

7098



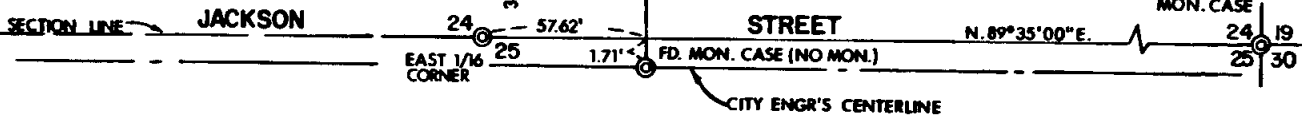
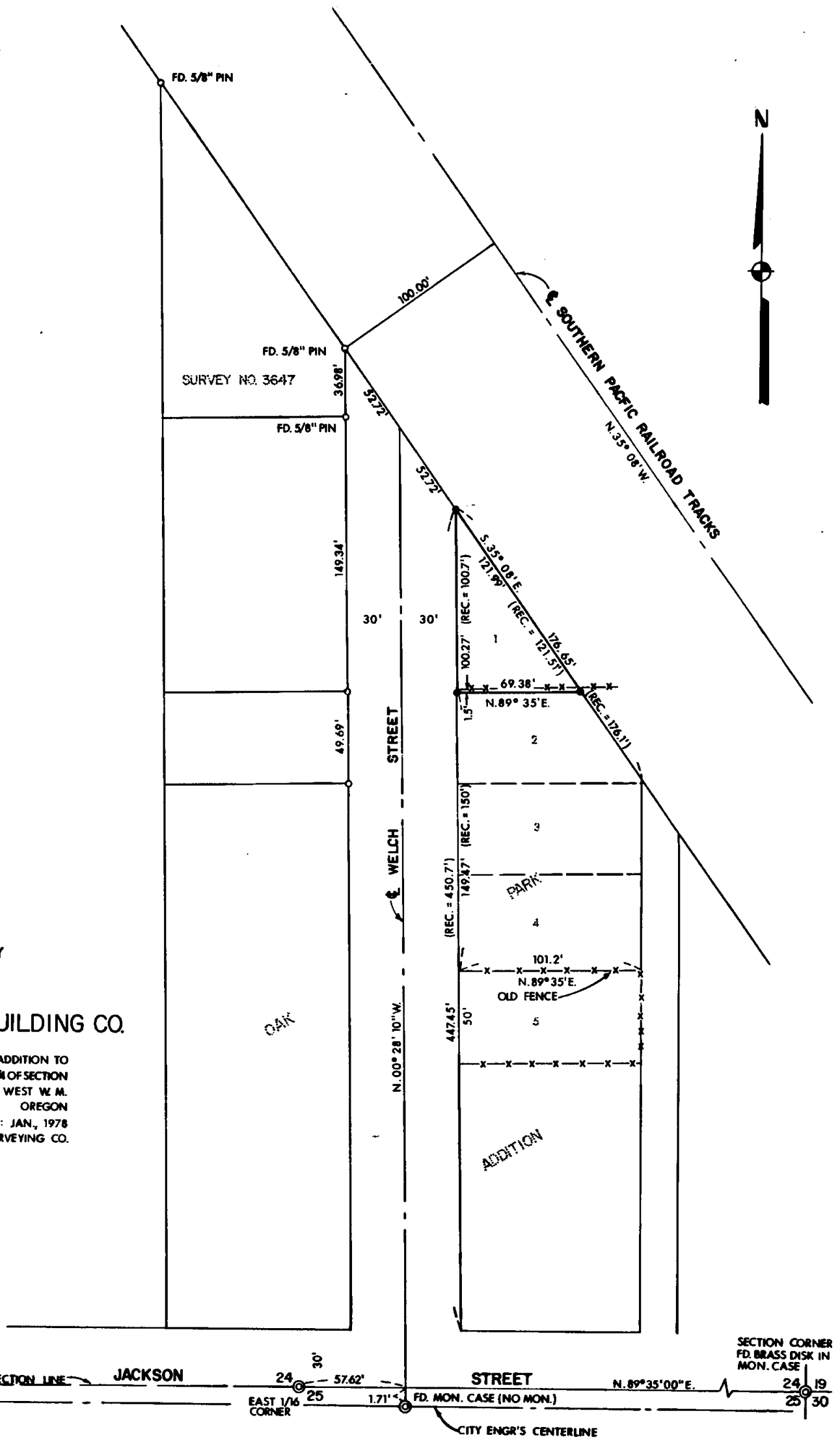
LEGEND:

- =FD. 5/8" IRON PIN
- =SET 5/8" IRON PIN WITH CAP MARKED, FRIAR 961

BASIS OF BEARINGS:
SURVEY NO. 3647

PLAT OF SURVEY
FOR
WESTERN EXPANSION BUILDING CO.

BEING LOT 1, BLOCK 1 OF OAK PARK ADDITION TO THE CITY OF MEDFORD, IN THE SE 1/4 OF SECTION 24, TOWNSHIP 37 SOUTH, RANGE 2 WEST W. M. JACKSON CO. OREGON
SCALE: 1" = 50' SCALE: JAN., 1978
PREPARED BY: FRIAR - MOFFIT SURVEYING CO. MEDFORD, OREGON



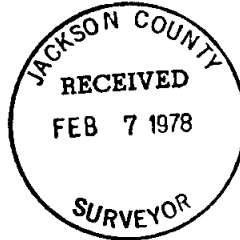
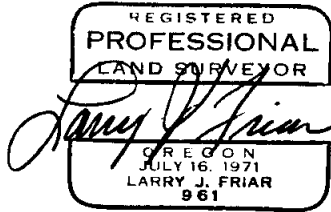
S24DC 372W 7098 (7-1 72-278 15500)

THE EAST LINE OF THE BLOCK IS SHOWN ON THE PLAT AS BEING THE WEST LINE OF D.L.C. NO. 89 AND 42, SINCE THE SOUTH-WEST CORNER OF D.L.C. NO. 89 DOES NOT EXIST IT WOULD BE EXTREMELY DIFFICULT TO ESTABLISH THE EXACT LOCATION OF THIS LINE. SINCE THE METHOD USED ON THIS SURVEY TO ESTABLISH LOT 1 DID NOT REQUIRE ITS LOCATION NO ATTEMPT WAS MADE TO ESTABLISH IT.

DATE:

JANAURY, 1978

FRIAR-MOFFIT SURVEYING CO.



7098

SURVEY NO. _____

SURVEY NARRATIVE TO COMPLY WITH O.R.S. 209.250

SURVEY FOR: WESTERN EXPANSION BUILDING COMPANY
1005 EAST MAIN STREET #3
MEDFORD, OREGON 97501

LOCATION: LOT 1, BLOCK 1, OF OAK PARK ADDITION
TO MEDFORD IN THE SOUTHEAST ONE-
QUARTER (1/4) OF SECTION 24, TOWNSHIP
37 SOUTH, RANGE 2 WEST, WILLAMETTE
MERIDIAN, JACKSON COUNTY, OREGON.

PURPOSE: TO SURVEY AND MONUMENT LOT 1, BLOCK 1,
OAK PARK ADDITION.

PROCEDURE: AS IN A PREVIOUS SURVEY BY THIS OFFICE
AND SURVEYS BY OTHERS IN OAK PARK
ADDITION THE LOCATION OF WELCH STREET
HAS BEEN DETERMINED BY A MONUMENT CASE
AT THE INTERSECTION WITH JACKSON STREET
AND THE AVERAGE CENTERLINE OF THE STREET
IMPROVEMENTS, THE CENTERLINE OF THE
RAILROAD TRACKS WAS USED TO LOCATE THE
RIGHT-OF-WAY AND THE NORTH EASTERLY LINE
OF THE BLOCK, AND THE SOUTH LINE OF
SECTION 24 CONTROLS THE SOUTH LINE OF
THE BLOCK.

THE NORMAL PROCEDURE, IN THE ABSENCE OF
LOT CORNER MONUMENTS, WOULD BE TO
PROPORTION THE DISTANCES MEASURED, TO
THE RECORD DIMENSIONS, BUT IN THIS
CASE PRORATING BEYOND THE FENCE LINE
AROUND LOT 5 COULD NOT BE JUSTIFIED
BECAUSE OF THE APPARENT AGE OF THE
IMPROVEMENTS ON THIS LOT, (CIRCA 1910)
ABOUT TWO YEARS AFTER THE SUBDIVISION
WAS PLATTED.

AS STATED ABOVE THE FENCE LINE ON LOT
5 WAS HELD AND THE LOT FRONTAGES PRO-
RATED BETWEEN IT AND THE RAILROAD RIGHT-
OF-WAY, THE SOUTH LINE OF THE LOT WAS
HELD PARALLEL TO THE FENCE LINE AND ALSO
THE SOUTH LINE OF THE BLOCK.

