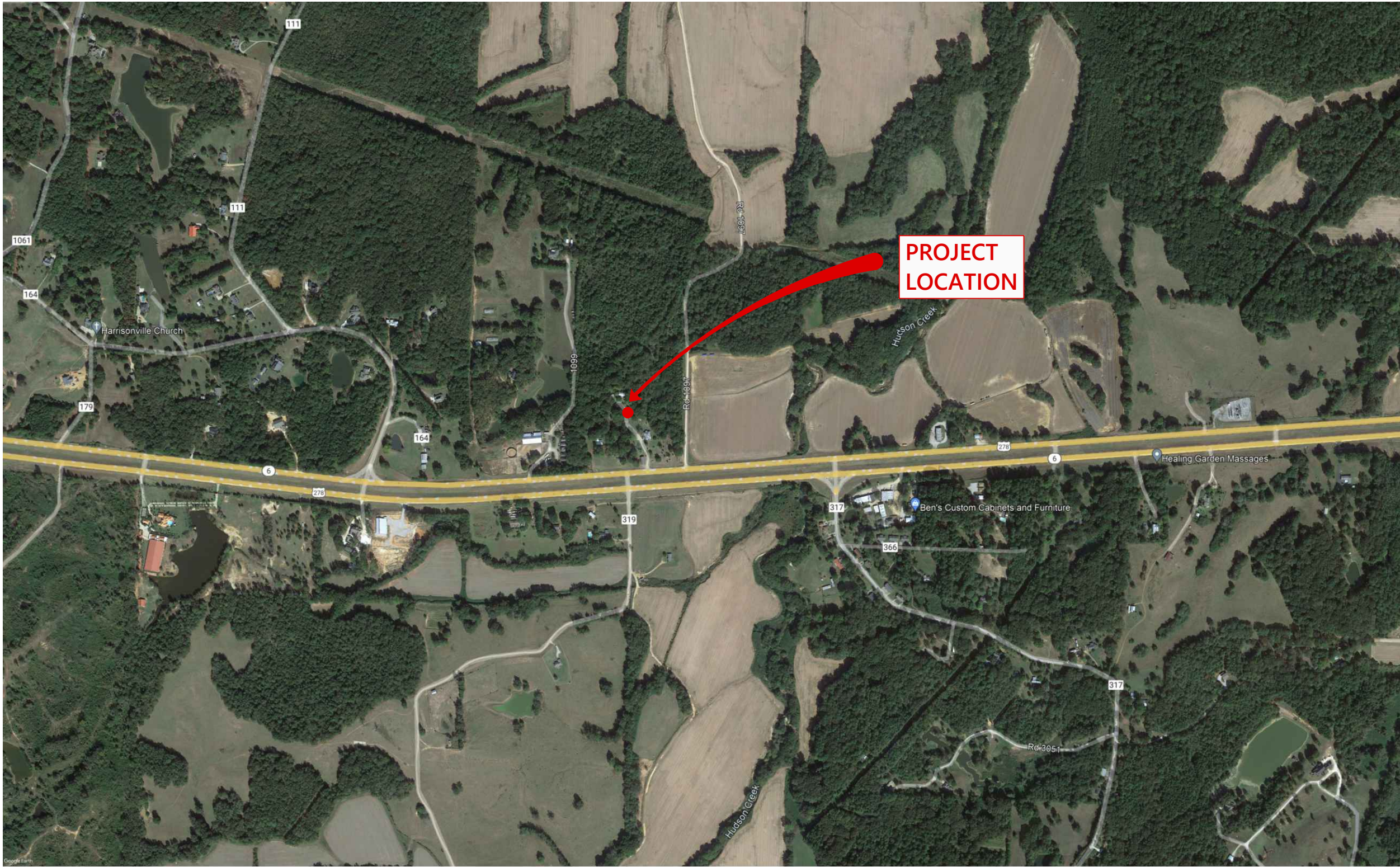
OVERALL LOCATION MAP



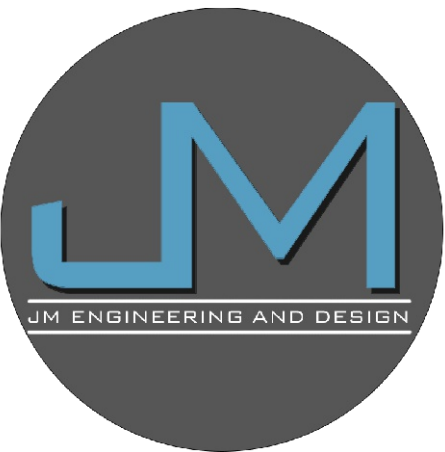
ZONING MAP (ZONING: A-1)



LOCATION MAP



AERIAL MAP



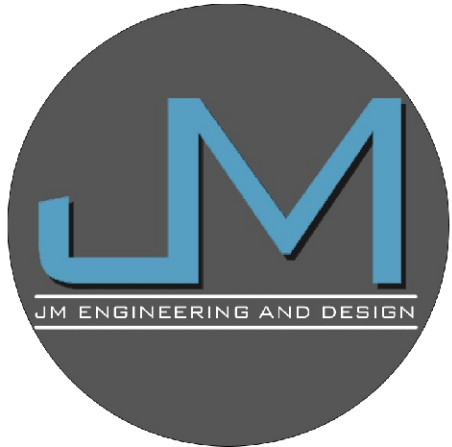
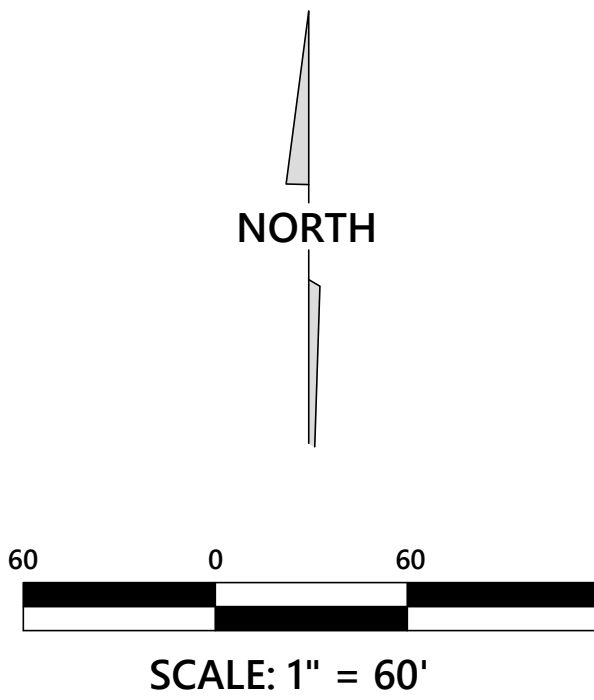
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SITE MAPS

WARREN - COMMERCIAL PARK
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EXISTING
CONDITIONS
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

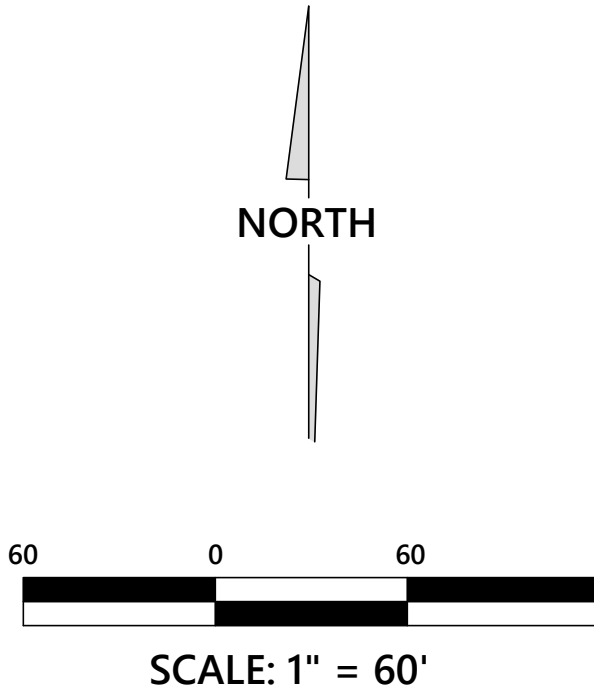
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LEGEND

2" OAK OR EQUIVALENT



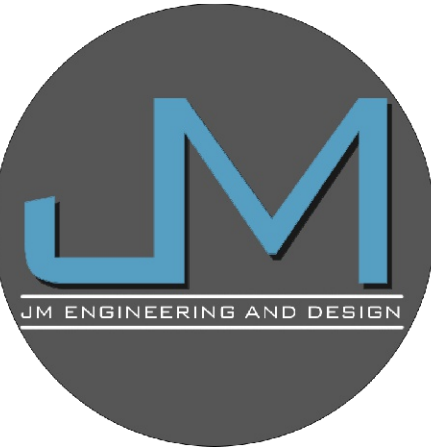
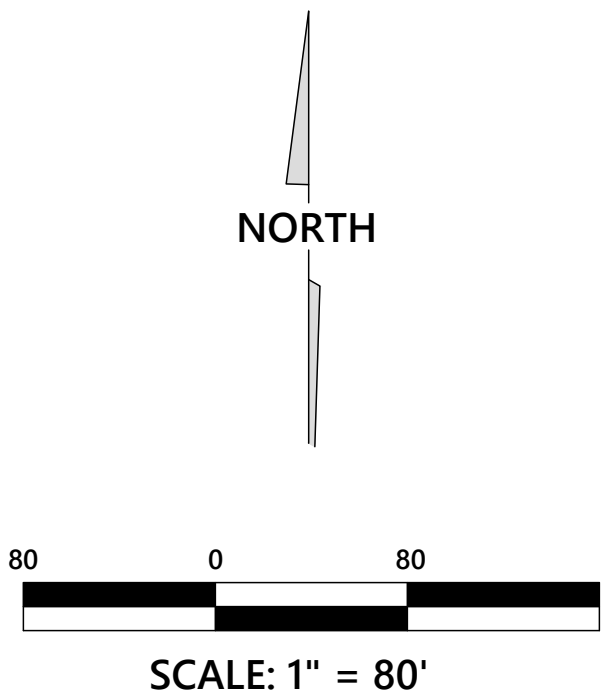
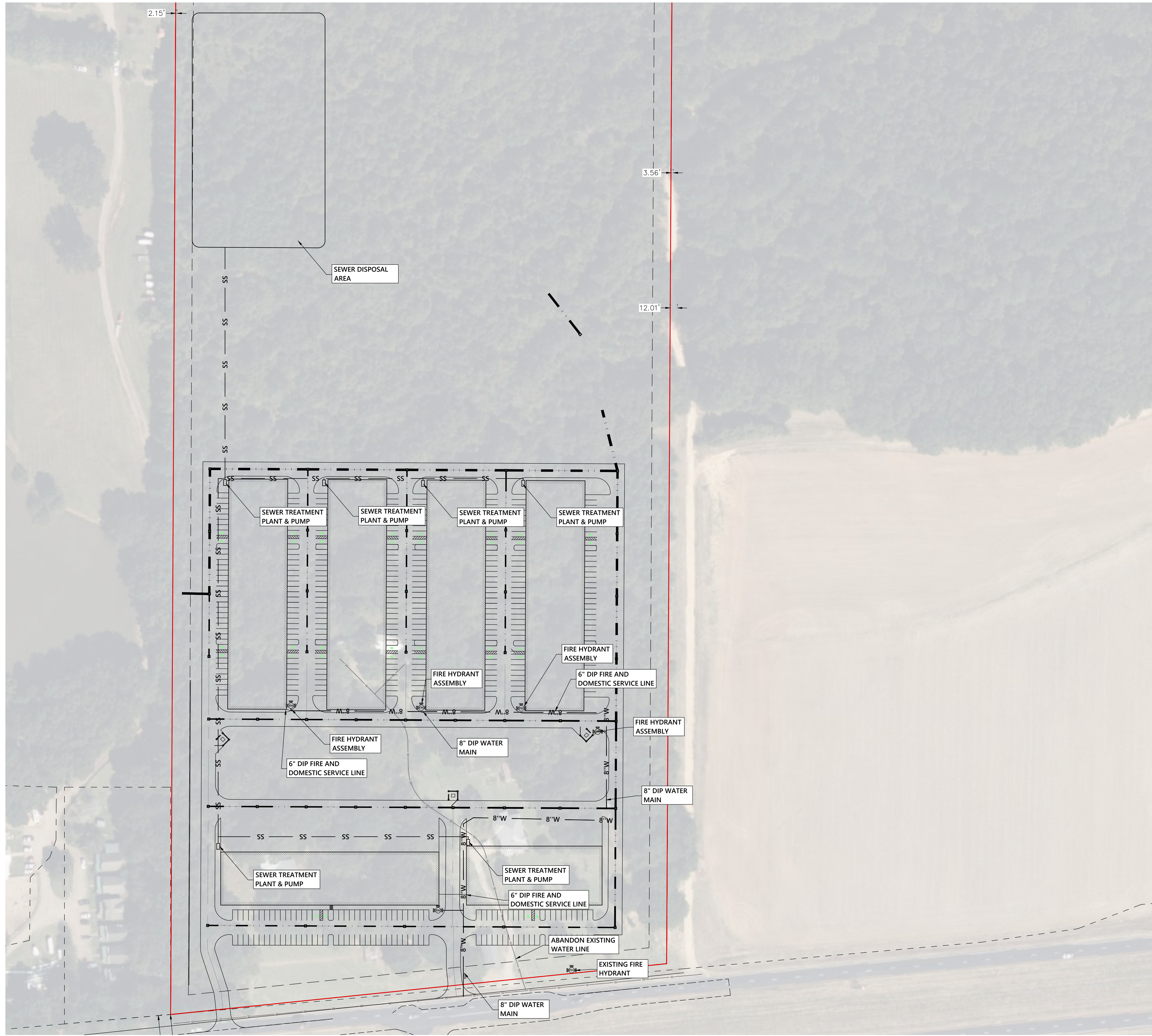
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LANDSCAPE PLAN

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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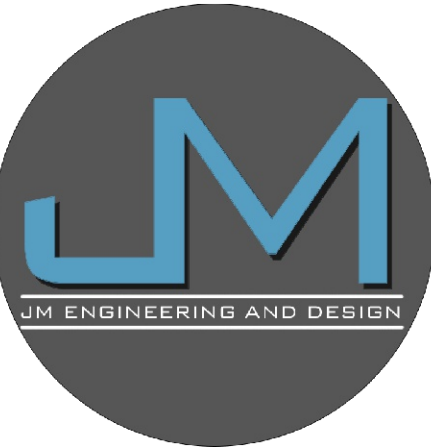
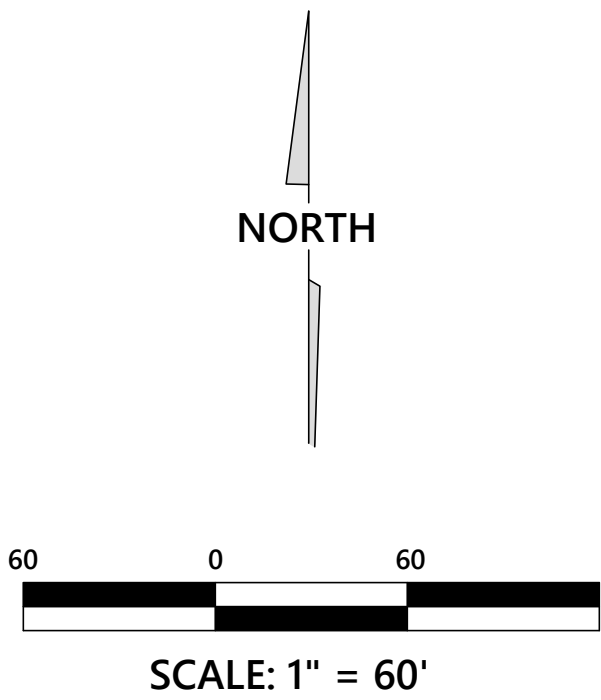
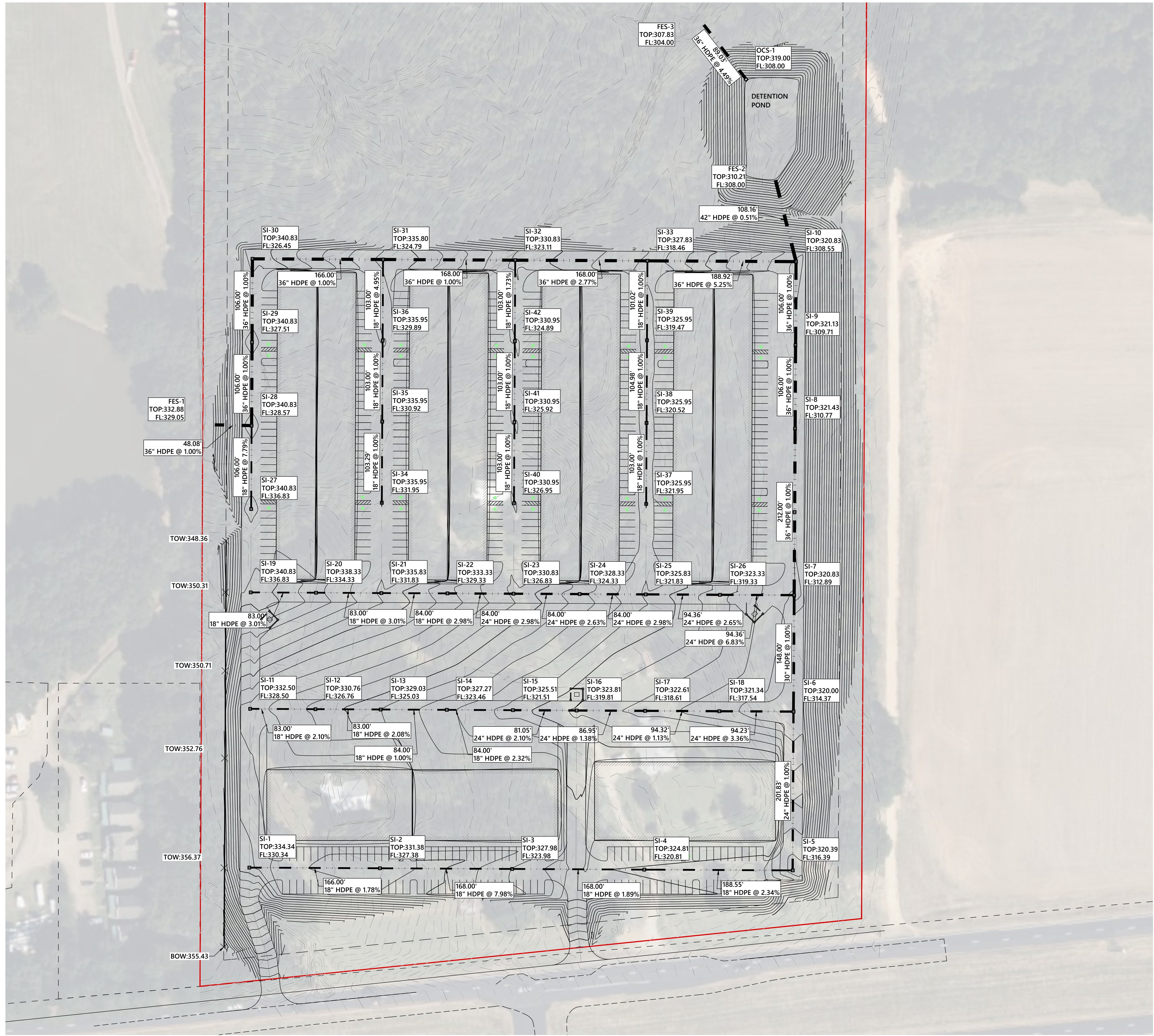
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UTILITY PLAN

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
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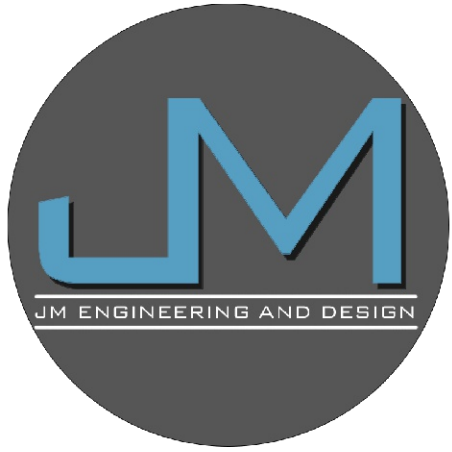
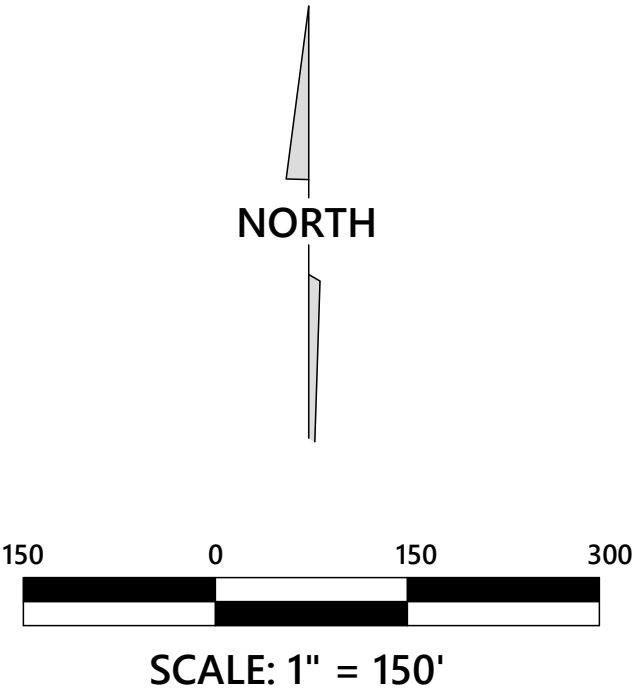
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UTILITY PLAN

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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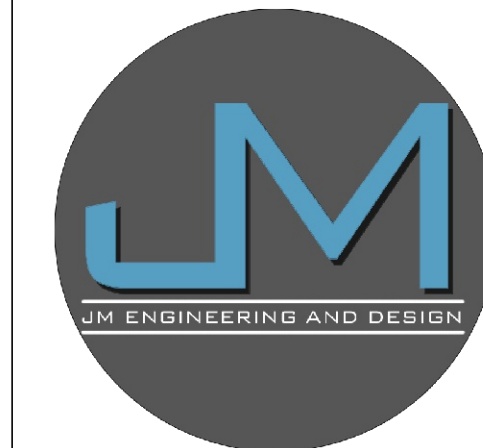
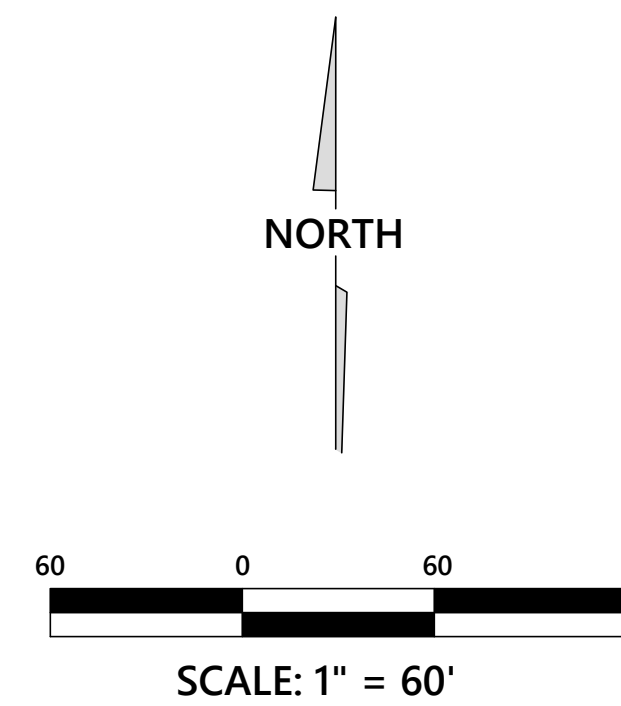
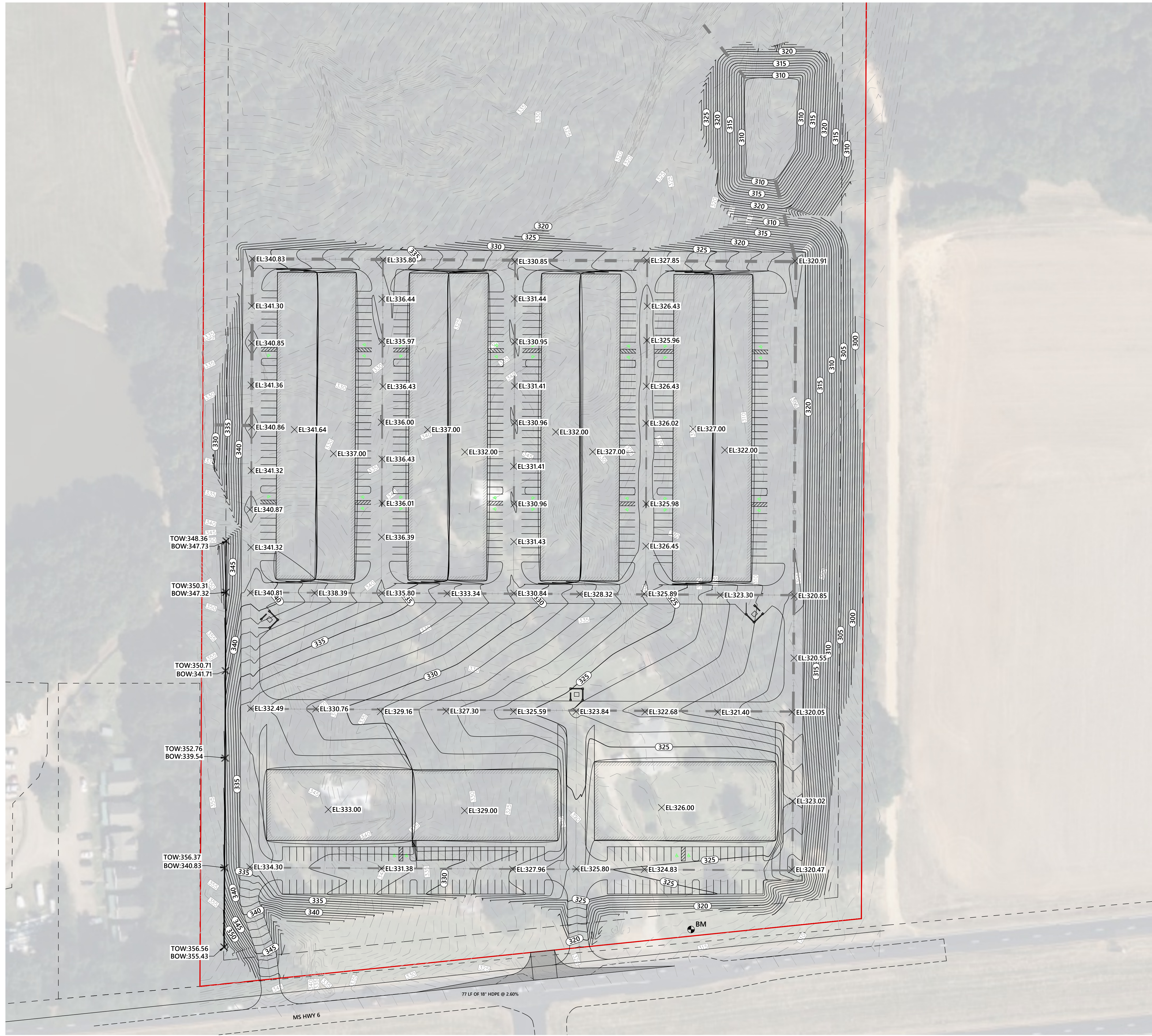


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GRADING PLAN
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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DATE	08/15/2026
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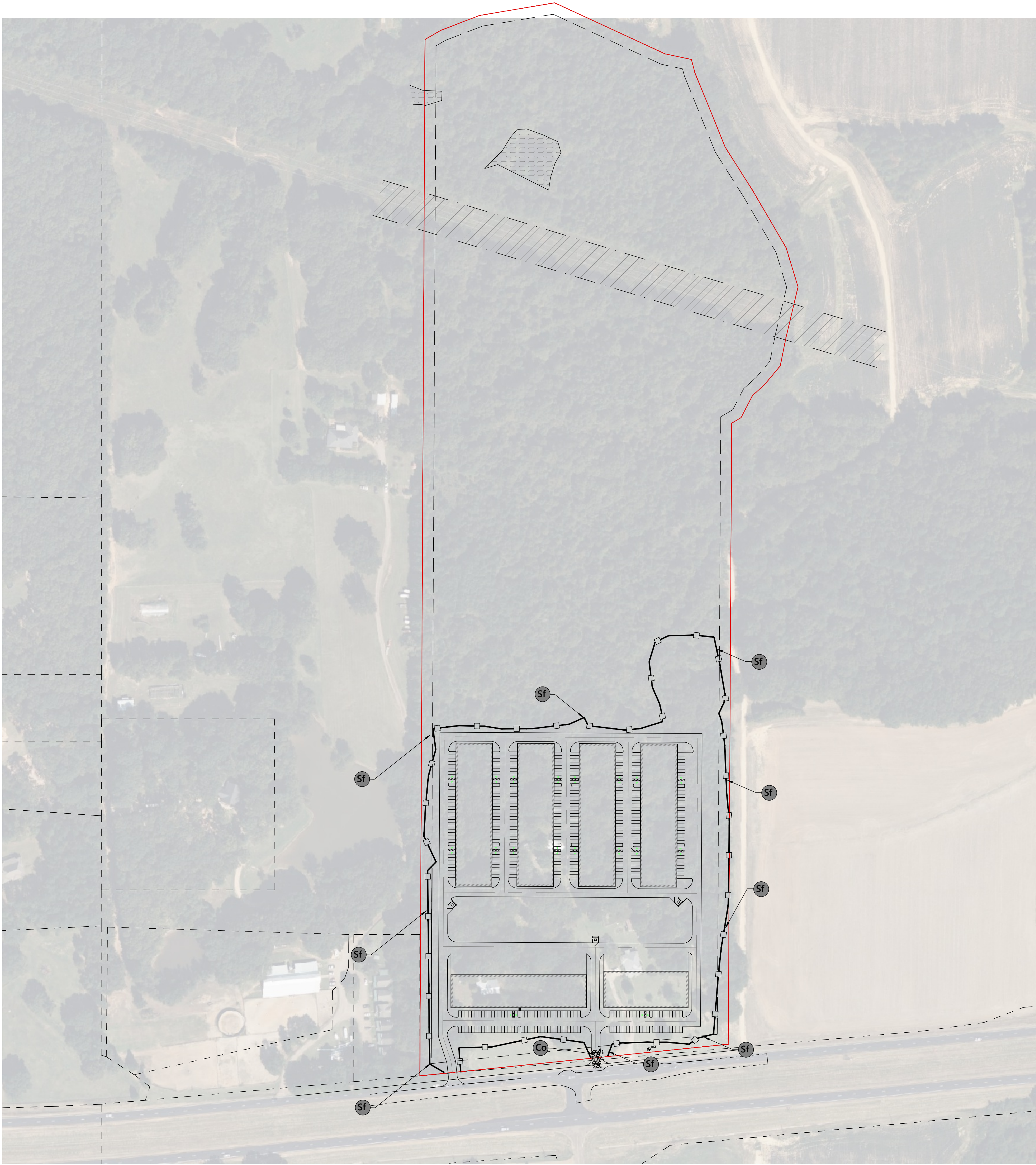


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GRADING PLAN
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

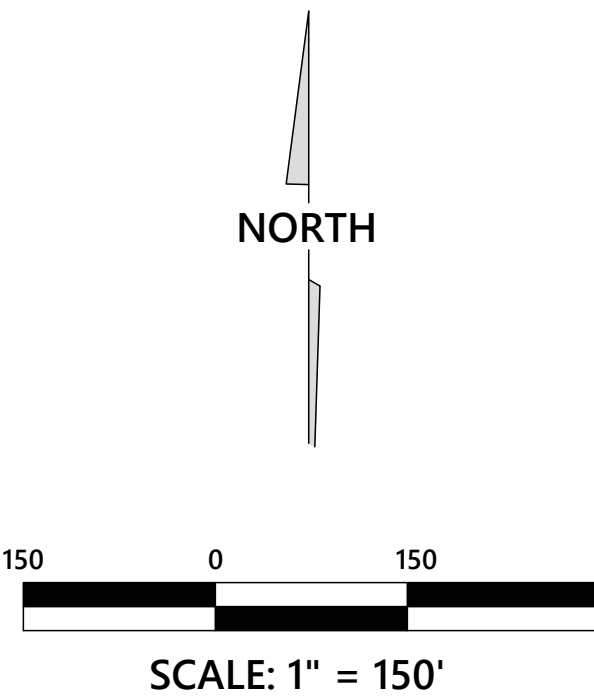
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- EROSION CONTROL GENERAL NOTES**
1. THE EROSION CONTROL SYSTEMS REQUIRE CERTIFICATION BY THE ENGINEER OF RECORD. SUCH CERTIFIED SYSTEMS SHALL BE COMPLETED, INSPECTED, AND IN PLACE BEFORE CONSTRUCTION BEGINS.
 2. THE CONTRACTOR, PERMITTEE OR OWNER SHALL BE RESPONSIBLE FOR THE INSPECTION, MODIFICATION AND PROPER MAINTENANCE OF THE EROSION CONTROL DEVICES AS NECESSARY.
 3. ALL EROSION CONTROL MEASURES REQUIRED TO RETAIN SEDIMENT ON-SITE AND TO SAFELY DISCHARGE ANY ACCELERATED RUNOFF GENERATED BY THE PROJECT SHALL BE INSTALLED DURING THE INITIAL CONSTRUCTION PHASE OF THE PROJECT.
 4. THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL SYSTEMS SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED EROSION CONTROL PLAN.
 5. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE EROSION CONTROL PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED AS THE WORK PROGRESSES.
 6. EROSION CONTROL SYSTEMS SHALL BE SERVICED AND MAINTAINED TO PROVIDE CONTINUOUS CAPACITY AND ADEQUACY TO FUNCTION AS DESIGNED. AFTER PRECIPITATION EXCEEDING ONE QUARTER (1/4) INCH IN ANY 12-HOUR PERIOD SILT AND DEBRIS SHALL BE REMOVED FROM CHECK DAMS AND DESILTING BASINS.
 7. EROSION CONTROL PROVISIONS SHALL INCLUDE AND COMPLEMENT DRAINAGE PATTERNS DURING THE CURRENT AND FUTURE PHASES OF GRADING THROUGHOUT THE RAINY SEASON.
 8. PAVED STREETS, SIDEWALKS, AND OTHER IMPROVEMENTS SHALL BE MAINTAINED IN A NEAT AND CLEAN CONDITION, FREE OF LOOSE SOIL, CONSTRUCTION DEBRIS, AND TRASH. STREET SWEEPING OR OTHER EQUALLY EFFECTIVE MEANS SHALL BE USED ON A REGULAR BASIS TO CONTROL EROSION. WATERING SHALL NOT BE USED TO CLEAN STREETS EXCEPT FOR THE REMOVAL OF FINE MATERIAL NOT OTHERWISE REMOVED BY SWEEPING OR OTHER MECHANICAL MEANS.
 9. A GRAVEL BAG SILT BASIN OR TRAP SHALL BE PROVIDED AT EVERY STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM.
 10. OWNER/CONTRACTOR SHALL USE APPLICABLE BEST MANAGEMENT PRACTICES (BMP'S) AS CONTAINED IN THE MISSISSIPPI DEQ MANUAL.
 11. CONTRACTOR MUST ENSURE THAT THE CONSTRUCTION SITE IS PREPARED PRIOR TO THE ONSET OF ANY STORM.
 12. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF A REPRESENTATIVE OF THE ENGINEER.
 13. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL STORMS TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.
 14. CONTRACTOR SHALL MAINTAIN A LOG AT THE SITE OF ALL INSPECTIONS OR MAINTENANCE OF BMP AS WELL AS ANY CORRECTIVE CHANGES TO THE BMPs OR EROSION AND SEDIMENT CONTROL PLAN.
 15. THE CONTRACTOR SHALL INSTALL THE STABILIZED CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE. THE STABILIZED CONSTRUCTION ENTRANCE SHALL REMAIN IN PLACE UNTIL THE ROAD BASE ROCK COURSE IS COMPLETED.
 16. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE SWEEPED AT THE END OF EACH WORKING DAY OR AS NECESSARY.

UNIFORM CODING SYSTEM FOR SOIL EROSION AND SEDIMENT CONTROL PRACTICES				
STRUCTURAL PRACTICES				
CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Cd	CHECKDAM			A small temporary barrier or dam constructed across a swale, drainage ditch or area of concentrated flow.
Co	CONSTRUCTION EXIT			A stone-stabilized pad located at any point where traffic will be leaving a construction site to a public right of way, street, alley, sidewalk or parking lot.
Di	DIVERSION			An earth channel or dike located above, below, or across a slope to divert runoff. This may be a temporary of permanent structure.
Ip	INLET SEDIMENT TRAP			An impounding area created by encircling around a storm drain drop inlet. The excavated area will be filled and stabilized on completion of construction activities.
Rd	ROCK FILTER DAM			A permanent or temporary stone filter dam installed across small streams or drainageways.
Sf	SILT FENCE			A barrier to prevent sediment from leaving the construction site. It may be sandbags, bales of straw or hay, brush, or a sediment fence. The barriers are usually temporary & inexpensive.
Tsb	TEMPORARY SEDIMENT BASIN			A basin created by excavating or constructing a dam across a waterway. The surface water runoff is temporarily stored allowing the bulk of the sediment to drop out.
Sr	TEMPORARY STREAM CROSSING			A temporary bridge or culvert-type structure protecting a stream or watercourse from damage by crossing construction equipment.
St	STORM DRAIN OUTLET PROTECTION			A paved or short section of rip rap channel at the outlet of a storm drain system preventing erosion from the concentrated runoff.



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EROSION CONTROL PLAN

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

DRAWN BY	JRM
CHECKED BY	JRM
PROJECT NO.	XXXX
DATE	08/15/2026
SCALE	1" = 150'
REVISION	

C-700

GENERAL NOTES

1) LIST OF PUBLIC UTILITIES:

WATER - WESTOVER WATER ASSOCIATION
ELECTRIC - NORTHEAST MS POWER
GAS - CENTERPOINT ENERGY

2) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, CURBS, ETC. FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. EXTREME CARE SHALL BE EXERCISED IN UNDERCUT AREAS AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGES.

3) ALL EXISTING UTILITIES OR OTHER OBSTRUCTIONS, WHICH CONFLICT WITH REQUIRED CONSTRUCTION SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE AS AN ABSORBED ITEM.

4) THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SILT DOES NOT LEAVE THE CONSTRUCTION SITE OR CONTAMINATE WATERS OF THE U.S. DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN A "SMALL CONSTRUCTION NOTICE OF INTENT" PERMIT AS REQUIRED BY THE MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY AND MAINTAIN THE PLAN DURING CONSTRUCTION.

5) EXISTING UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE ENGINEER CAN NOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS (INCLUDING MISSISSIPPI ONE CALL) TO HAVE UNDERGROUND UTILITY LINES LOCATED IN ADVANCE OF CONSTRUCTION.

6) WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING THE EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE WHAT BRACING, SHORING OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION OR ANY STRUCTURE ADJACENT TO THE EXCAVATION. ALL COSTS FOR ANY PROTECTIVE MEASURES, INCLUDING THE MATERIALS AND LABOR FOR DESIGNING, DRAWING AND CONSTRUCTING THE FACILITY, SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

7) IN ORDER TO HOLD SILT TO A MINIMUM, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL MEASURES (SILT FENCE, DITCH DECKS, ETC.)

8) ANY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED BY THE CONTRACTOR (TO INCLUDE GRASSING AND SITE GRADING) AS DIRECTED BY THE ENGINEER, ARCHITECT OR OWNER. CONTRACTOR SHALL PROVIDE TEMPORARY EROSION CONTROL FOR DISTURBED AREA UNTIL THEY HAVE BEEN GRASSED AND GROWTH ESTABLISHED.

9) THIS PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE MUTCD. OTHER SIGNS AND TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING THE VARIOUS PHASES OF CONSTRUCTION. ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE M.U.T.C.D. (LATEST EDITION).

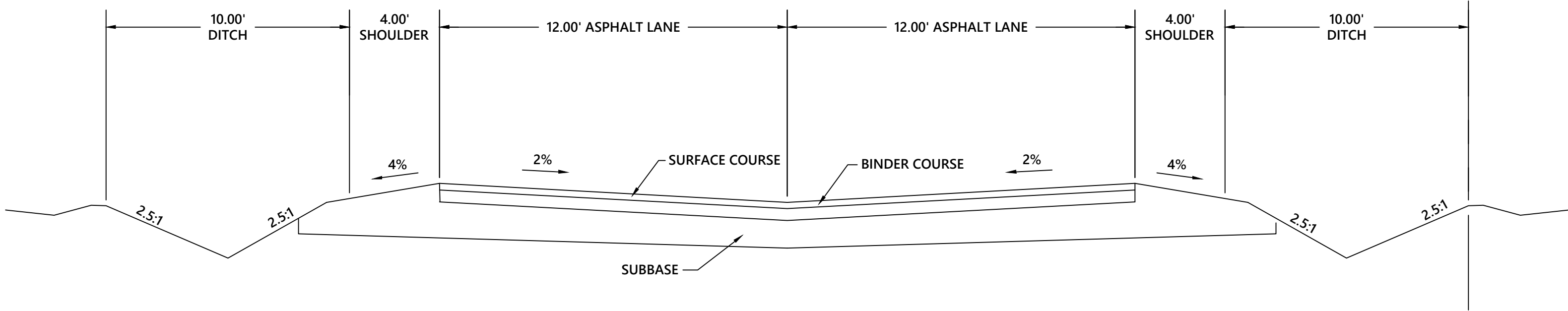
10) THE CONTRACTOR IS TO REMOVE AND RESET ANY SIGNS WHICH CONFLICT WITH CONSTRUCTION.

11) THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER BEFORE ORDERING MATERIALS.

12) BRICK RED TRUNCATED DOMES REQUIRED AT ALL SIDEWALK CROSSINGS

13) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACQUIRE A COPY OF THE GEOTECH REPORT AND FOLLOW ALL RECOMMENDATIONS.

14) ALL MATERIALS USED SHALL MEET CITY OF NEW ALBANY SPECIFICATIONS AND REQUIREMENTS.



Typical Sections - WEDDING VENUE DRIVE AND ENTRANCE

FLEXIBLE PAVEMENT(5)

(LIGHT-DUTY)

SUBGRADE: 8" MINIMUM PROCESSED IN-SITU SOILS OR SELECT IMPORTED FILL COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698.

SUBBASE: 6" MINIMUM CRUSHED LIMESTONE MEETING MDOT SPECIFICATIONS FOR SIZE NO. 610 AGGREGATE. COMPACT TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698.

BASE: 2.0" MINIMUM HOT MIXED BITUMINOUS BASE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-19MM OR BB-1 MATERIAL.

SURFACE: 1.5" MINIMUM HOT MIXED BITUMINOUS SURFACE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-9.5 MM OR SC-L MATERIAL.

(CEMENT STABILIZED ALTERNATE)

SUBGRADE: 6" MINIMUM PROCESSED IN-SITU SOILS OR SELECT IMPORTED FILL COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698. INCORPORATE 6% PORTLAND CEMENT (BY VOLUME) IN ACCORDANCE WITH MDOT STANDARD SPECIFICATIONS WITHIN UPPER 8" OF SUBGRADE. (APPX 34#/SY)

BASE: 2.0" MINIMUM HOT MIXED BITUMINOUS BASE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-19MM OR BB-1 MATERIAL.

SURFACE: 1.5" MINIMUM HOT MIXED BITUMINOUS SURFACE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-9.5 MM OR SC-L MATERIAL.

(HEAVY-DUTY)

SUBGRADE: 8" MINIMUM PROCESSED IN-SITU SOILS OR SELECT IMPORTED FILL COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698

SUBBASE: 6" MINIMUM CRUSHED LIMESTONE MEETING MDOT SPECIFICATIONS FOR SIZE NO. 610 AGGREGATE. COMPACT TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698.

BASE: 4.0" MINIMUM HOT MIXED BITUMINOUS BASE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-19 MM OR BB-1 MATERIAL.

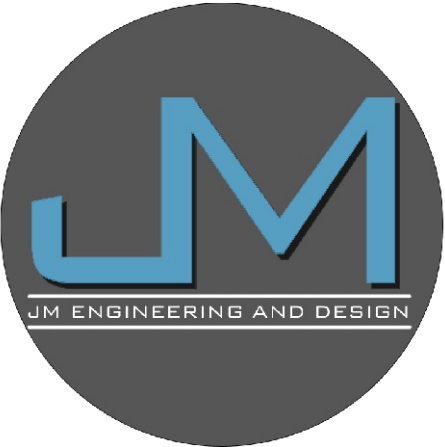
SURFACE: 2.0" MINIMUM HOT MIXED BITUMINOUS SURFACE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-9.5 MM OR SC-1 MATERIAL.

(CEMENT STABILIZED ALTERNATE)

SUBGRADE: 6" MINIMUM PROCESSED IN-SITU SOILS OR SELECT IMPORTED FILL COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DEFINED BY ASTM D-698. INCORPORATE 6% PORTLAND CEMENT (BY VOLUME) IN ACCORDANCE WITH MDOT STANDARD SPECIFICATIONS WITHIN UPPER 8" OF SUBGRADE. (APPX 34#/SY)

BASE: 4.0" MINIMUM HOT MIXED BITUMINOUS BASE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-19MM OR BB-1 MATERIAL.

SURFACE: 2.0" MINIMUM HOT MIXED BITUMINOUS SURFACE COURSE CONFORMING TO MDOT STANDARD SPECIFICATIONS FOR TYPE MT-9.5 MM OR SC-L MATERIAL.



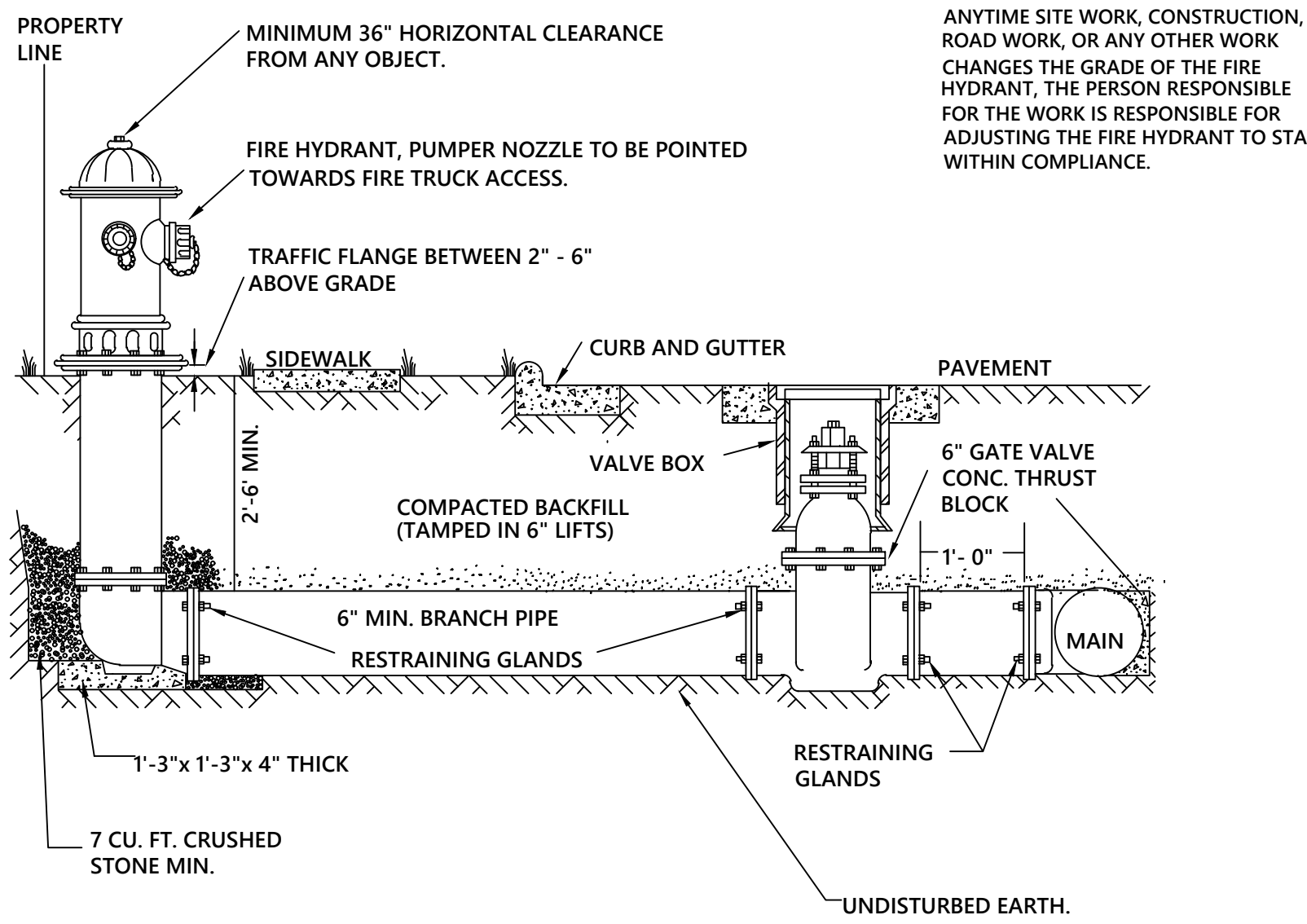
JM ENGINEERING
AND DESIGN, LLC
OXFORD, MS
(662) 801-8803

SITE DETAILS

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

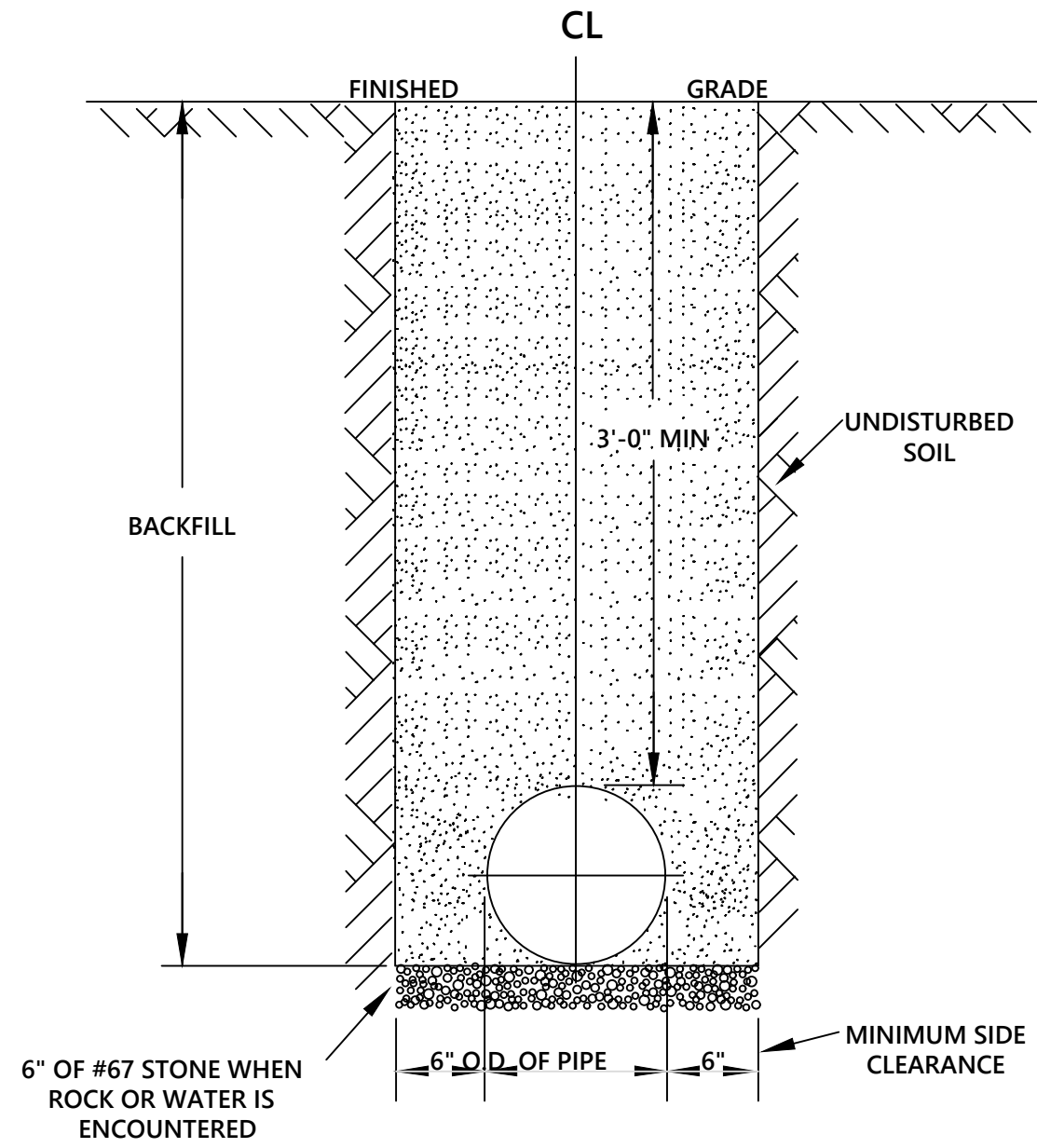
DRAWN BY	JRM
CHECKED BY	JRM
PROJECT NO.	XXXX
DATE	08/15/2026
SCALE	
REVISION	

C-800



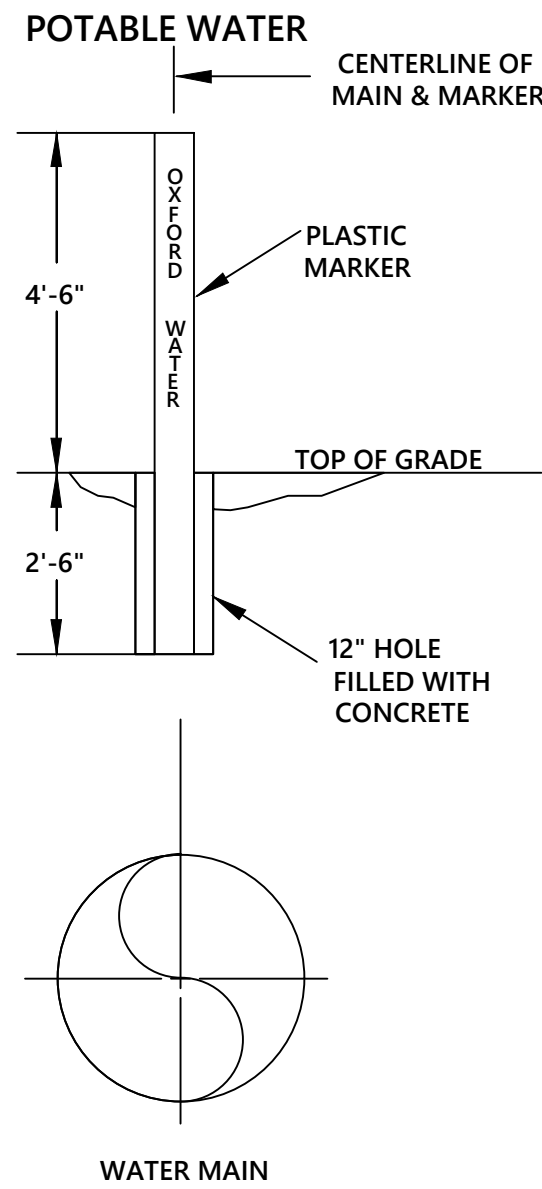
- NOTES:
1. FIRE HYDRANT SHALL BE AS MANUFACTURED: MUELLER, AMERICAN DARLING, KENNEDY, M&H, WATEROUS, CLOW, EAST JORDAN IRON WORKS, OR US PIPE.
 2. BRANCH PIPE SHALL BE DUCTILE IRON AWWA C150-96
 3. 6" GATE VALVE SHALL BE AWWA C500-86 OPEN LEFT
 4. STEEL RODS AND BOLTS SHALL BE 3/4" HOT DIPPED GALVANIZED
 5. FIRE HYDRANTS WILL BE INSTALLED IN TRUE VERTICAL POSITION
- RODS SHALL NOT BE COUPLED MORE THAN ONCE. IF THE LENGTH FROM THE VALVE TO THE HYDRANT EXCEEDS 20' THEN A MECHANICAL RESTRAINING GLAND WITH A REBAR CAGE SHALL BE INSTALLED NO MORE THAN 10' FROM HYDRANT AND POURED IN CONCRETE.
- FIRE HYDRANTS TO BE LOCATED IN ROW OR 2 FOOT EASEMENT ADJACENT TO ROW

FIRE HYDRANT INSTALLATION DETAIL



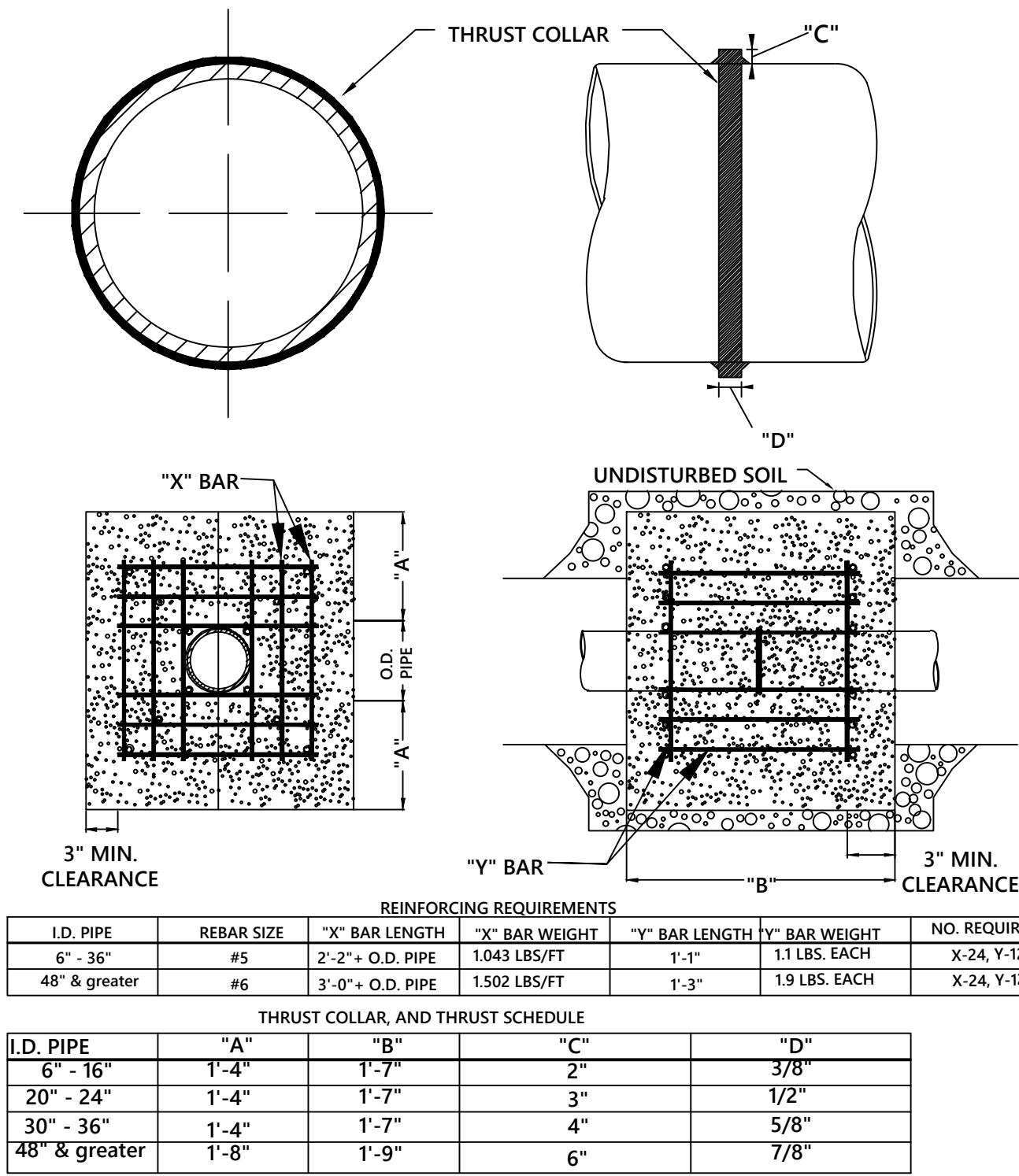
- NOTES:
1. TRENCHES REQUIRING SHORING AND BRACING, DIMENSIONS SHALL BE TAKEN FROM THE INSIDE FACE OF THE SHORING AND BRACING.
 2. NO ROCKS OR BOULDERS 4" OR LARGER TO BE USED IN BACKFILL.
 3. ALL BACKFILL MATERIAL SHALL BE SUITABLE NATIVE MATERIAL.
 4. BACKFILL SHALL BE TAMPED IN 6" LIFTS.
 5. ACHIEVE 95% COMPACTION IN BACKFILL.

TRENCH REQUIREMENTS FOR MAIN

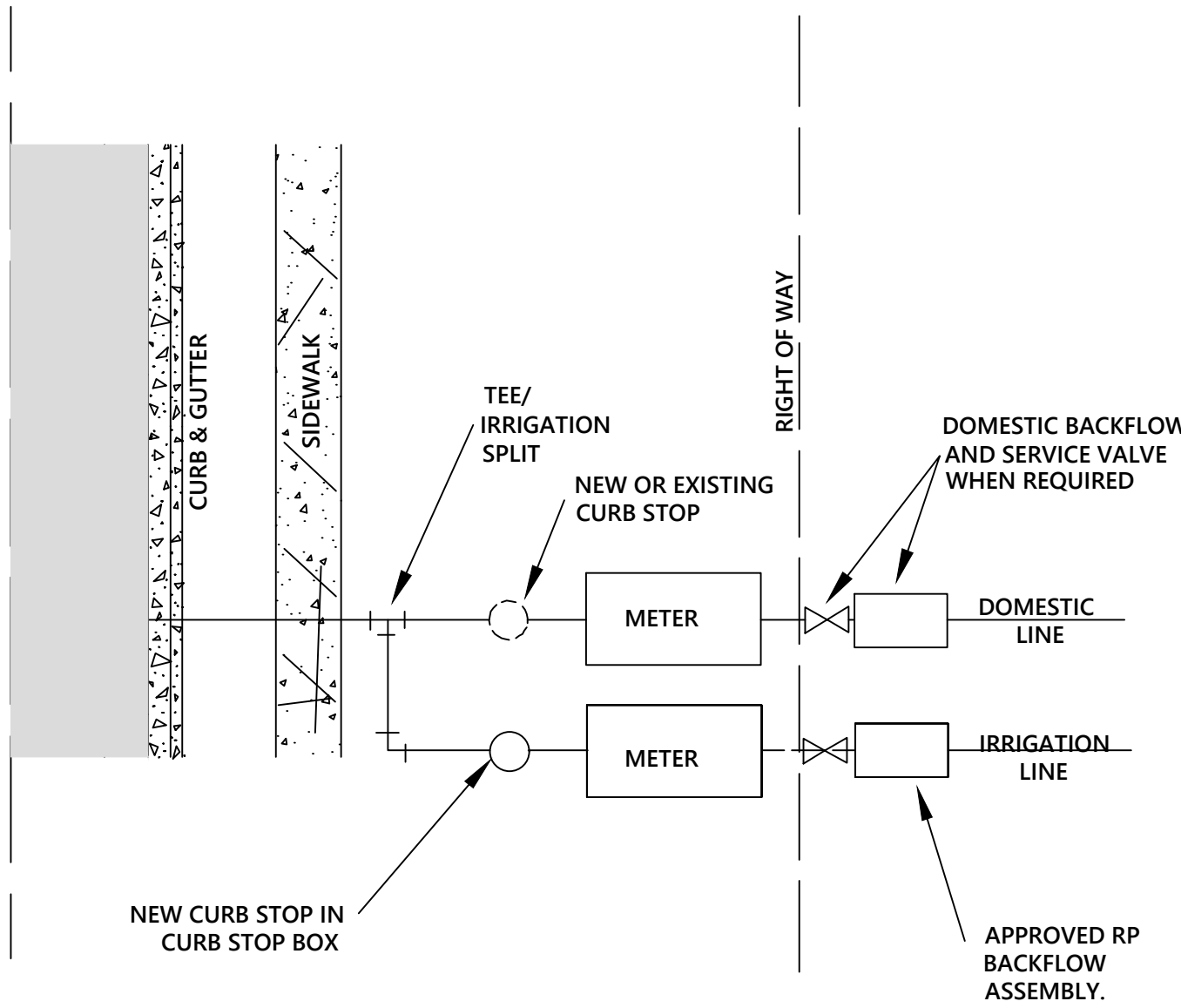


- NOTES
1. POTABLE WATER MARKER TO BE BLUE IN COLOR.
 2. POTABLE WATER MARKER TO BE LABELED "OXFORD WATER".
 3. TO BE SPACED ALONG CENTERLINE OF MAIN EVERY 300 FEET.
 4. MARKERS TO BE ROUND AND 4" IN DIAMETER.

TRENCH REQUIREMENTS FOR MAIN

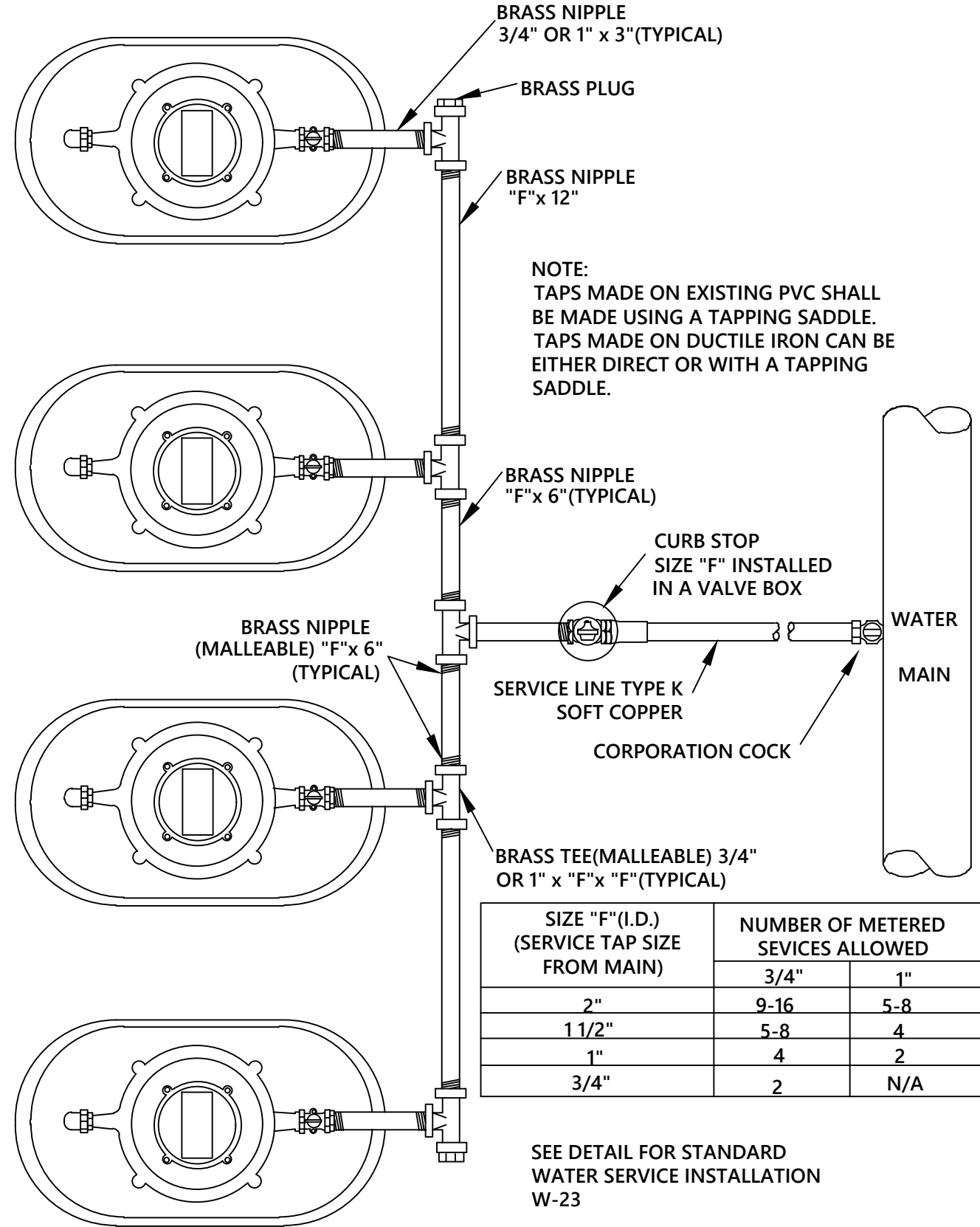


THRUST BLOCKING DESIGN DATA

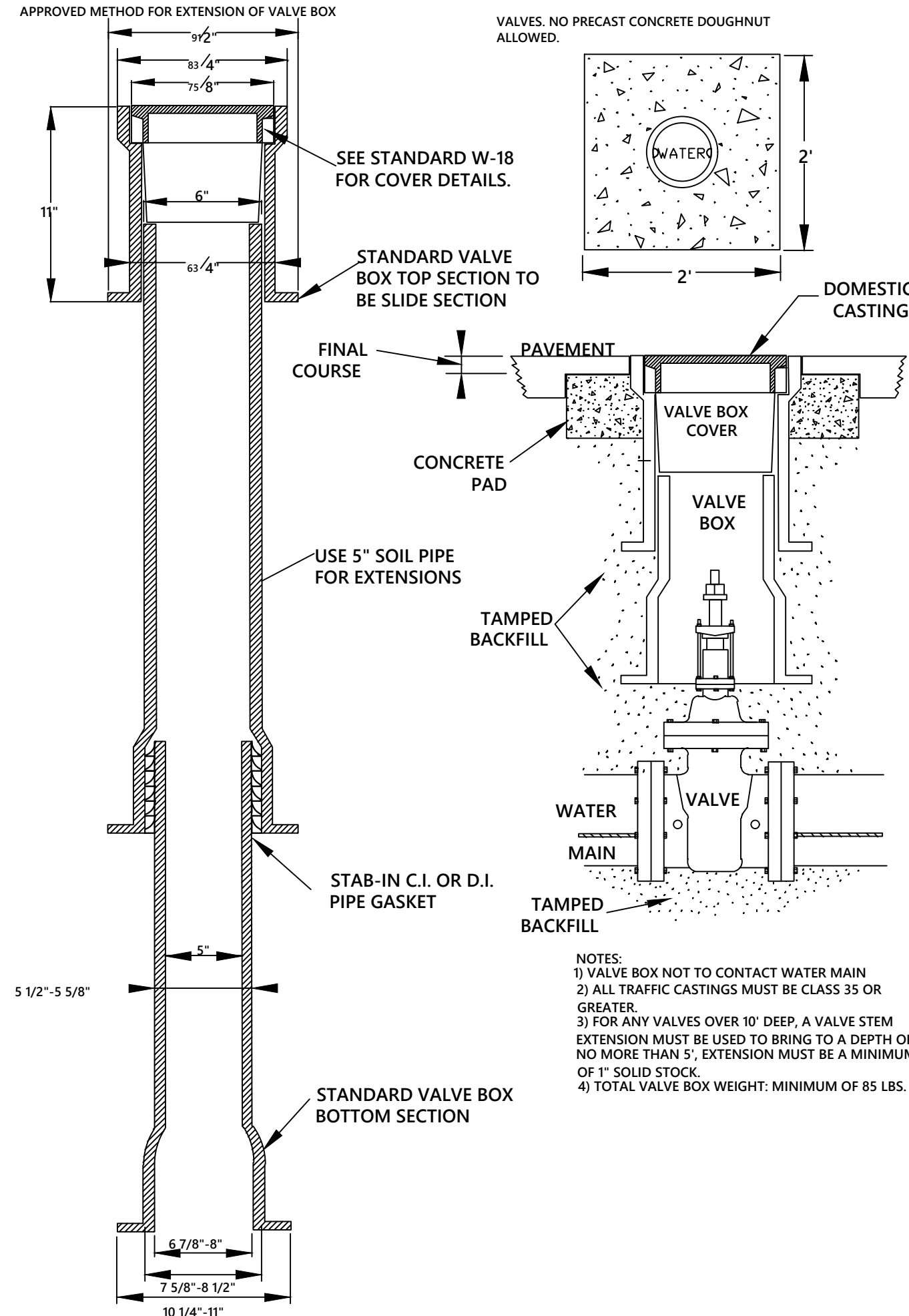


- NOTES:
1. IRRIGATION METER SHALL BE LOCATED ON THE SIDE OF DOMESTIC METER WITH INCREASING ADDRESSES
 2. THE BACKFLOW SHALL BE INSTALLED NO MORE THAN 10' FROM THE METER IN A VISIBLE LOCATION.
 3. BACKFLOW RISER/STANDPIPE SHALL BE OF COPPER OR BRASS.
 3. THE RP RELIEF VALVE SHALL BE A MINIMUM OF 12" ABOVE ANY MATERIAL (MULCH INCLUDED) OR GRADE.
 4. A SERVICE VALVE IS REQUIRED AFTER THE METER BUT BEFORE THE BACKFLOW ASSEMBLY FOR MAINTENANCE AND REPLACEMENT PURPOSES.
 5. THE INSTALLATION MUST ALSO MEET ALL CODE REQUIREMENTS PER THE NC PLUMBING CODE.

IRRIGATION TAP ON NEW AND EXISTING SERVICES

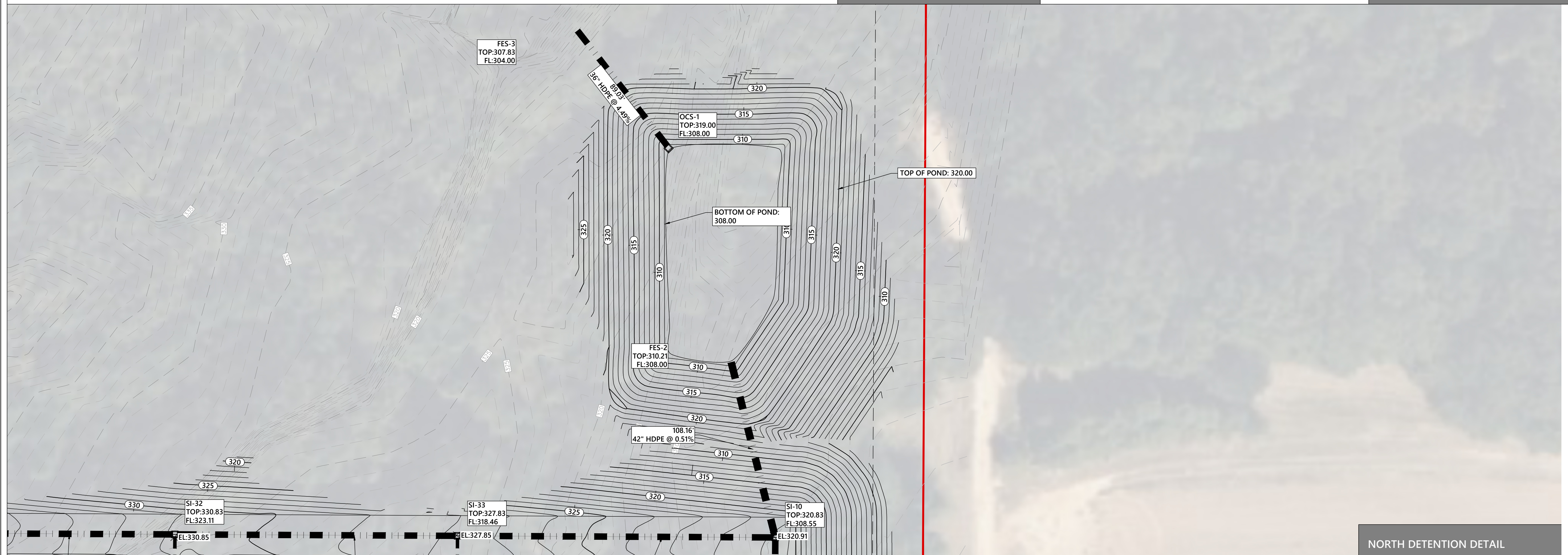
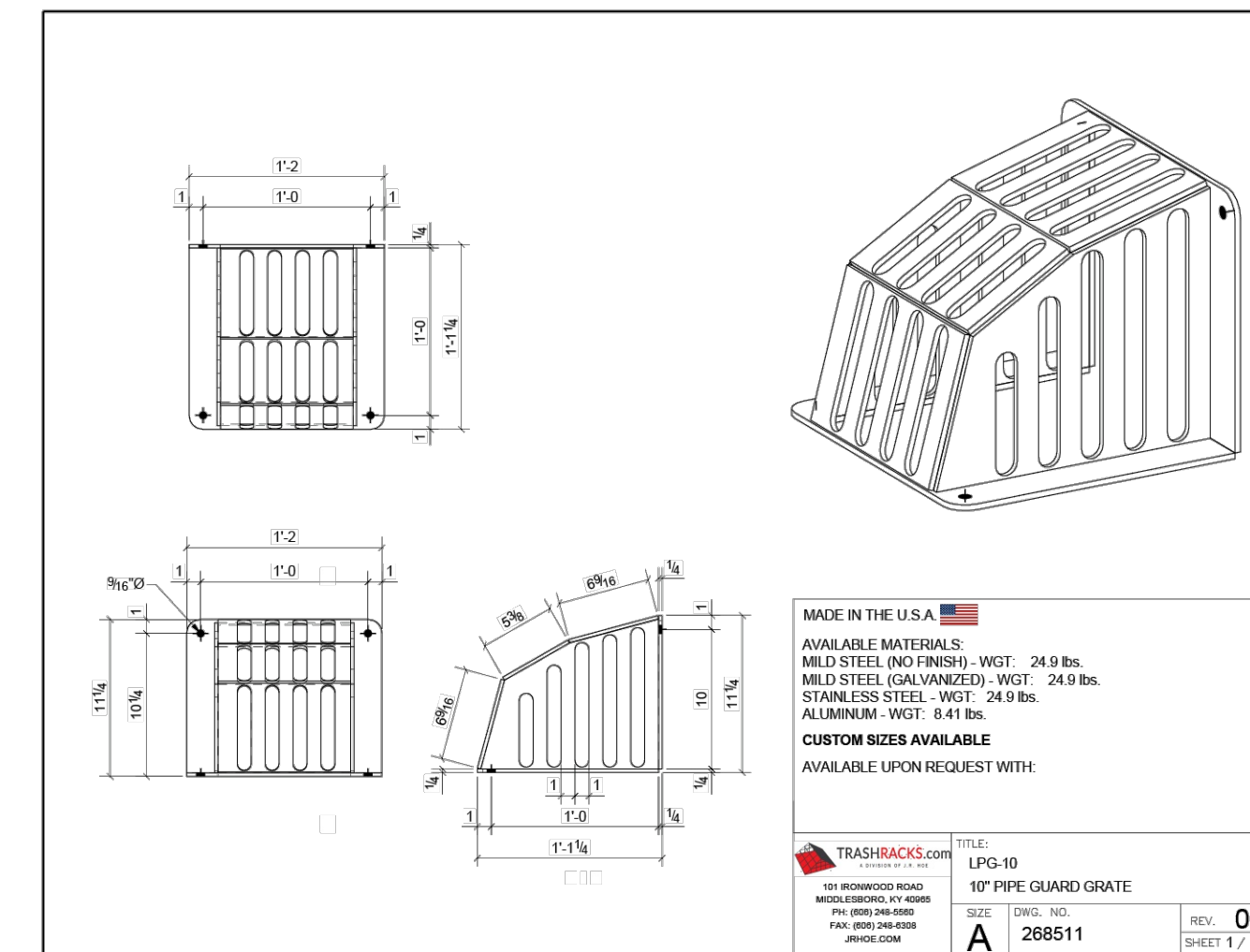
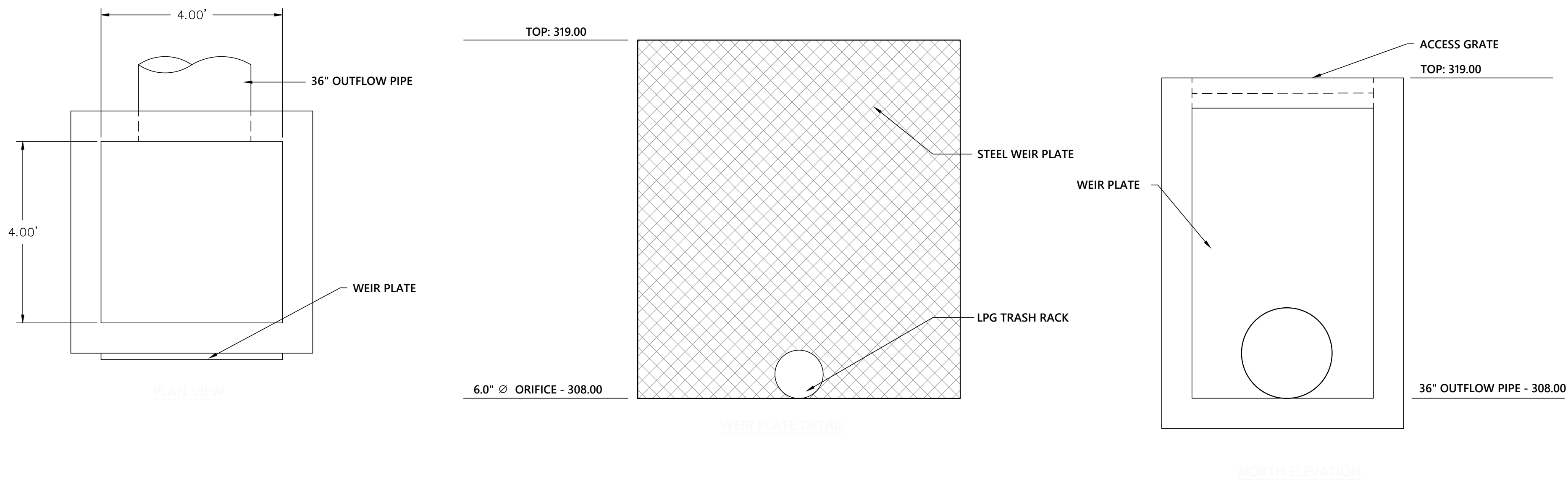


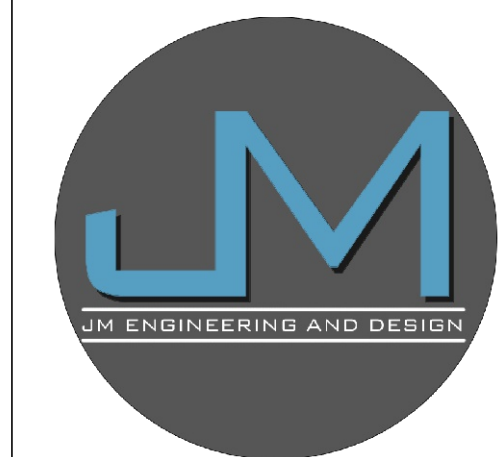
STANDARD GANG METER ASSEMBLY



- NOTES:
- 1) VALVE BOX NOT TO CONTACT WATER MAIN
 - 2) ALL TRAFFIC CASTINGS MUST BE CLASS 35 OR GREATER.
 - 3) FOR ANY VALVES OVER 10' DEEP, A VALVE STEM EXTENSION MUST BE USED TO BRING TO A DEPTH OF NO MORE THAN 5', EXTENSION MUST BE A MINIMUM OF 1" SOLID STOCK.
 - 4) TOTAL VALVE BOX WEIGHT: MINIMUM OF 85 LBS.

VALVE BOX INSTALLATION





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STORM DETENTION DETAILS

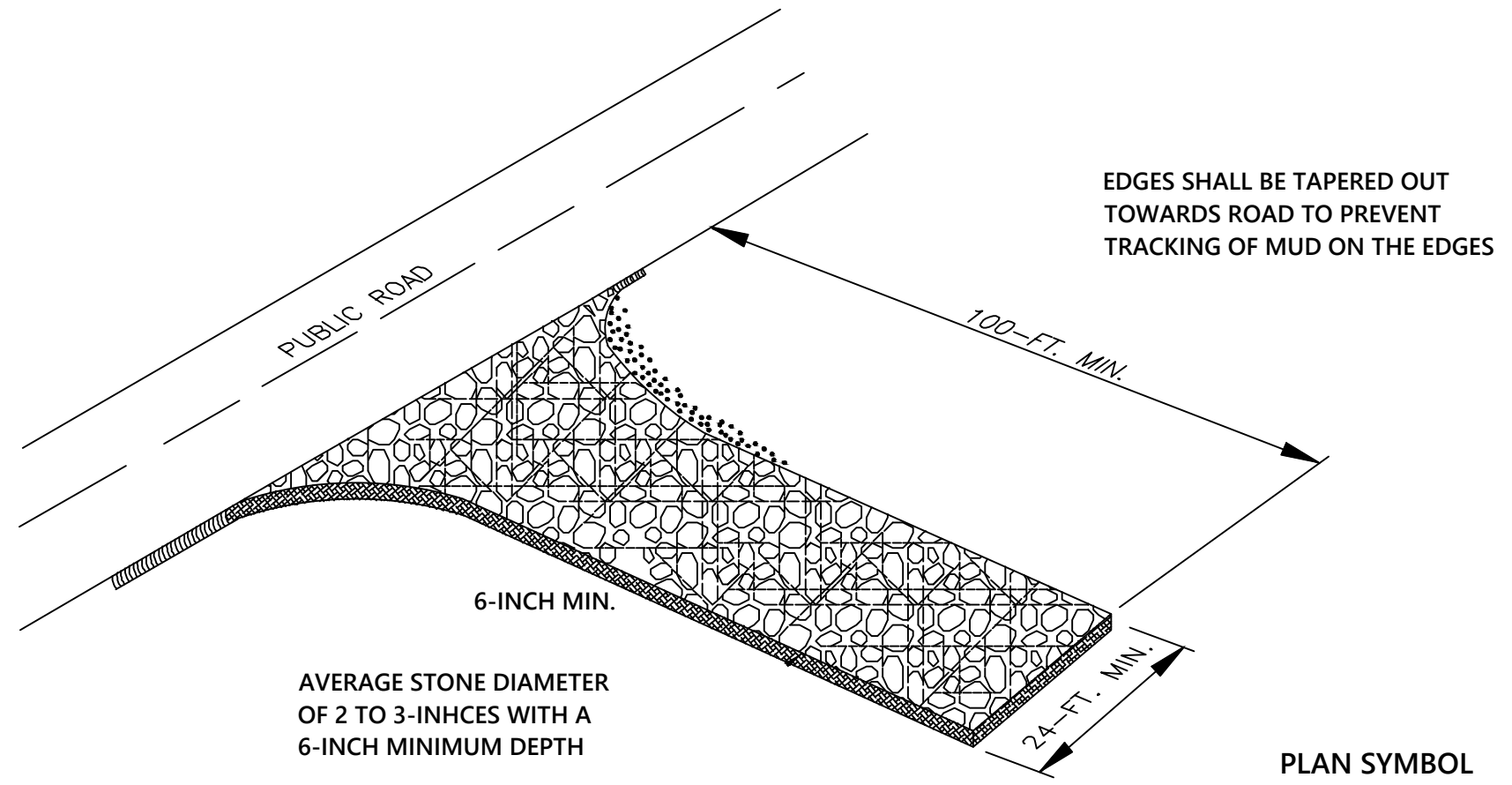
WARREN - COMMERCIAL PARK

1012 HWY 6 WEST

LAFAYETTE COUNTY, MISSISSIPPI

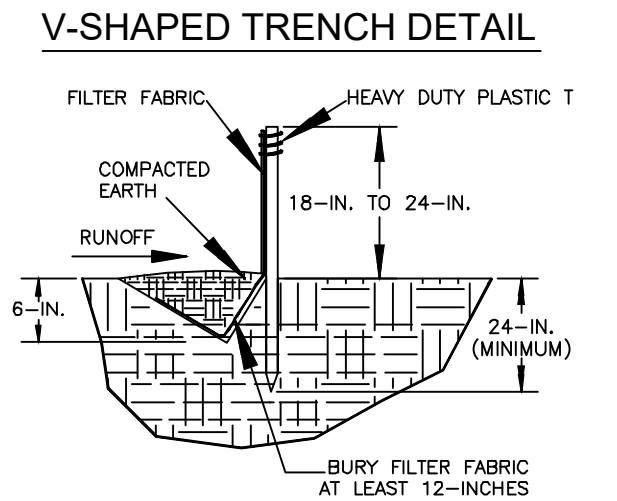
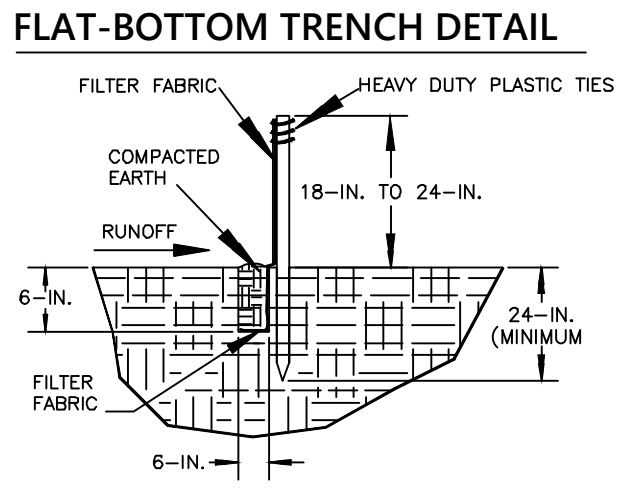
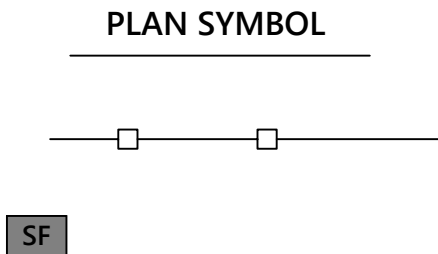
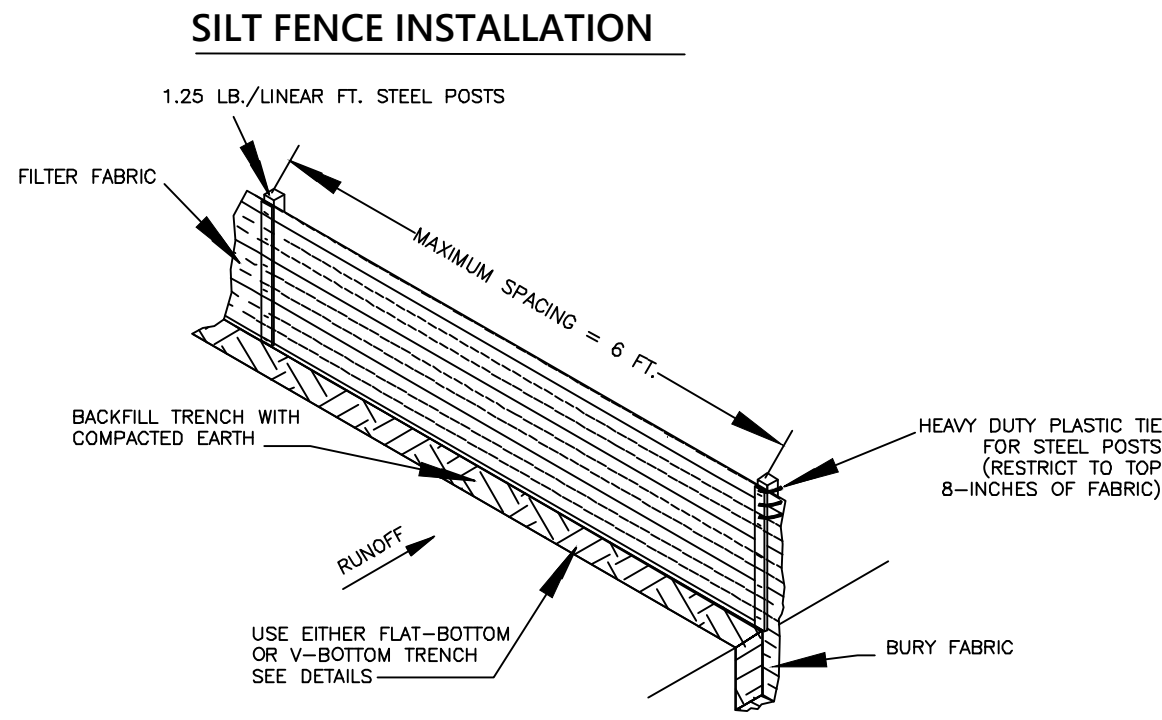
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PROJECT NO.	XXXX
DATE	08/15/2026
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C-803-1



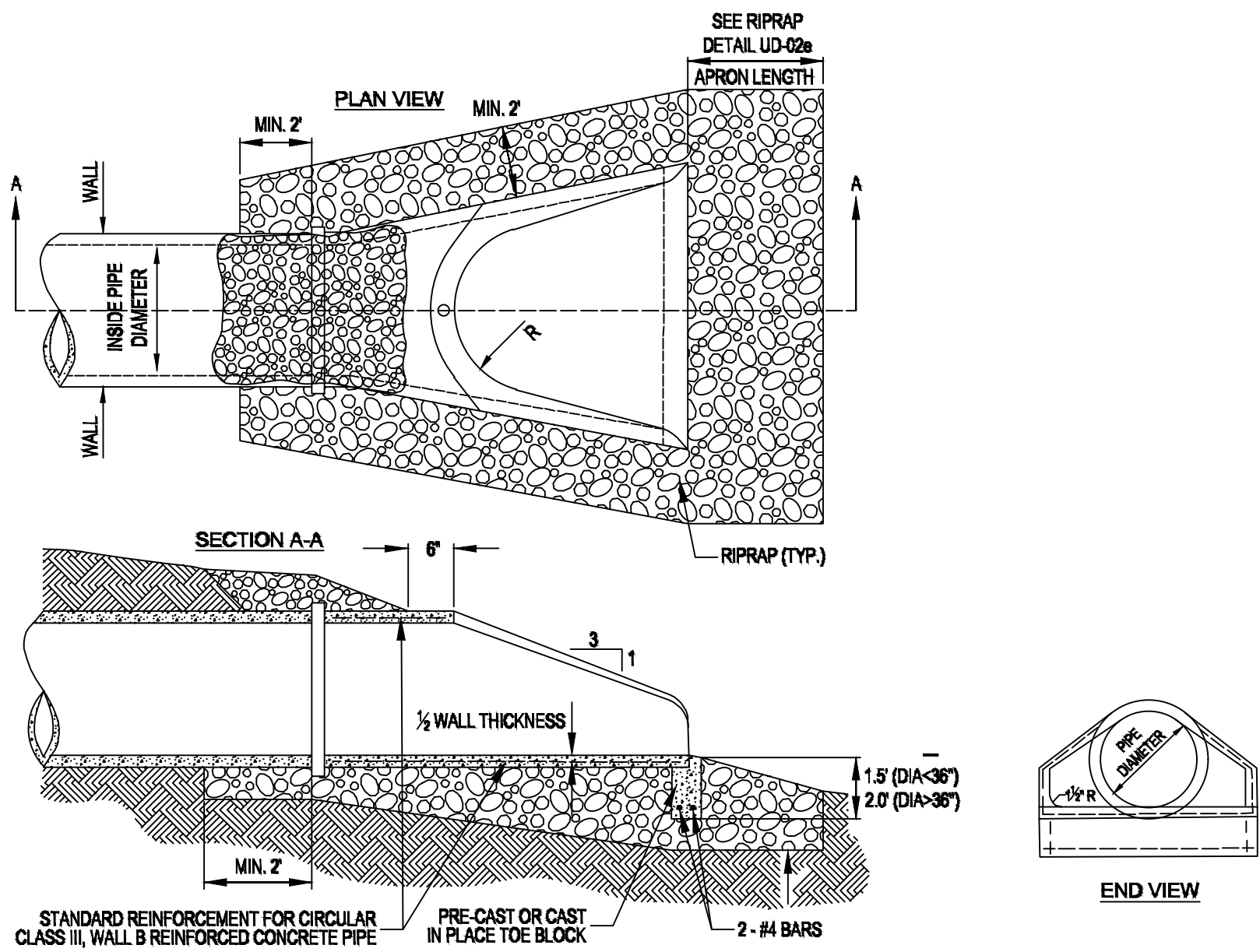
SPECIFICATION	SIZE
ROCK PAD THICKNESS	6 INCHES
ROCK PAD WIDTH	24 FEET
ROCK PAD LENGTH	100 FEET
ROCK PAD STONE LENGTH	D = 2-3 INCES

CONSTRUCTION ENTRANCE DETAIL



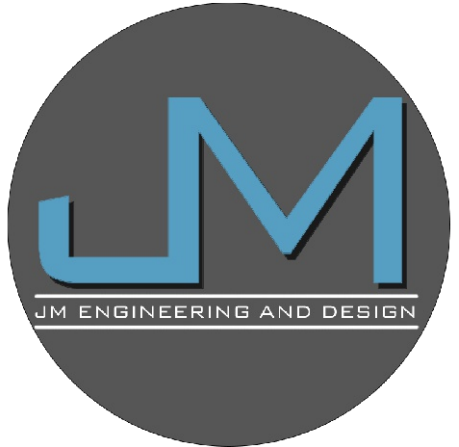
- SILT FENCE - GENERAL NOTES**
- DO NOT PLACE SILT FENCE ACROSS CHANNELS OR IN OTHER AREAS SUBJECT TO CONCENTRATED FLOWS. SILT FENCE SHOULD NOT BE USED AS A VELOCITY CONTROL BMP. CONCENTRATED FLOWS ARE ANY FLOWS GREATER THAN 0.5 CFS.
 - MAXIMUM SHEET OR OVERLAND FLOW PATH LENGTH TO THE SILT FENCE SHALL BE 100-Feet.
 - MAXIMUM SLOPE STEEPNESS (NORMAL PERPENDICULAR TO THE FENCE LINE) SHALL BE 2:1.
 - SILT FENCE JOINS, WHEN NECESSARY, SHALL BE COMPLETED BY ONE OF THE FOLLOWING OPTIONS:
 - WRAP EACH FABRIC TOGETHER AT A SUPPORT PAST WITH BOTH ENDS FASTENED TO THE POST, WITH A 1-FOOT MINIMUM OVERLAP
 - OVERLAP SILT FENCE BY INSTALLING 3-Feet PASSED THE SUPPORT POST TO WHICH THE NEW SILT FENCE ROLL IS ATTACHED. ATTACH OLD ROLL TO NEW ROLL WITH HEAVY-DUTY PLASTIC TIES; OR,
 - OVERLAP ENTIRE WIDTH OF EACH SILT FENCE ROLL FROM SUPPORT POST TO THE NEXT SUPPORT POST.
 - ATTACH FILTER FABRIC TO THE STEEL POSTS USING HEAVY-DUTY PLASTIC TIES THAT ARE EVENLY SPACED WITH THE TOP 8-INCHES OF THE FABRIC.
 - INSTALL THE SILT FENCE PERPENDICULAR TO THE DIRECTION OF THE STORMWATER FLOW AND PLACE THE SILT FENCE THE PROPER DISTANCE FROM THE TOP OF THE STEEP SLOPES TO PROVIDE SEDIMENT STORAGE AND ACCESS FOR MAINTENANCE AND CLEANOUT.
 - INSTALL SILT FENCE CHECK (TIE-BACKS) EVERY 50-100 FEET, DEPENDENT ON SLOPE, ALONG SILT FENCE THAT IS INSTALLED WITH SLOPE AND WHERE CONCENTRATED FLOWS ARE EXPECTED OR ARE DOCUMENTED ALONG THE PROPOSED/INSTALLED SILT FENCE.

SILT FENCE INSTALLATION DETAIL



- RIP RAP - GENERAL NOTES**
- CONCRETE FLARED END SECTIONS SHOULD BE CONSIDERED FOR USE WITH CONCRETE PIPE CULVERTS HAVING SKEWS NO GREATER THAN 15 DEGREES.
 - PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS 111, WALL B REINFORCED CONCRETE PIPE.
 - PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
 - THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 502.10 OF THE STANDARD SPECIFICATIONS. THIS COST SHALL BE INCIDENTAL TO EACH END SECTION.
 - RIPRAP SHALL CONFORM TO SECT. 281 OF THE STANDARD SPECIFICATIONS.
 - INSTALL FILTER FABRIC UNDER ALL RIPRAP AND BEDDING. FILTER FABRIC SHALL CONFORM TO SECT. 282 OF THE STANDARD SPECIFICATIONS.

RIP RAP DETAIL

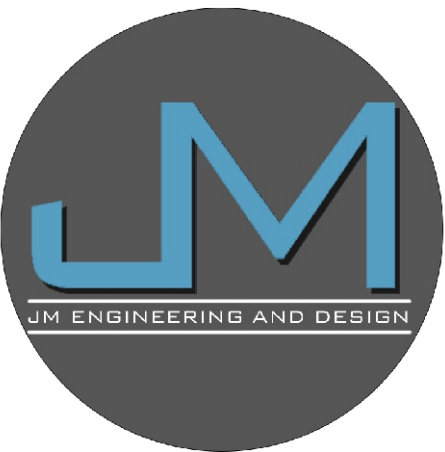
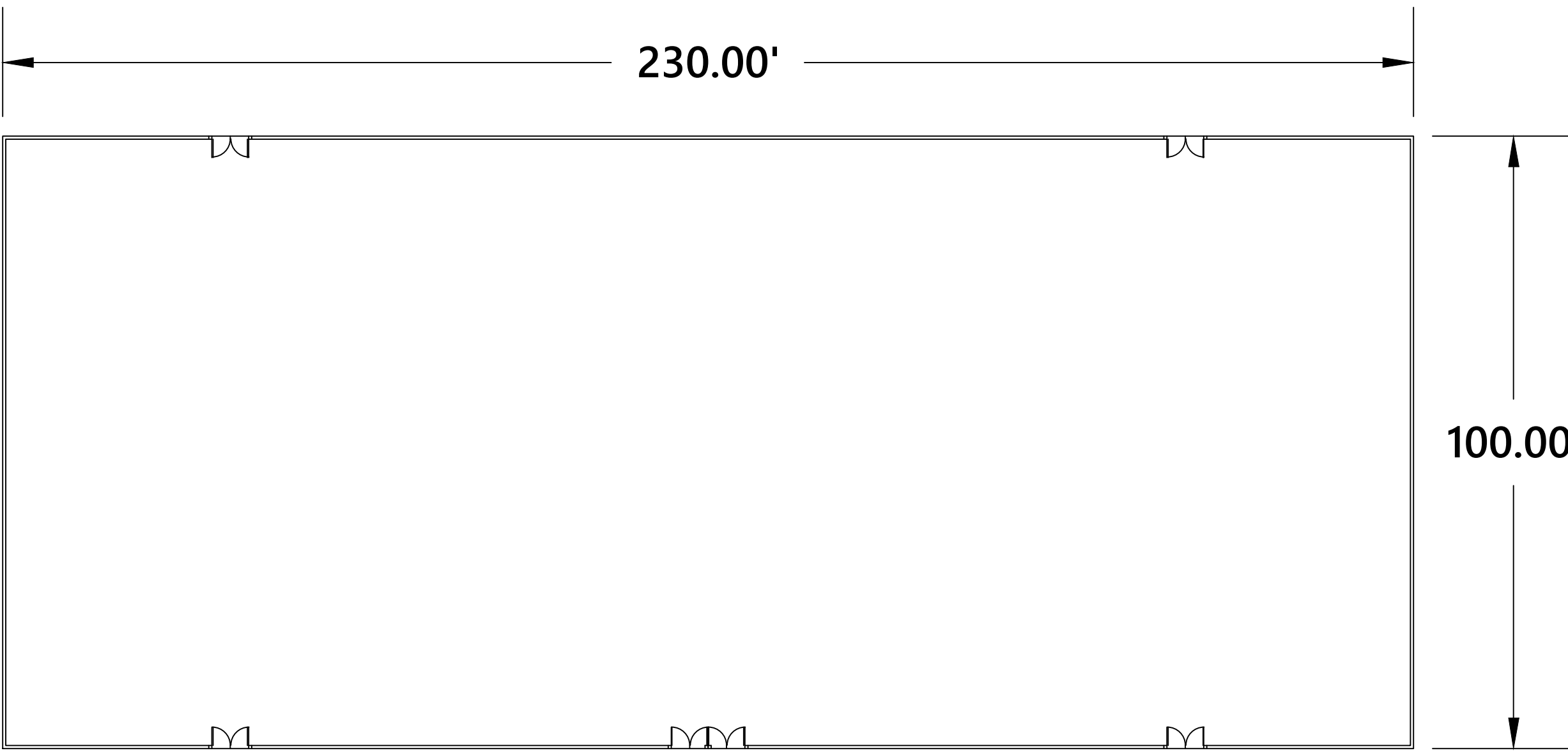


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EROSION CONTROL DETAILS
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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PROJECT NO.	XXXX
DATE	08/15/2026
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C-804

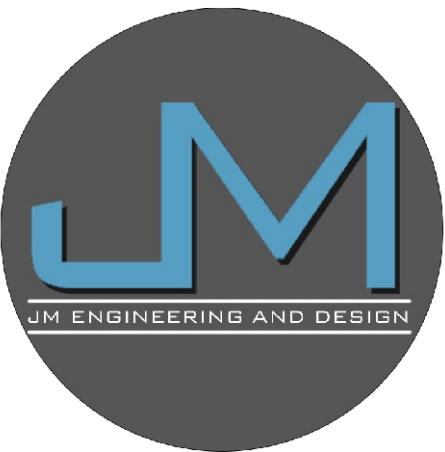
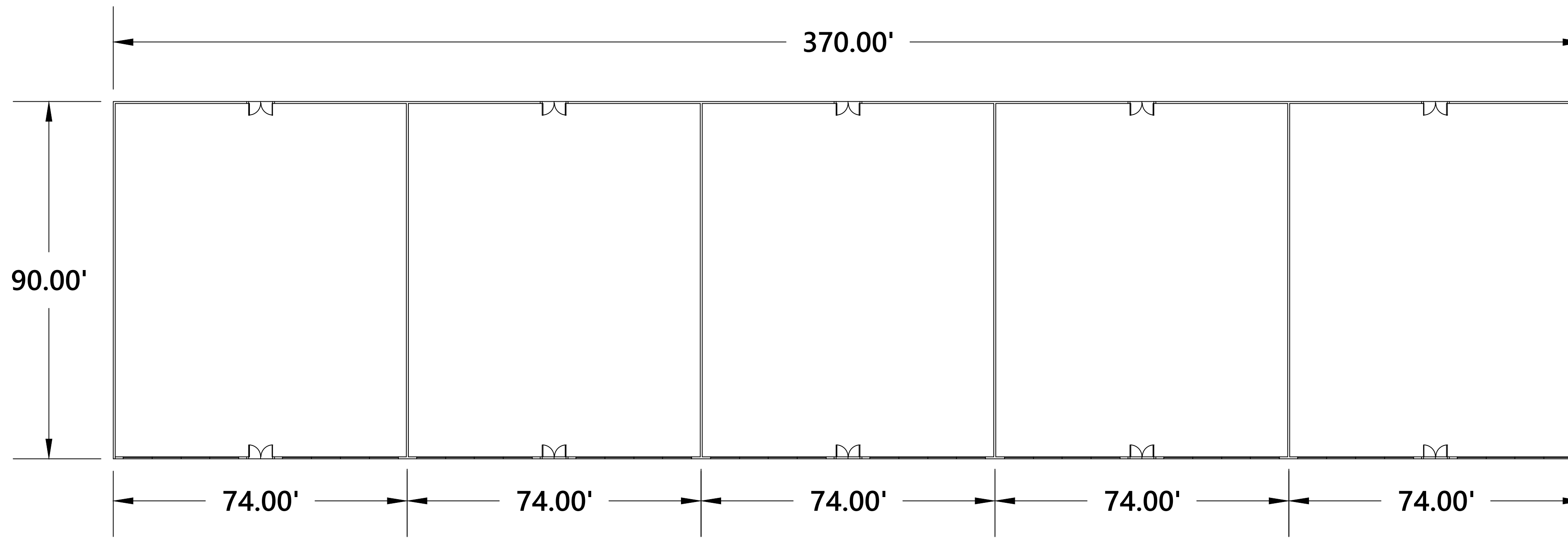


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GOLF CART SALES

WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

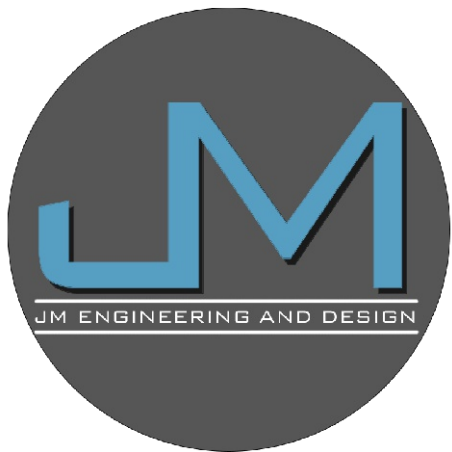
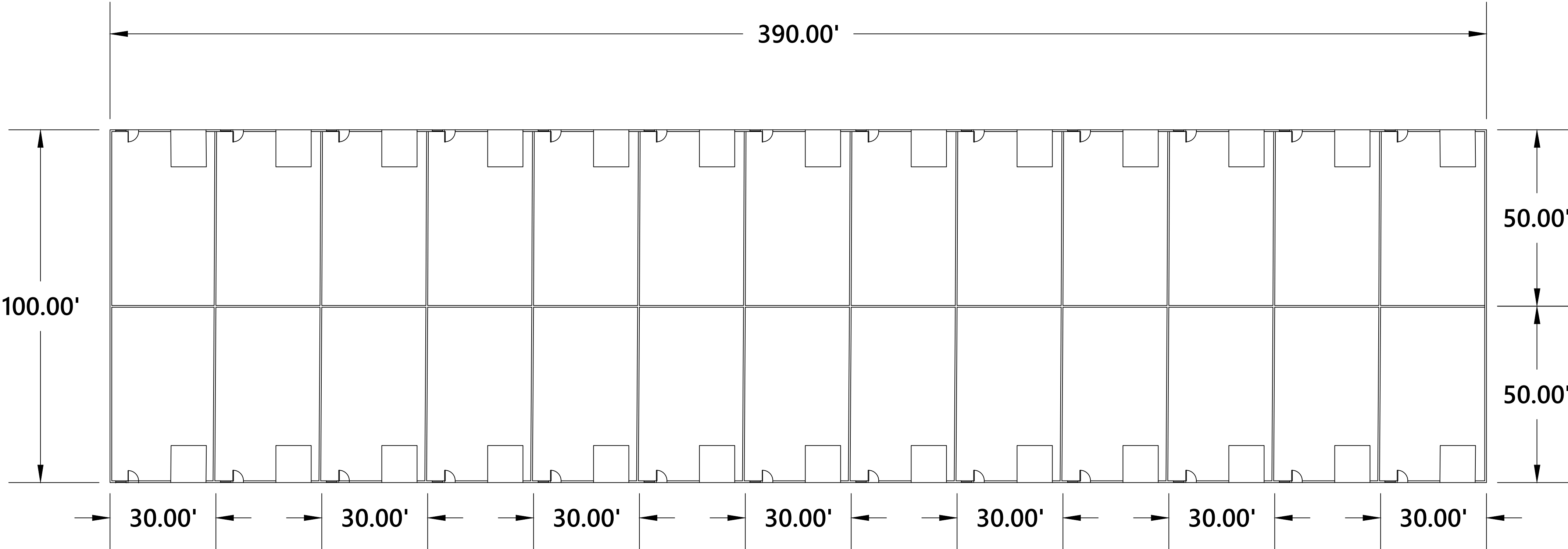
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COMMERCIAL BUILDING
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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PROJECT NO.	XXXX
DATE	08/15/2026
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AND DESIGN, LLC
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FLEX-SPACE BUILDINGS
WARREN - COMMERCIAL PARK
1012 HWY 6 WEST
LAFAYETTE COUNTY, MISSISSIPPI

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DATE	08/15/2026
SCALE	
REVISION	

A-102



Outlook

Conditional use request for road 164 zoning

From Crystal Quinton <crystalquinton06@gmail.com>**Date** Wed 10/21/2026 5:55 PM**To** Tristan Riddell <triddell@lafayettecoms.com>

You don't often get email from crystalquinton06@gmail.com. [Learn why this is important](#)

I am writing regarding the conditional use request that involves County Road 164. From what I understand this conditional use request that has been brought forward by Terry Warren has evolved into a much larger scale than what was petitioned. We have a mostly residential area with large estate lots and nothing has changed in our area to warrant commercial. There are only 2 properties that are commercially neutral. Our area- Cedar Bucket(located on a corner with two points of ingress and egress) and the Advance Electric which was allowed to operate out of an existing building that was once a farmers market.

We do not want commercial properties for safety reasons. This direct highway frontage property contains high speed traffic. There has been several bad high speed motor vehicle crashes since we have owned our property on County Road 164. We bought our property in 2018. This is very concerning with the amount of additional traffic this would bring not only to our outlet but to highway 6 as well. This is of grave safety concern for our community. This would also decrease the enjoyment of the existing estate type properties we have. This would also bring an increase in crime to our community. The residents of this community enjoy the country living this community offers. We also feel safe in our community. These are the reasons people in the community bought property in the county instead of the city. This new development threatens both of these reasons. I ask you to please reconsider granting this conditional use request that has been brought forward. I fear that in granting this request would gravely alter our existing community. The estate style community is why we chose to own property in this neighborhood. I fear that this request "move the city into the country" and forever change the make up of our small community. Thank so much for you time and letting us voice our concerns.

With much thanks,
Crystal Quinton

Sent from my iPhone
Crystal Quinton



1012 Hwy 6 West

From Jan Cauthen <jancauthen@gmail.com>

Date Thu 10/22/2026 9:03 AM

To Tristan Riddell <triddell@lafayettecoms.com>

Good morning, Tristan,

Thank you for taking the time yesterday to discuss the commercial project proposed by Terry Warren for 1012 Highway 6 West.

As a ten-year resident of this particular area and a 40-year resident of Oxford, I am writing to express my strong opposition to this conditional use permit request. Our area consists of estate homes, family farms, private recreational land, and government land set aside for public enjoyment—all centered around quiet, rural living. Introducing a commercial strip center would disrupt the neighborhood character we have worked hard to maintain. Commercial developments are better suited within the Oxford city limits, where growth can be managed within proper zoning. We must preserve the surrounding rural areas.

I also have significant safety concerns regarding this proposal. Unlike the existing commercial property nearby, which safely manages traffic on a corner lot with two separate access points; this site lacks the necessary infrastructure to handle high speeds and the traffic volume along Highway 6. For safe access on busy thoroughfares, businesses should require frontage roads or a dedicated access design. This project has neither.

For these reasons, I formally oppose the commercial project and the requested conditional use permit.

Sincerely,

Jan Cauthen
17 CR 164
Oxford, MS



Outlook

No Commercial Business

From Richard Maclin <richard.maclin@mac.com>

Date Wed 10/21/2026 2:44 PM

To Tristan Riddell <triddell@lafayettecoms.com>

You don't often get email from richard.maclin@mac.com. [Learn why this is important](#)

Hi Tristan,

Good afternoon. I live at 14 County Road 164, Oxford MS 38655. We have a mostly residential area with large lots and nothing has changed in our area to warrant commercial business developments. There are only 2 properties with a commercial nature in our area - Cedar Bucket (located on a corner with two points of ingress and egress) and the Advance Electric which was allowed to operate out of an existing building that was once a farmers market.

We do not want commercial businesses in our area for safety reasons with direct highway frontage containing high speed traffic and for the continued enjoyment of the existing estate type properties we all have.

Thank you for your help with this. If you have any questions, I can be reached at 703-340-5243.

All the best,
Richard



Property at the Old Ruffle Feathers Building lot

From Kathie Mead <kcm0455@yahoo.com>

Date Wed 10/21/2026 3:29 PM

To Tristan Riddell <triddell@lafayettecoms.com>

You don't often get email from kcm0455@yahoo.com. [Learn why this is important](#)

Mr. Riddell,

Re: Terry Warren's property proposals.

What is within the county zoning ordinance?

This is not a zoning change request. But a conditional use request that has evolved into a much larger scale than what was proposed.

We have a mostly residential area with large estate lots and nothing has changed in our area to warrant commercial.

There are only 2 properties with a commercial nature.

Our area- Cedar Bucket (located on a corner with two points of incoming and outgoing traffic) and the Advance Electric which was allowed to operate out of an existing building that was once The Big Red Barn Farmer's Market.

We do not want a commercial business for safety reasons with direct highway frontage containing high speed traffic and for the continued enjoyment of the existing estate type properties we all have.

We have a nice quiet peaceful residential area and want to keep it that way.

We know that it has to pass the planning committee, to even go to the board, we hope to stop it at the planning committee and it never goes to the board to get approved.

Thank you,
Robert Mead
Kathaleen Mead
89B CR 164

Robert Mead
Tatchaya Mead
89 CR 164



Outlook

New business

From Janene Thweatt <jthweatt831@yahoo.com>

Date Wed 10/21/2026 12:45 PM

To Tristan Riddell <triddell@lafayettecoms.com>

[You don't often get email from jthweatt831@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please do not let the new business on Hwy 6 close to CR 164 happen. The traffic will be horrible there and lower the value of our property

Thank you

Janene Thweatt

Sent from my iPhone



Outlook

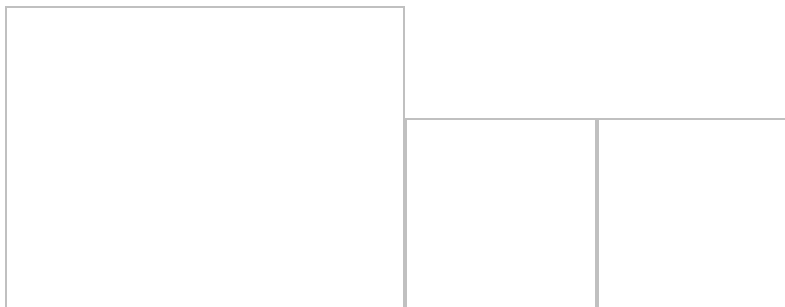
Commercial Property on Hwy 6 - Burgess

From Walls, Samantha <sswalls@oxfordsd.org>**Date** Wed 10/21/2026 3:02 PM**To** Tristan Riddell <triddell@lafayettecoms.com>

You don't often get email from sswalls@oxfordsd.org. [Learn why this is important](#)

Hi Mr. Riddell. My name is Samantha Walls, and I live at 16 CR 164. I am writing to oppose the plan to build a commercial golf cart lot and strip mall on the Hwy 6 frontage near my home. We have a mostly residential area with large estate lots and nothing has changed in our area to warrant commercial property. There are only 2 properties with a commercial nature near our area- Cedar Bucket (located on a corner with two points of ingress and egress) and the Advance Electric which was allowed to operate out of an existing building that was once a farmers market. We do not want commercial for safety reasons with direct highway frontage containing high speed traffic and for the continued enjoyment of the existing estate type properties we all have. I am not sure if I will be able to make the meeting or not, so I wanted to express my opposition in writing to you.

Thanks so much,
Samantha Walls



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