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	Revised	

ATTACHMENT "B"
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**BEFORE THE PLANNING COMMISSION
FOR THE CITY OF CENTRAL POINT
JACKSON COUNTY, OREGON**

IN THE MATTER OF AN APPLICATION)
FOR A TENTATIVE PARTITION PLAN)
AND SITE PLAN AND ARCHITECTURAL)
REVIEW FOR A LIGHT INDUSTRIAL)
WAREHOUSE AND DISTRIBUTION)
FACILITY. THE SUBJECT PROPERTY IS)
LOCATED AT 3791 TABLE ROCK ROAD,)
WHICH IS ON THE WEST SIDE OF TABLE)
ROCK ROAD ACROSS FROM ITS)
INTERSECTION WITH AIRPORT ROAD.)
THE PROPERTY IS LOCATED IN THE)
CITY OF CENTRAL POINT AND IS MORE)
SPECIFICALLY IDENTIFIED AS TAX)
LOTS 800, 900, AND 902 IN TOWNSHIP 37)
SOUTH, RANGE 2 WEST (WM), SECTION)
12B.)

**PROPOSED FINDINGS OF FACT
AND CONCLUSIONS OF LAW**

Applicants' Exhibit 2
Revised
2

Applicant: BH DevCo, LLC)
Owner: Table Rock Business Park, LLC)

I

NATURE OF THE APPLICATION

Applicant, BH DevCo, LLC (hereinafter Applicant), seeks approval of a Tentative Partition Plan that will consolidate three existing lots into one and partition the consolidated lots into two parcels, and Site Plan and Architectural Review for a new industrial warehouse and distribution facility of approximately 87,750 square feet. The proposed Tentative Plan will also include dedication of land for right-of-way to extend Airport Road to Federal Way, and the construction of the roadway therein as a Standard Local Street. The subject property is approximately 17.87 acres and is identified as Tax Lots 800, 900, and 902 on Jackson County Assessor's Map 37-2W-12B.



Notes

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Findings of Fact and Conclusions of Law
Tentative Plan & Site Plan and Architectural Review
Applicant: BH DevCo, LLC

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Replaced by the Revised Traffic Memo
dated 11/21/2022

II

EVIDENCE SUBMITTED WITH THE APPLICATIONS

Applicant herewith submits the following evidence with its land use application:

- Exhibit 1.** Completed Tentative Partition Plan and Site Plan & Architectural Review application forms
- Exhibit 2.** Applicant’s Proposed Findings of Fact and Conclusions of Law (this document)
- Exhibit 3.** Applicant’s Demonstration of Compliance with Applicable Development Standards
- Exhibit 4.** Jackson County Assessor Plat Map 37-2W-12B
- Exhibit 5.** Vicinity Map on Aerial
- Exhibit 6.** Comprehensive Land Use Plan Map
- Exhibit 7.** Zoning Map
- Exhibit 8.** Hydrology Map
- Exhibit 9.** Proposed Tentative Partition Plan
- Exhibit 10.** ~~Proposed Site Plan and Landscape Plan~~
 - ~~C1.0 — Site Plan~~
 - ~~E1.00-2.51 — Landscape Plans~~
 - ~~E1.00-1.06 — Photometries Plans~~
- Exhibit 11.** Exterior Elevations
- Exhibit 12.** Parking Demand Analysis Memo
- Exhibit 13.** Title Report
- Exhibit 14.** Traffic Generation Analysis *Replaced by the Revised Traffic Memo dated 11/21/2022*

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Notes

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Findings of Fact and Conclusions of Law
Tentative Plan & Site Plan and Architectural Review
Applicant: BH DevCo, LLC

III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The following are the relevant substantive criteria prerequisite to approving Tentative Plan and Site Plan and Architectural Review applications:

CITY OF CENTRAL POINT SUBDIVISION ORDINANCE

Tentative Plan Criteria

16.36 Major and Minor Land Partitions

16.36.030 Requirements.

- A. All major and minor land partitions may, as a condition of approval, provide for improvements including curbs, gutters, asphalt streets, sidewalks, underground utilities and such other improvements as shall be deemed appropriate and necessary by the city council as a condition of approval, with all such improvements to meet the standards required for subdivisions under this title.
- B. In the case of major partitions, all streets or roads shall be improved to meet the standards required for subdivisions under this title, and shall be dedicated to the city in the same manner as subdivision roads and streets.
- C. Partition improvements shall be constructed prior to approval of the final partition plat unless, in the city's sole discretion, deferral is allowed. In all cases of deferral, the applicant shall either execute an agreement for improvements and comply with the bond requirements of Section 16.12.070 and 16.12.080 of this title, or shall execute a deferred improvement agreement, which shall be in a form and contain such terms as are specified by city and shall be recorded and be binding upon and run with the land and bind the applicant and all successors in interest.

~~CITY OF CENTRAL POINT ZONING ORDINANCE~~

~~Site Plan and Architectural Review Criteria~~

~~17.72 Site Plan and Architectural Review~~

~~17.72.020 Applicability.~~

- ~~B. Major Projects. The following are "major projects" for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:~~
 - ~~1. New construction, including private and public projects, that:~~
 - ~~a. Includes a new building or building addition of five thousand square feet or more;~~
 - ~~b. Includes the construction of a parking lot of ten or more parking spaces;~~

~~17.72.040 Site plan and architectural standards.~~

~~In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:~~

- ~~A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;~~
- ~~B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;~~
- ~~C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.~~



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Findings of Fact and Conclusions of Law
 Tentative Plan & Site Plan and Architectural Review
 Applicant: BH DevCo, LLC

IV

FINDINGS OF FACT

The following facts are established and found to be true with respect to this matter:

- 1. Property Description and Location:** The subject property contains approximately 17.87 acres (per survey) and consists of three tax lots within the corporate limits of the City of Central Point described in the Jackson County Assessment records as Township 37 South, Range 2 West, Section 12B, Tax Lots 800, 900, and 902. The subject property is vacant land located on the west side of Table Rock Road and northwest of its intersection with Airport Road. *See*, Applicant’s Exhibits 4 and 5.
- 2. Ownership:** The subject property is owned in fee simple by Table Rock Business Park, LLC.
- 3. Comprehensive Plan Map Designation:** The subject property is classified as Light Industrial (LI) on the City of Central Point Comprehensive Plan Land Use Map. *See*, Applicant’s Exhibit 6.
- 4. Zoning:** The subject property is zoned M-1 Industrial. *See*, Applicant’s Exhibit 7.
- 5. Lot Legality:** The parcel that is Tax Lot 800 was created March 19, 1946, by the Warranty Deed recorded at Vol. 284, Pg. 91. Tax Lots 900 and 902 were created in their current configuration on June 13, 1974, when Tax Lot 902 was divided from Tax Lot 900 by the Warranty Deed recorded at O.R. 74-07980. At the time of this conveyance in 1974 the subject property was zoned County F-5 which required a minimum parcel size of 5 acres. While Jackson County had not adopted procedural requirements for partitions at that time, the conveyance did not meet the zoning standards for the F-5 district and therefore the conveyance can be considered an illegal partition. That noted, and while records indicate that no permits have been issued for Tax Lot 902, it can also be argued that the 1974 split of Tax Lots 900 and 902 was authorized when the properties were annexed to the corporate limits of the City of Central Point and allowed to remain as two separate parcels.
- 6. Existing Development:** Over the past few years the subject property has been used for the staging of construction materials and gravel processing, but prior to this the site was vacant for 30+ years.
- 7. Existing Frontage and Access:** Federal Way currently terminates near the northwest corner of the site and is where the subject property has existing access. The subject property is also bounded on the east by Table Rock Road; however, there are no points of access along Table Rock Road which is classified in the City’s Transportation System Plan (TSP) as a Principal Arterial street. Additionally, the City of Central Point owns a parcel adjacent to the subject property and Table Rock Road, where the Applicant proposes to construct a new City street.
- 8. Project Summary:** The proposed project includes an application for a tentative partition plan to consolidate the existing parcels that comprise the site and partition the property into two new parcels, with resulting Parcel 1 being approximately 13.5 acres and developed



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Findings of Fact and Conclusions of Law
 Tentative Plan & Site Plan and Architectural Review
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with the proposed warehouse use, while the westernmost resulting 2.78 acre Parcel 2 will be used for stormwater outfall and otherwise remain vacant land at this time. The partition also includes the dedication of land for the Federal Way/Airport Road right-of-way extension, and the construction of said street to Standard Local Street specifications.¹

The project also includes an application for Site Plan and Architectural Review of a new ~87,750 square foot industrial warehouse and distribution facility. The proposed warehouse is a concrete tilt-up design that measures approximately 33 feet in height at the highest point of the parapet. The warehouse will have its main entrance facing east towards Table Rock Road, while the north elevation will have five steel roll-up doors that will provide for the loading of freight onto delivery vehicles. A future canopy will extend the full length of the north elevation to provide shelter from weather elements. The west elevation will contain 13 insulated sectional overhead doors with dock shelters to accommodate the delivery and unloading of goods into the warehouse. *See*, Applicant’s exterior elevations and site plan at Exhibits 10 and 11.

Parking for warehouse employees will be provided to the south and east of the building, while an area for company vehicle storage will contain 215 spaces on the northern half of the site. The company vehicles will travel in a clockwise direction from this vehicle storage area to the north side of the warehouse where they will be loaded before leaving the site via Federal Way. Landscaping will be provided around the perimeter of the site and within both the employee parking lots and the company vehicle storage area as shown on the landscape plans attached at Exhibit 10, and as further described in Applicant’s Exhibit 3: Demonstration of Compliance with Applicable Development Standards.

Development of the warehouse property will require the extension of Federal Way to the south and east to connect with Airport Road and Table Rock Road near the southeast corner of the subject property. The necessary land for this street will be dedicated to the City and the new Federal Way/Airport Road segments will be constructed to the City’s Standard Local Street specifications.

9. Land Uses on Abutting Properties and Surrounding Area:

North: Federal Way is an improved Standard Local Street that currently terminates near the northwest corner of the subject property and the lands to the east and west of Federal Way up to Hamrick Road are zoned M-1. Directly abutting the subject property between Federal Way and Table Rock Road there is a FedEx Ground distribution facility and a Costco warehouse store and gas station. On the west side of Federal Way are several small vacant parcels, an XPO Logistics facility, and Umpqua Dairy Products. To the west of these uses and northwest of the subject property is an M-2 zoning district primarily occupied by Knife River Materials.

East: The subject property is bounded on the east by Table Rock Road which is classified as a Principal Arterial street that is under the jurisdiction of Jackson County Roads. The property directly across Table Rock Road is located within the City of Medford corporate limits and is zoned Light Industrial and developed with a Columbia Distributing facility (beverage distributor).

¹ The same resulting parcel configuration and right-of-way dedication could also be achieved through a property line adjustment and dedication by deed for the right-of-way land.



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Findings of Fact and Conclusions of Law
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 Applicant: BH DevCo, LLC

West: The Bear Creek Greenway, a multi-use trail that stretches from Ashland through Central Point is located to the west/southwest of the subject property.

South: Lands south of the subject property are zoned M-1 and developed with single-family residences. At the southeast corner of the subject property and abutting Table Rock Road is a 0.55 acre parcel zoned M-1 and occupied by AA Electric auto parts store. The City of Central Point owns a 0.28 acre parcel on the south side of the AA Electric property that will be used for the extension of Airport Road across Table Rock Road where it will connect to the Federal Way extension that will be part of the subject development project.

- 10. Topography:** The subject property is relatively flat/level.
- 11. Water Facilities and Services:** According to information provided by the City in a pre-application conference, there is a 12-inch waterline located in Federal Way that can and will be extended to the proposed warehouse development.
- 12. Sanitary Sewer Facilities and Services:** According to comments received from Rogue Valley Sewer Services (RVSS) in a pre-application conference, there is an existing 8-inch sewer line north of the property in Federal Way from which service can be extended to the site.
- 13. Storm Drainage Facilities and Services:** Stormwater detention facilities will be constructed as two dry ponds as shown on the Applicant's site plan at Exhibit 10. Stormwater outfall from these ponds will be directed to the vacant parcel that will be located on the west of Federal Way. Said detention facilities will be designed to accommodate all stormwater runoff from the warehouse development.
- 14. Wetlands, Streams and Floodplain:** There are no wetlands identified on local or national wetland inventories. As shown on the Applicant's site plan at Exhibit 10 and the Hydrology Map at Exhibit 8, the FEMA floodway from Bear Creek extends slightly into the west and southwest portions of the subject property. No structures will be located within the floodway or floodplain.
- 15. Transportation and Access:**
 - A. Access and Circulation:** Access to the site will be from Federal Way and Airport Road, and there will be a total of five driveways along the property frontage as shown on the site plan at Applicant's Exhibit 10.
 - B. Transportation Impacts from Proposed Development:** Pursuant to pre-application conference comments and follow-up communications between the Applicant, the City, and Jackson County Roads, a trip generation analysis was required to evaluate and determine the intersection configuration for Table Rock Road/Airport Road. The analysis is attached at Applicant's Exhibit 14. The Applicant's traffic engineer calculated trip generation for the project. The Applicant's traffic engineer also analyzed level of service (LOS) and lane configurations at the intersection of Airport Road and Table Rock Road. The analysis shows acceptable levels of service at the studied intersection and recommends the proposed lane configuration of one receiving lane, and one left-through-right eastbound approach.



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Findings of Fact and Conclusions of Law
Tentative Plan & Site Plan and Architectural Review
Applicant: BH DevCo, LLC

16. Fire and Police Protection: The subject property is located within and served by Fire District No. 3. Police service is provided by the City of Central Point Police Department.

V

CONCLUSIONS OF LAW

The following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by the Applicant’s evidentiary exhibits at Section II – including Applicant’s review of applicable development standards (Exhibit 3) and the findings of fact as set forth in Section IV herein above.

TENTATIVE PLAN CRITERIA

**Chapter 16.36
MAJOR AND MINOR LAND PARTITIONS**

16.36.030 Requirements.

A. All major and minor land partitions may, as a condition of approval, provide for improvements including curbs, gutters, asphalt streets, sidewalks, underground utilities and such other improvements as shall be deemed appropriate and necessary by the city council as a condition of approval, with all such improvements to meet the standards required for subdivisions under this title.

Conclusions of Law: The Planning Commission herewith incorporates and adopts the Demonstration of Compliance with applicable Development Standards in Applicant’s Exhibit 3 and concludes thereupon that the proposed extension of Federal Way/Airport Road will create the needed improvements to serve the project.

It is of the essence for this project and Applicant proposes the following condition structure with respect to public improvement timing:

- Prior to building permit for vertical construction, Applicant shall provide and the City shall review and approve the Public Improvement Plans for the partition ~~(the City will coordinate review and approval by external agencies like Medford Water Commission and RVSS).~~
- Prior to building permit for vertical construction, Applicant may post a bond for the public improvements acceptable to the City based upon the approved Public Improvement Plans.
- Prior to occupancy of the building, the Applicant shall complete the Public Improvements in accordance with the approved Public Improvement Plans, have the improvements accepted by the applicable agencies, and dedicate the new-right-of-way per the tentative plat and record the final plat.

B. In the case of major partitions, all streets or roads shall be improved to meet the standards required for subdivisions under this title, and shall be dedicated to the city in the same manner as subdivision roads and streets.

Conclusions of Law: The Planning Commission concludes that the proposed major partition includes dedication of the necessary land for, and the construction of the extension of Federal



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Conditions of approval set forth in the Revised Staff Report dated 12/6/2022 apply to the proposed land development. The applicant is responsible for coordinating the plan review, permitting and compliance with other agencies, such as RVSS and MWC.

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Findings of Fact and Conclusions of Law
Tentative Plan & Site Plan and Architectural Review
Applicant: BH DevCo, LLC

Way/Airport Road to serve the project, and that these requirements will be met through the imposition of conditions of approval.

- C. Partition improvements shall be constructed prior to approval of the final partition plat unless, in the city's sole discretion, deferral is allowed. In all cases of deferral, the applicant shall either execute an agreement for improvements and comply with the bond requirements of Section 16.12.070 and 16.12.080 of this title, or shall execute a deferred improvement agreement, which shall be in a form and contain such terms as are specified by city and shall be recorded and be binding upon and run with the land and bind the applicant and all successors in interest.

Conclusions of Law: The Planning Commission concludes that all required improvements will either be constructed prior to approval of the final plat or bonded for in accordance with these provisions and subject to a development agreement with the City.

* * * * *

SITE PLAN & ARCHITECTURAL REVIEW CRITERIA

Chapter 17.72

SITE PLAN AND ARCHITECTURAL REVIEW

17.72.020 Applicability:

~~B. Major Projects. The following are "major projects" for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:~~

- ~~1. New construction, including private and public projects, that:

 - ~~a. Includes a new building or building addition of five thousand square feet or more;~~
 - ~~b. Includes the construction of a parking lot of ten or more parking spaces;~~~~

~~**Conclusions of Law:** The Planning Commission concludes the proposed building is new and at approximately 87,750 square feet it therefore requires site plan and architectural review.~~

17.72 Site Plan and Architectural Review

~~*****~~

~~**17.72.040 Site plan and architectural standards.**~~

~~In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:~~

~~A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;~~

~~**Conclusions of Law:** The Planning Commission herewith incorporates and adopts Applicant's Exhibit 3: Demonstration of Compliance with Applicable Development Standards, and based thereupon, concludes the application is in compliance with all applicable site plan, landscaping, and architectural design standards in Chapter 17.75.~~

~~B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;~~

~~**Conclusions of Law:** The City concludes that the proposed project will be located on a discrete parcel that is newly created with most public improvements necessary for the development already in place but that any additional new public improvements, such as~~



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Findings of Fact and Conclusions of Law
Tentative Plan & Site Plan and Architectural Review
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~~additional storm drainage facilities, can feasibly and will be constructed in accordance with the Central Point Department of Public Works Standard and Specifications and the Uniform Standard Details for Public Works Construction.~~

~~C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.~~

Conclusions of Law: ~~The City concludes that the design of the project provides for adequate fire access. The proposed warehouse building has vehicle parking and maneuvering areas on all four sides from which fire apparatus can conduct firefighting operations, and at 33 feet in height, aerial apparatus access is not required per comments received by the Applicant at a pre-application conference with City staff. Finally, all driveways and vehicular drive aisles exceed 20 feet in width and can provide for fire apparatus access.~~



Notes

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APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS

TITLE 16 SUBDIVISIONS

CHAPTER 16.04 GENERAL PROVISIONS

16.04.010 Scope of regulations.

The provisions of this title shall apply to all subdivisions, partitions and planned unit developments, and all streets or other ways created thereby, unless otherwise specifically provided.

CHAPTER 16.20 STREETS AND OTHER WAYS – DESIGN STANDARDS

16.20.010 Creation of Streets.

- A. Streets created by subdivisions and partitions shall be designed and constructed in conformance with the requirements of the city's comprehensive plan, this code, the city's public works standards, and all conditions established by the city.
- B. The construction of streets shall include subgrade, base, asphaltic concrete surfacing, curbs, gutters, sidewalks, storm drainage, street signs, street lighting, and underground utilities.
- C. All streets, including the entire right-of-way necessary for the installation of the items mentioned in the preceding paragraph, shall be dedicated to the city.

Compliance with Standards: The proposed project will result in the construction of the connecting segment of Federal Way/Airport Road. *See*, Applicant's proposed tentative plan and site plan at Exhibits 9 and 10. The necessary right-of-way will be dedicated to the City by final plat recording. The street and all appurtenant public facilities will be built to City local street specifications. Project complies.

16.20.020 Streets – Generally.

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions as they relate to drainage and the operation of the water, sewer systems, to public convenience and safety and their appropriate relation to the proposed use of the land to be served by such streets. Where location is not shown in a development plan, the arrangement of streets in a subdivision shall either:

- A. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or
- B. Conform to the plan for the neighborhood approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

Compliance with Standards: The proposed road extension will connect Federal Way and Airport Road at Table Rock Road and will ensure appropriate circulation and connectivity for the area. Project complies.

16.20.130 Sidewalks.

Sidewalks shall be constructed in accordance with such standards as are adopted by the city. Sidewalk construction shall be completed on each individual lot prior to the city building inspector granting a certificate of occupancy for any construction upon said individual lot. No application for a building permit shall be granted without a requirement in the building permit for construction of sidewalks to city's standards.

Compliance with Standards: As shown on Applicant's proposed site plan at Exhibit 10, sidewalks are proposed to be constructed along both sides of the Federal Way/Airport Road extension and will be consistent with the City standards. Project complies.



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APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Tentative Plan & Site Plan and Architectural Review

Applicant: BH DevCo, LLC

CHAPTER 16.24 BLOCKS AND LOTS – DESIGN STANDARDS

16.24.010 Blocks – Length, width and shape.

The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type and use contemplated, needs for convenient access, circulation, control and safety of street traffic and limitations and opportunities of topography.

Compliance with Standards: As demonstrated on Applicant’s site plan at Exhibit 10, the proposed parcels are of an adequate size and will provide convenient access and circulation for an industrial warehouse use and the associated stormwater facilities. Project complies.

16.24.020 Blocks – Sizes.

Blocks shall not exceed twelve hundred feet in length except blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is three hundred feet.

Compliance with Standards: The starting points of the Federal Way/Airport Road extension are set by the existing streets that are being connected. The resulting block length between Federal Way and Table Rock Road (a Principal Arterial street) will be approximately 1,000 feet. No new intersections are proposed or required along Table Rock Road. Project complies.

16.24.030 Blocks – Easements.

A. Utility Lines. Easements for electric lines or other non-city-owned public utilities may be required, and shall be a minimum of ten feet in width located on the exterior portion of a single property. Easements for city utilities (i.e., water, storm drain and sanitary sewer mains) shall be a minimum of fifteen feet in width located on the exterior portion of a single property. Tie-back easements six feet wide by twenty feet long shall be provided for utility poles along lot lines at change of direction points of easements.

1. Structures Located within a City Utility Easement.

- a. Except for public utilities and for signs when developed in accordance with Chapter 15.24 (Sign Code), no person shall locate, construct, or continue to locate a structure (as defined in Chapter 16.08) within a city utility easement (as defined in Chapter 16.08), except as provided in subsections (A)(1)(b) and (A)(2) of this section.
- b. Notwithstanding the foregoing, the city may approve fencing, concrete block walls/fencing, retaining walls, and similar fencing/wall structures that are otherwise in compliance with the building code, and with the clearance provisions noted herein, over an easement subject to the following requirements:
 - i. Said fencing or wall structures that interfere with the installation, maintenance, access, or operation of a public utility or city utility may be removed by the utility provider or the city at the sole cost of owner.
 - ii. Any replacement or relocation of the fencing or wall structures shall be at the sole cost of the property owner or occupant.
 - iii. Owners and occupants of property shall not be entitled to compensation for damages related to removal of the fencing or wall structures.

Compliance with Standards: The necessary 10-foot public utility easements can and will be provided along the north turning to east right-of-way line of the Federal Way extension and along the west right-of-way adjacent to Parcel 2. PUEs along the south right-of-way boundary will be provided by future development of parcels to the south. No structures are proposed within any existing City utility easement areas. Project complies.

2. Grass, Asphalt, and Concrete Installed within a City Utility Easement.

- a. Subject to the limitations of the building code, lawful owners and occupants of property may install grass, asphalt and concrete within a city utility easement.



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APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Tentative Plan & Site Plan and Architectural Review

Applicant: BH DevCo, LLC

- b. In the course of installing, accessing, maintaining, or operating its facilities in a city utility easement, a public utility or the city, as the case may be, may move or remove any asphalt, concrete, or vegetation located within said easement. After the same are moved or removed and after completion of the necessary work, the grass, asphalt or concrete shall be repaired and replaced in a reasonable manner at the sole cost of the public utility or city.
- c. Owners and occupants of property shall not be entitled to compensation related to damages to grass, asphalt, or concrete so long as the repairs and replacement are done in a reasonable manner and in a reasonable time frame.

Compliance with Standards: The proposed project is likely to result in some grass, concrete and/or asphalt being installed within City utility easements, and Applicant acknowledges the City's ability to install, access, maintain, and operate its utilities in accordance with the provisions and limitations of this subsection.

- B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there may be required a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose. Streets, parkways or access roads parallel to major watercourses may be required.

Compliance with Standards: The subject property is proposed to be consolidated and partitioned into two parcels. There are no watercourses that traverse either of the proposed parcels.

- C. Pedestrian Ways. In any block over seven hundred fifty feet in length a pedestrian way may be required. The minimum width of the pedestrian right-of-way must be at least six feet in width which shall be hard surfaced through the block and curb to curb in order to provide easy access to schools, parks, shopping centers, mass transportation stops or other community services. If conditions require blocks longer than twelve hundred feet, two pedestrian ways may be required for combination pedestrian way and utility easement. When essential for public convenience, such ways may be required to connect to cul-de-sacs. Long blocks parallel to arterial streets may be approved without pedestrian ways if desirable in the interests of traffic safety.

Compliance with Standards: The subject property is located within an industrial zone in which a pedestrian way through the subject property to the existing development to the north (Costco and FedEx) and south (zoned M-1, currently developed with residential) is unnecessary and impractical given the types of uses in the area. Sidewalks exist along Table Rock Road, Hamrick Way, and Federal Way, and will be constructed along the subject property's frontage as part of the Federal Way/Airport Road extension. These sidewalks will provide adequate means of pedestrian travel.

16.24.040 Lots – Uses.

- A. The city may, in its discretion, deny approval for the creation of any lot by any manner if the effect of such creation of lot would be to facilitate perpetuation of a nonconforming use.
- B. No lot shall be created unless it is in compliance with all applicable provisions of this code.

Compliance with Standards: The subject property is proposed to be partitioned into two parcels, one of which will be developed as industrial warehouse and distribution center, a use which is permitted within the underlying M-1 zoning district. The two proposed parcels are in compliance with all applicable provisions of this code as outlined hereinunder, with said findings adopted as demonstrating compliance with this standard.

16.24.050 Lots – Size and determination.

Lot sizes shall conform with the zoning ordinance and shall be appropriate for the location of the subdivision and for the type of development and use contemplated. In the case of irregular lots, the width shall be measured along the front building line. In no case shall the average depth be more than two and one-half times the width. Corner lots for residential use shall have sufficient width to permit appropriate building setback from and orientation to both streets.



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APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Tentative Plan & Site Plan and Architectural Review

Applicant: BH DevCo, LLC

- A. In areas that cannot be connected to sewer lines, minimum lot sizes shall be sufficient to permit sewage disposal by an engineered system in accordance with Department of Environmental Quality, Jackson County environmental quality section, and public works standards. Such lot sizes shall conform to the requirements of the Jackson County environmental quality section.
- B. Where property is zoned and planned for business or industrial use, other widths and areas may be required, at the discretion of the city. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

Compliance with Standards: The subject property is located within the M-1 zoning district in which there are no site area requirements except as necessary to provide for required parking, loading, and yard spaces. As demonstrated on the Applicant's proposed tentative plan and site plan at Exhibits 9 and 10, the parcels are appropriate for the proposed industrial warehouse use and development, and their depths are less than two and one-half times the widths. Project complies.

16.24.060 Through lots.

Through lots shall be avoided except where essential to reduce access to primary or secondary arterial streets or streets of equivalent traffic volume, reduce access to adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten feet may be required along the line of lots abutting such adjacent street. There shall be no right of access across such planting screen easements.

Compliance with Standards: No through lots are proposed. Access to both parcels will be from Federal Way/Airport Road. In the alternative, if the proposed Parcel 1 were to be considered a through lot, no vehicular access to Table Rock Road from the subject property is being proposed.

16.24.070 Lot side lines.

The side lines of lots shall run at right angles to the street upon which the lots face, as far as practicable, or on curbed streets they shall be radial to the curve.

Compliance with Standards: As demonstrated on the Applicant's tentative plan at Exhibit 9, the proposed lot side lines for each of the proposed parcels run at right angles to the streets that each lot faces, those being Federal Way and Airport Road. Project complies.

TITLE 17 ZONING

CHAPTER 17.05 APPLICATIONS AND DEVELOPMENT PERMIT REVIEW PROCEDURES

17.05.900 Traffic Impact Analysis.

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

This chapter establishes the standards for when a development proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the study.

- A. When a Traffic Impact Analysis Is Required. The city shall require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access in the following situations:



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A revised Traffic Study was submitted on 11/22/2022 and replaces Exhibit 14.

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- 2. If the application does not include residential development, a TIA shall be required when a land use application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment designation;
 - b. Any proposed development or land use action that a road authority, including the city, Jackson County or ODOT, states may have operational or safety concerns along its facility(ies);
 - c. An increase in site traffic volume generation by two hundred fifty average daily trips (ADT) or more;
 - d. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more;
 - e. An increase in use of adjacent streets by vehicles exceeding twenty thousand pounds gross vehicle weight by ten vehicles or more per day;
 - f. The location of the access driveway does not meet minimum sight distance requirements, as determined by the city engineer, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard in the discretion of the community development director; or
 - g. A change in internal traffic patterns that, in the discretion of the community development director, may cause safety problems, such as backup onto a street or greater potential for traffic accidents.
- B. Traffic Impact Analysis Preparation. A traffic impact analysis shall be prepared by a traffic engineer or civil engineer licensed to practice in the state of Oregon with special training and experience in traffic engineering. The TIA shall be prepared in accordance with the public works department's document entitled "Traffic Impact Analysis." If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.

Compliance with Standards: Applicant's traffic engineer has provided a traffic impact analysis consistent with City requirements and guidance from Jackson County Roads and City of Central Point Public Works. See, Applicant's Exhibit 14.

CHAPTER 17.48 M-1, INDUSTRIAL DISTRICT

17.48.020 Permitted uses.

The following uses and their accessory uses are permitted in an M-1 district, subject to the limitations imposed in Section 17.48.030:

- A. Warehousing;
- B. Storage and wholesaling of prepared or packaged merchandise;

17.48.030 Standards for permitted uses.

All uses within the M-1 district shall be subject to the following conditions and standards:

- A. All raw materials, finished products, machinery and equipment, with the exception of automobiles and trucks normally used in the business, shall be stored within an entirely enclosed building or sight-obscuring, nonpierced fence not less than six feet in height;
- B. The facility shall be in compliance with all applicable state and federal environmental, health and safety regulations;
- C. In any M-1 district directly across a street from any residential (R) district, all outdoor parking, loading or display areas shall be set back at least ten feet from the public right-of-way and this setback area shall be planted with trees appropriate for the neighborhood, ground cover or other landscaping materials that are consistent with the general existing character of the area, or that will establish a landscape theme for other developments to follow. This setback and landscaping requirement shall also apply to M-1 lots fronting on any street designated in the comprehensive plan as a major arterial.

Compliance with Standards: The proposed use for the subject property is a warehouse and distribution facility, which is a permitted use in the M-1 zoning district. All materials and products,



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~~with the exception of automobiles and trucks associated with the use, will be stored indoors. The facility will be operated in accordance with all applicable state and federal environmental, health and safety regulations, and there are no residential districts located adjacent to the subject property. Project can and will comply.~~

17.48.050 Height regulations.

~~Maximum height of any building or structure in an M-1 district shall be sixty feet.~~

Compliance with Standards: ~~The proposed warehouse building will be approximately 33 feet in height at the highest point of the building parapet. Project complies.~~

17.48.060 Site area requirements.

There are no minimum site area requirements in the M-1 district, except as necessary to provide for required parking, loading and yard spaces.

Compliance with Standards: As demonstrated on the Applicant's site plan at Exhibit 10, the subject property has adequate space to provide for the required parking, loading and yard spaces. Project complies.

17.48.070 Yard requirements.

The following measurements indicate minimum yard requirements in an M-1 district:

A. ~~Front Yard.~~ The front yard shall be a minimum of twenty feet. (Also see Section 17.48.030(C)).

B. ~~Side Yard.~~ The side yard shall be a minimum of ten feet except when the side lot line is abutting a lot in any residential (R) district and then the side yard shall be a minimum of twenty feet and shall be increased by one-half foot for each foot by which the building height exceeds twenty feet.

C. ~~Rear Yard.~~ The rear yard shall be a minimum of ten feet except when the rear lot line is abutting a lot in any residential (R) district and then the rear yard shall be a minimum of twenty feet and shall be increased by one-half foot for each foot by which the building height exceeds twenty feet.

D. ~~Lot Coverage.~~ No requirements.

Compliance with Standards: ~~As shown on the Applicant's site plan at Exhibit 10, the "front" of the proposed warehouse building will be setback approximately 290 feet from the Table Rock Road right-of-way line, and approximately the same distance from the west property boundary, and therefore exceeds both the minimum front and rear yard requirements. From the interior side yard property line (north), the building will be setback approximately 350 feet, and from the street side yard property line (south) the building will be setback approximately 90 feet and thus the project complies with all minimum yard requirements for the M-1 district.~~

17.48.080 Signs.

Signs within the M-1 district shall be limited to the following:

A. 1. ~~Permitted signs shall contain not more than one hundred square feet of surface area on any one side, or an aggregate of two hundred square feet of surface on all sides which can be utilized for display purposes;~~

2. ~~Lighted signs shall be indirectly illuminated and nonflashing;~~

3. ~~Identification signs shall be permitted within any required setback areas provided it does not extend into or overhang any parking area, sidewalk or other public right-of-way;~~

4. ~~Signs located within vision clearance areas at intersections of streets shall conform to Section 17.60.110.~~



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~~B. Signs advertising the property "for rent" or "for sale" shall not exceed four square feet of area on any one side and one such sign shall be permitted for each street frontage.~~

~~C. Signs in the M-1 district shall be permitted and designed according to provisions of Chapter 15.24.~~

~~**Compliance with Standards:** No signage is proposed as part of the subject applications. Applicant acknowledges these sign standards and any necessary permits for signage will be obtained from the City when new signs are proposed.~~

~~**17.48.090 Off-street parking.**~~

~~All uses in an M-1 district shall provide off-street parking and loading facilities as required by Chapter 17.64, except when located within a special district organized to provide common public parking areas.~~

~~**Compliance with Standards:** The proposed use meets the required off-street parking and loading facility requirements as outlined herein below.~~

~~**CHAPTER 17.64 OFF-STREET PARKING AND LOADING**~~

~~**17.64.030 Off-street loading.**~~

~~A. In all districts for each use for which a building is to be erected or structurally altered to the extent of increasing the floor area to equal the minimum floor area required to provide loading space and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, there shall be provided off-street loading space in accordance with the standards set forth in Table 17.64.01, Off-Street Loading Requirements.~~

TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS

Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
INDUSTRIAL, WAREHOUSING AND WHOLESALING	
Sq. Ft. of Floor Area	No. of Loading Berths Required
Less than 12,500	1
12,501--25,000	2
25,001--37,500	3
37,501--50,000	4
Over 50,000	5 plus 1 for each additional 50,000 sq. ft.

~~B. A loading berth shall not be less than ten feet wide, thirty-five feet long and have a height clearance of twelve feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.~~

~~C. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately meet the needs of the use.~~

~~D. Off-street parking areas used to fulfill the requirements of this title shall not be counted as required loading spaces and shall not be used for loading and unloading operations, except during periods of the day when not required to meet parking needs.~~

~~E. In no case shall any portion of a street or alley be counted as a part of the required parking or loading space, and such spaces shall be designed and located as to avoid undue interference with the public use of streets or alleys.~~

~~**Compliance with Standards:** The proposed industrial warehouse use will be located within a new building of approximately 87,750 square feet that requires a minimum of 6 loading berths per Table 17.64.01. As depicted on the Applicant's site plan at Exhibit 10, there are 26 loading berths located at the west end of the warehouse, which exceeds the minimum requirement. Project complies.~~



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17.64.040 Off-street parking requirements.

All uses shall comply with the number of off-street parking requirements identified in Table 17.64.02A, Residential Off-Street Parking Requirements, and Table 17.64.02B, Non-Residential Off-Street Parking Requirements. For residential uses, the off-street parking requirements are stated in terms of the minimum off-street parking required. For non-residential uses, the off-street parking requirements are presented in terms of both minimum and maximum off-street parking required. The number of off-street parking spaces in Table 17.64.02B, Non-Residential Off-Street Parking, may be reduced in accordance with subsection B of this section, Adjustments to Non-Residential Off-Street Vehicle Parking.

The requirement for any use not specifically listed shall be determined by the community development director on the basis of requirements for similar uses, and on the basis of evidence of actual demand created by similar uses in the city and elsewhere, and such other traffic engineering or planning data as may be available and appropriate to the establishment of a minimum requirement.

TABLE 17.64.02B

NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS

INDUSTRIAL and MANUFACTURING	
Warehousing and Storage	2 spaces per each 3 employees on the 2 largest adjacent shifts*, or 1 space per each 1,000 square feet of gross floor area, whichever is greater. (*1 space per employee if the business has only one shift).

~~B. Adjustments to Non-Residential Off-Street Vehicle Parking. The off-street parking requirements in Table 17.64.02B, Non-Residential Off-Street Parking Requirements, may be reduced, or increased in any commercial (C) or industrial (M) district as follows:~~

- ~~1. Reductions. The maximum off-street parking requirements may be reduced by no more than twenty percent.~~
- ~~2. Increases. The off-street parking requirements may be increased based on a parking demand analysis prepared by the applicant as part of the site plan and architectural review process. The parking demand analysis shall demonstrate and documents justification for the proposed increase.~~

~~**Compliance with Standards:** The proposed warehouse use will occupy a new building of approximately 87,750 square feet, which would require 88 parking spaces under the gross floor area alternative in Table 17.64.02B for the warehouse use. The proposed use also includes distribution, and therefore, requires additional parking for the distribution aspect of the use which is not accounted for in the City's off-street parking ratio tables.~~

~~The proposed site plan provides 170 parking spaces for employee use to the south and east of the of the warehouse, and as outlined in the parking demand memo at Applicant's Exhibit 12, the 170 proposed spaces is a reasonable number given the fact that the warehouse use also includes the distribution of products once they are received at the warehouse and to allow for seasonal fluctuations in needed employees.~~

~~C. Accessible Parking Requirements. Where parking is provided accessory to a building, accessible parking shall be provided, constructed, striped, signed and maintained as required by ORS 447.233, and Section 1106 of the latest Oregon Structural Specialty Code as set forth in this section.~~

- ~~1. The minimum number of accessible parking spaces shall be provided for all uses in accordance with the standards in Oregon Structural Specialty Code, Minimum Number of Accessible Parking Spaces. Accessible parking spaces shall be counted toward meeting off-street parking requirements in Tables 17.64.02A and 17.64.02B, Residential and Non-~~



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~~Residential Off-Street Parking Requirements. The accessible parking requirements are minimum requirements and are not subject to reductions per subsection (B)(1) of this section.~~

~~**Compliance with Standards:** As shown on the Applicant's site plan at Exhibit 10, there are six accessible parking spaces provided at the east end of the new warehouse building, which meets the minimum number of spaces required under ORS 447.233 for parking lots with 151 to 200 parking spaces. All accessible parking spaces can and will be constructed, striped, signed and maintained as required herein. Project complies.~~

~~*****~~

~~I. Bicycle Parking. Bicycle parking shall be provided in accordance with Table 17.64.04, Bicycle Parking Requirements.~~

TABLE 17.64.04 BICYCLE PARKING REQUIREMENTS*

Land Use	Minimum Required
Industrial	
Warehouse	2 spaces, or 0.1 space per 1,000 sq. ft., whichever is greater

~~**Compliance with Standards:** The proposed warehouse building is approximately 87,750 square feet and thus requires 9 bicycle parking spaces under Table 17.64.04. As shown on the Applicant's site plan at Exhibit 10, the required bicycle parking is proposed to be provided near the main entrance on the east elevation. Project complies.~~

CHAPTER 17.72 SITE PLAN AND ARCHITECTURAL REVIEW

17.72.040 Site plan and architectural standards.

~~In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:~~

- ~~A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;~~
- ~~B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;~~
- ~~C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.~~

~~**Compliance with Standards:** As outlined below, the proposed warehouse development project meets the applicable design and development standards in Chapter 17.75, and both can and will meet the Standard Specifications and Uniform Standard Details for Public Works Construction, as well as being accessible for firefighting apparatus and operations. Project complies.~~

CHAPTER 17.75 DESIGN AND DEVELOPMENT STANDARDS

17.75.031 General connectivity, circulation and access standards.

~~The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.~~



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A. **Streets and Utilities.** The public street and utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction shall apply to all development within the city.

B. **Block Standards.** The following block standards apply to all development:

1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.
2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages. A block's perimeter is the sum of all sides.
3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.
4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:
 - a. Topographic constraints;
 - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - c. Major public facilities abutting the property such as railroads and freeways;
 - d. Traffic safety concerns;
 - e. Functional and operational needs to create large commercial building(s); or
 - f. Protection of significant natural resources.

Compliance with Standards: The subject property is located at the south end of a partially developed block that contains a Costco Warehouse and gas station, and a FedEx Ground distribution facility. The proposed warehouse development will complete the development of this block by connecting Federal Way to Airport Road at its intersection with Table Rock Road. The width (east-west) of the existing and the future completed block is approximately 1,000 feet, and the existing length (north-south) of approximately 1,200 feet will be extended by approximately 675 feet with the construction of the proposed project and Federal Way/Airport Road street connection. This will result in block lengths and a perimeter that exceeds the maximums in Section 17.75.031. There are no existing through streets or accessways between the Costco Warehouse and FedEx properties, and there are none included in the proposed warehouse development for the following reasons:

- With respect to 17.75.031(B)(4)(b), the existing development patterns on the abutting properties (i.e., the FedEx warehouse building and the Costco gas station facilities) preclude the creation of any additional through north-south streets and/or accessways that would shorten the block lengths this direction. The proposed use will be located within this block (two warehouse/distribution facilities and a large warehouse retailer with gas station) are such that direct street connections between and through the properties are not necessary as the uses do not create a synergy that would generate a need for general vehicular travel between the sites.
- With respect to 17.75.031(B)(4)(c and d), the proposed warehouse development will construct the extension of Federal Way to connect with Airport Road at Table Rock Road, which will provide the logical and safest means of vehicular circulation for the area. Moreover, Table



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Rock Road is a principal arterial that is one of the largest and most heavily travelled north-south routes in Jackson County; accordingly Jackson County does not want additional access and connections to Table Rock Road where they are not necessary. Additionally, the proposed project will result in a complete sidewalk system around the entire perimeter of the subject block, which will provide for safe pedestrian travel between the sites.

- With respect to 17.75.031(B)(4)(e), the proposed warehouse and distribution facility is occupying the entire site from north to south. This large 87ksf commercial building's functional and operational needs preclude construction of an additional street east-west that would shorten the block lengths.

Given these observations, modifications to the standards for block perimeters and lengths can thus be found to be appropriate.

~~C. Driveway and Property Access Standards. Vehicular access to properties shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 320.10.30, Driveway and Property Access.~~

~~**Compliance with Standards:** As shown on the Applicant's site plan at Exhibit 10, vehicular access to the proposed warehouse development will be directly from the new segment of Federal Way/Airport Road that will be constructed as part of the project. All driveways/access points can and will be constructed to the specified City standards. Project complies.~~

~~D. Pedestrian Circulation. Attractive access routes for pedestrian travel shall be provided through the public sidewalk system, and where necessary supplemented through the use of pedestrian accessways as required to accomplish the following:~~

- ~~1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances;~~
- ~~2. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;~~
- ~~3. Integrating signage and lighting system which offers interest and safety for pedestrians;~~
- ~~4. Connecting parking areas and destinations with retail streets or pedestrian accessways identified through use of distinctive paving materials, pavement striping, grade separation, or landscaping.~~

~~**Compliance with Standards:** The proposed warehouse development will include construction of the final segments of Federal Way and Airport Road. When built, pedestrian travel will be available via sidewalks around the entirety of the completed block that will be formed by the subject project and the Costeo Warehouse and FedEx properties to the north. There are no existing pedestrian connections between the Costeo and FedEx properties and none are proposed as part of the subject warehouse development as it can be found that the uses are not anticipated to have interrelated pedestrian activity areas.~~

~~E. Accessways, Pedestrian. Pedestrian accessways may be used to meet the block requirements of subsection B of this section. When used pedestrian accessways shall be developed as illustrated in Figure 17.75.01. All landscaped areas next to pedestrian accessways shall be maintained, or plant materials chosen, to maintain a clear sight zone between three and eight feet from the ground level.~~



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~~**Compliance with Standards:** As noted above under the discussion related to block lengths and perimeters, pedestrian accessways between the subject and abutting properties are impractical and unnecessary given the nature of the uses and the sizes of the properties within the subject block.~~

~~*****~~

~~**17.75.039 Off-street parking design and development standards.**~~

~~All off-street vehicular parking spaces shall be improved to the following standards:~~

~~A. Connectivity. Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites unless as a result of any of the following such connections are not possible:~~

- ~~1. Topographic constraints;~~
- ~~2. Existing development patterns on abutting property which preclude a logical connection;~~
- ~~3. Traffic safety concerns; or~~
- ~~4. Protection of significant natural resources.~~

~~**Compliance with Standards:** The lands to the north of the subject property are developed with a Costco Warehouse and gas station, and FedEx distribution facility. These properties do not have connected parking lots and the proposed new warehouse development also does not include parking lot connectivity with these adjacent sites. The FedEx parcel has perimeter fencing that prohibits pedestrian cross-access. The proposed warehouse use features a significant number of delivery vehicles that will be parked on the northern half of the subject property and the circulation pattern and volume of these vehicles makes connected parking lots a safety concern for both vehicles and pedestrians. In addition, and as noted previously above, there are no obvious practical reasons for traveling between the adjacent properties given the uses on each. Should someone want to travel between any of the three sites, there will be convenient and safe routes for both vehicular and pedestrian travel via Federal Way.~~

~~B. Parking Stall Minimum Dimensions. Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02; provided, that compact parking spaces permitted in accordance with Section 17.64.040(G) shall have the following minimum dimensions:~~

- ~~1. Width--Shall be as provided in column B in Table 17.75.02;~~
- ~~2. Length--Shall reduce column C in Table 17.75.02 by no more than three feet.~~

~~**Compliance with Standards:** The proposed parking spaces are 9 feet in width by 19 feet in length (18 feet where curbing serves as the wheel stop). Project complies. See, Applicant's site plan at Exhibit 10.~~

~~C. Access. There shall be adequate provision for ingress and egress to all parking spaces.~~

~~**Compliance with Standards:** The employee parking areas have two-way, 24 foot wide drive aisles where there are back-to-back parking rows, and there are two points of ingress/egress to Federal Way/Airport Road. Project complies.~~

~~D. Driveways. Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications.~~



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~~**Compliance with Standards:** As shown on the Applicant's proposed site plan at Exhibit 10, there are five proposed driveways along the subject property's street frontage. The two driveways serving the delivery vehicle parking/storage area are 27 feet wide while the two driveways serving the employee parking lots are 21 feet in width. The fifth driveway located at the southwest corner of the warehouse site is 47 feet in width to accommodate larger freight delivery vehicles that will be unloaded at the west end of the warehouse. The proposed driveway widths are in conformance with the Public Works Department's uniform standards for driveways and alley approaches for commercial development (Drawing A-6A).~~

~~E. Improvement of Parking Spaces:~~

- ~~1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.~~
- ~~2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.~~
- ~~3. Parking spaces shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary, except for one- and two-family dwellings with frontage on a local street per the city of Central Point street classification map.~~
- ~~4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to direct the light away from adjacent streets or properties.~~
- ~~5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.~~
- ~~6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.~~
- ~~7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.~~
- ~~8. Except as provided in subsection (E)(3) of this section, all uses, including one- and two-family dwellings on arterial and collector streets, shall provide adequate vehicle turnaround and maneuvering area through the use of aisle extensions and/or turnaround spaces as illustrated in Figure 17.75.04 and 17.75.05. Functionally equivalent turnaround and maneuvering designs may be permitted by the approving authority through the site plan and architectural review process.~~

~~**Compliance with Standards:** As evidenced on the site plan at Applicant's Exhibit 10, wheel stops are not proposed to be used within the parking spaces, and all other parking space improvement standards can and will be met.~~

~~F. Limitation on Use of Parking Areas. Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.~~



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~~**Compliance with Standards:** The proposed use is for an industrial warehouse and distribution facility which is permitted in the M-1 district, and these limitations on the use of parking areas are acknowledged and will be complied with.~~

~~G. **Parking/Loading Facility Landscaping and Screening.** Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:~~

TABLE 17.75.03
PARKING/LOADING FACILITY PERIMETER AND STREET FRONTAGE LANDSCAPING STANDARDS

Street Frontage	Min. Planting Area Width	Plants Required per 100 Lineal Ft. of Street Frontage	
		Trees	Shrubs
Arterial/Collector	15 ft.	4	20
Local	10 ft.	3	15
Perimeter (Abutting) Land Use		Plants Required per 100 Lineal Ft. of Abutting Property	
Residential	20 ft.	4	20
Commercial	10 ft.	3	15
Industrial	5 ft.	2	10

~~1. **Perimeter and Street Frontage Landscaping Requirements.** The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.~~

~~**Compliance with Standards:** The subject property will have approximately 1,200 feet of frontage on Federal Way/Airport Road (Standard Local Street), and approximately 540 feet of frontage on Table Rock Road (Principal Arterial). Pursuant to Table 17.75.03, this equates to street frontage landscaping requirements of 36 trees and 180 shrubs along the Federal Way/Airport Road frontage, and 22 trees and 108 shrubs along the Table Rock Road frontage. As shown on the landscape plans at Applicant's Exhibits 10, a 10 to 15 foot wide planter area will be installed behind the sidewalk on the Federal Way/Airport Road street frontage, and a 15 foot wide planter will be installed behind the sidewalk along the Table Rock Road frontage. The subject property also has approximately 970 feet of shared property line with the two light industrial properties to the north (FedEx Ground and Costco), and a 10 foot wide planter is proposed along this shared property boundary. Pursuant to Table 17.75.03, this shared boundary planter will require a minimum of nineteen trees and 97 shrubs. The preliminary landscape plans demonstrate that the shared property boundary and both street frontage landscape planter areas can accommodate and will have the required numbers of trees and shrubs. Final landscape plan can be conditioned to comply with all applicable requirements.~~

~~2. **Terminal and Interior Islands.** For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.~~

~~The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:~~

~~a. **Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;**~~



Notes

Empty box for notes.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Tentative Plan & Site Plan and Architectural Review

Applicant: BH DevCo, LLC

~~b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;~~

~~c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.~~

Compliance with Standards: The proposed employee parking lots contain a total of 170 spaces which require a minimum of 43 trees within the employee parking lot landscape areas. The Applicant's preliminary landscape plans at Exhibit 10 demonstrate that the minimum number of required trees within the parking lot landscape areas can and will be met. There are no parking rows containing 10 or more vehicle spaces side-by-side, and with terminal landscape planters having 8 feet or more of space for landscaping, the proposed plan exceeds the minimum standard. In addition, there are numerous additional landscape planters throughout the parking lot that will further break up the scale of the parking lots. The proposed site plan also includes a large vehicle storage lot on the north half of the warehouse site, which is also proposed to be landscaped although it is not required within vehicle storage areas. This area has wide planters spread throughout that will contain numerous trees and shrubs. Project complies.

~~3. Bioswales. The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review.~~

Compliance with Standards: All stormwater from the proposed warehouse development will be detained in two dry ponds on both sides of the driveway near the southwest corner of the site. Bioswales are not proposed within the parking lots. If final engineering determines additional storm drainage detention is required, there is additional room for storm drainage detention on the proposed Parcel 2.

~~H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.040 and constructed in accordance with the following standards:~~

~~1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on-site in well lighted, secure locations. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.~~

~~2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:~~

~~a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.~~

~~b. Parking Space Dimension Standard. Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.~~

~~c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.~~

~~d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.~~

~~e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.~~



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APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Tentative Plan & Site Plan and Architectural Review

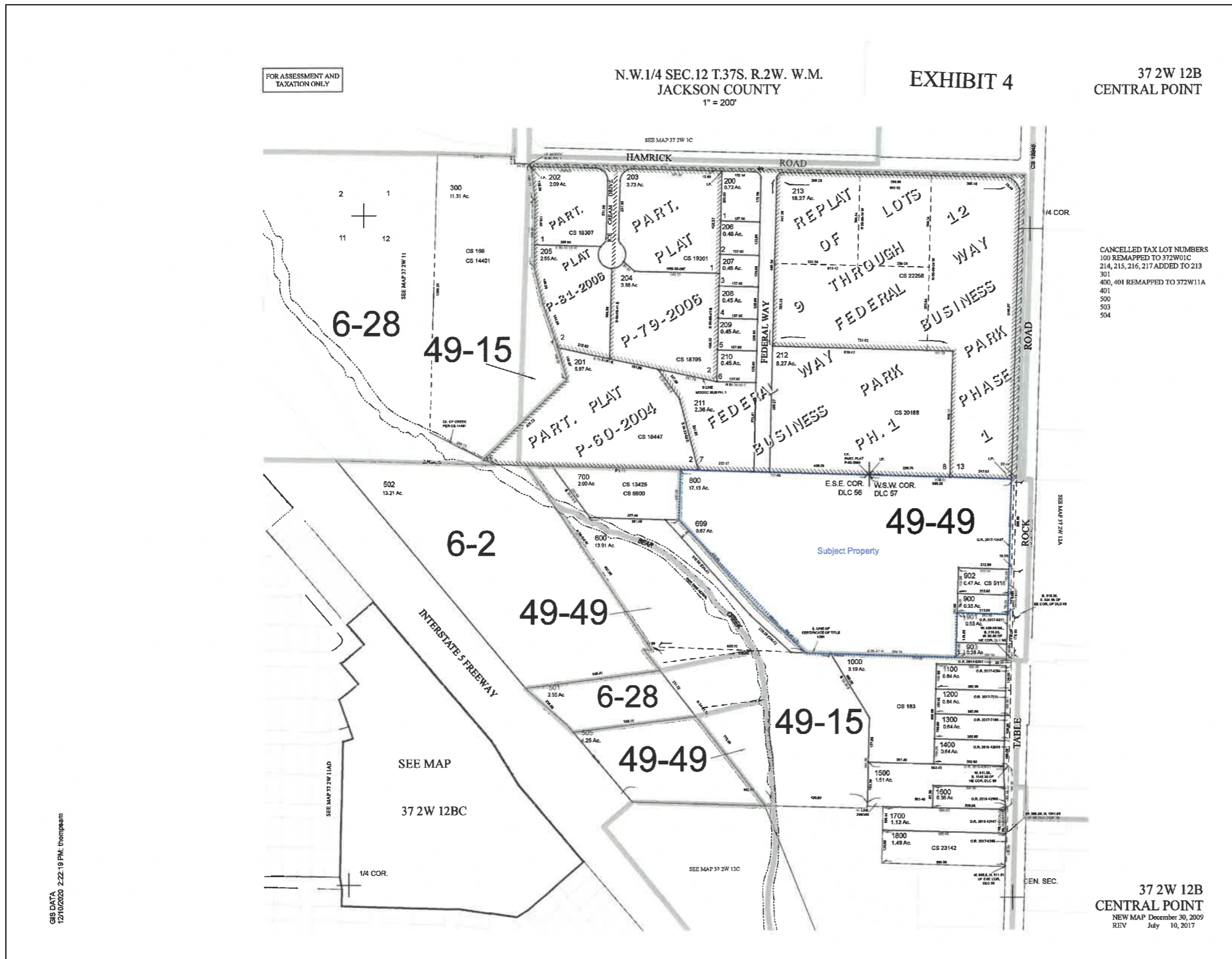
Applicant: BH DevCo, LLC

~~**Compliance with Standards:** The proposed warehouse use requires 9 bicycle parking spaces as previously outlined under the standards for Section 17.64.040. These spaces will be provided near the northwest corner of the warehouse building as shown on the site plan at Exhibit 10.~~



Notes

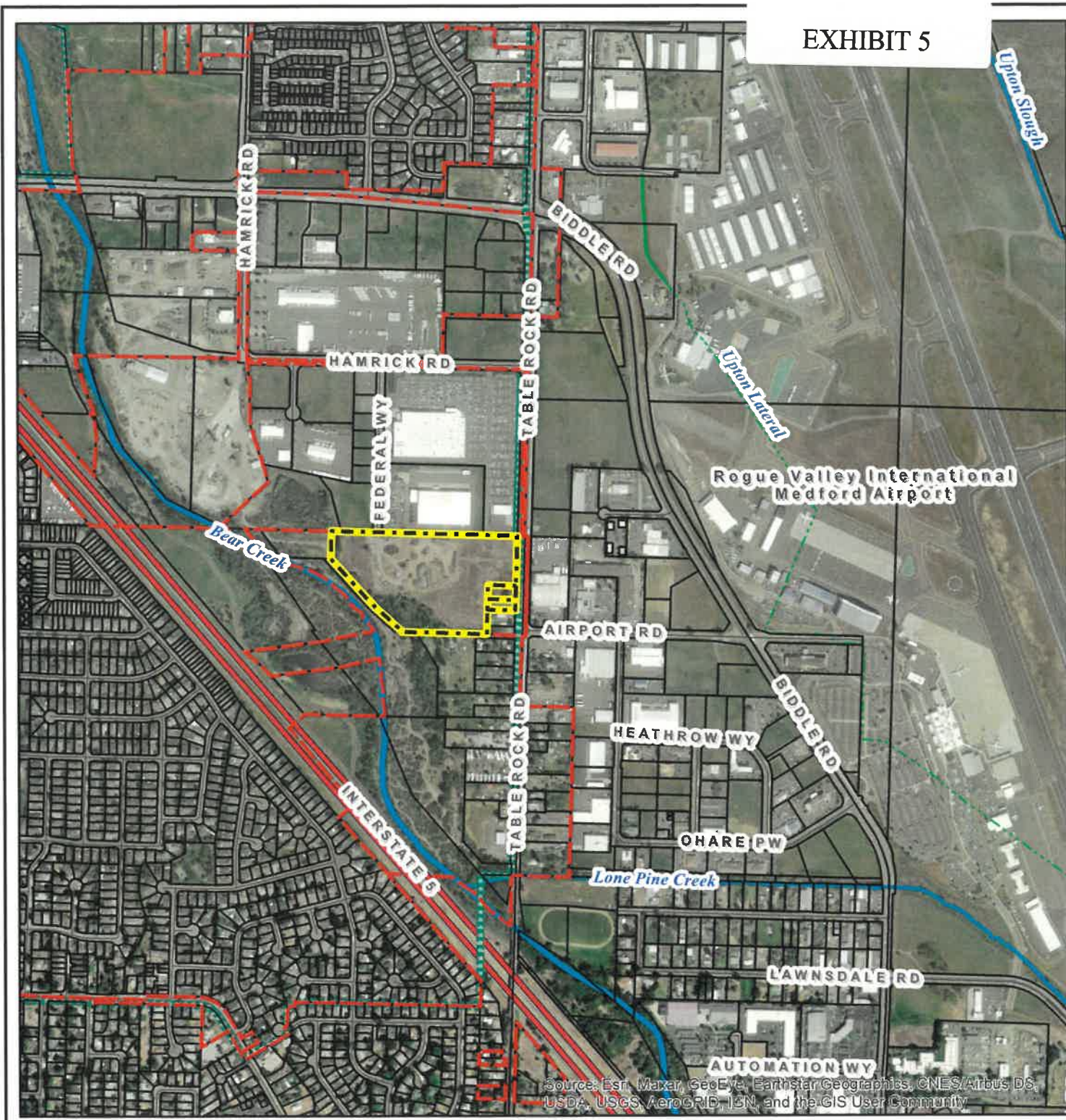
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EXHIBIT 5




 Subject Property
 City Limits
 Tax Lots

Date: 10/27/2022



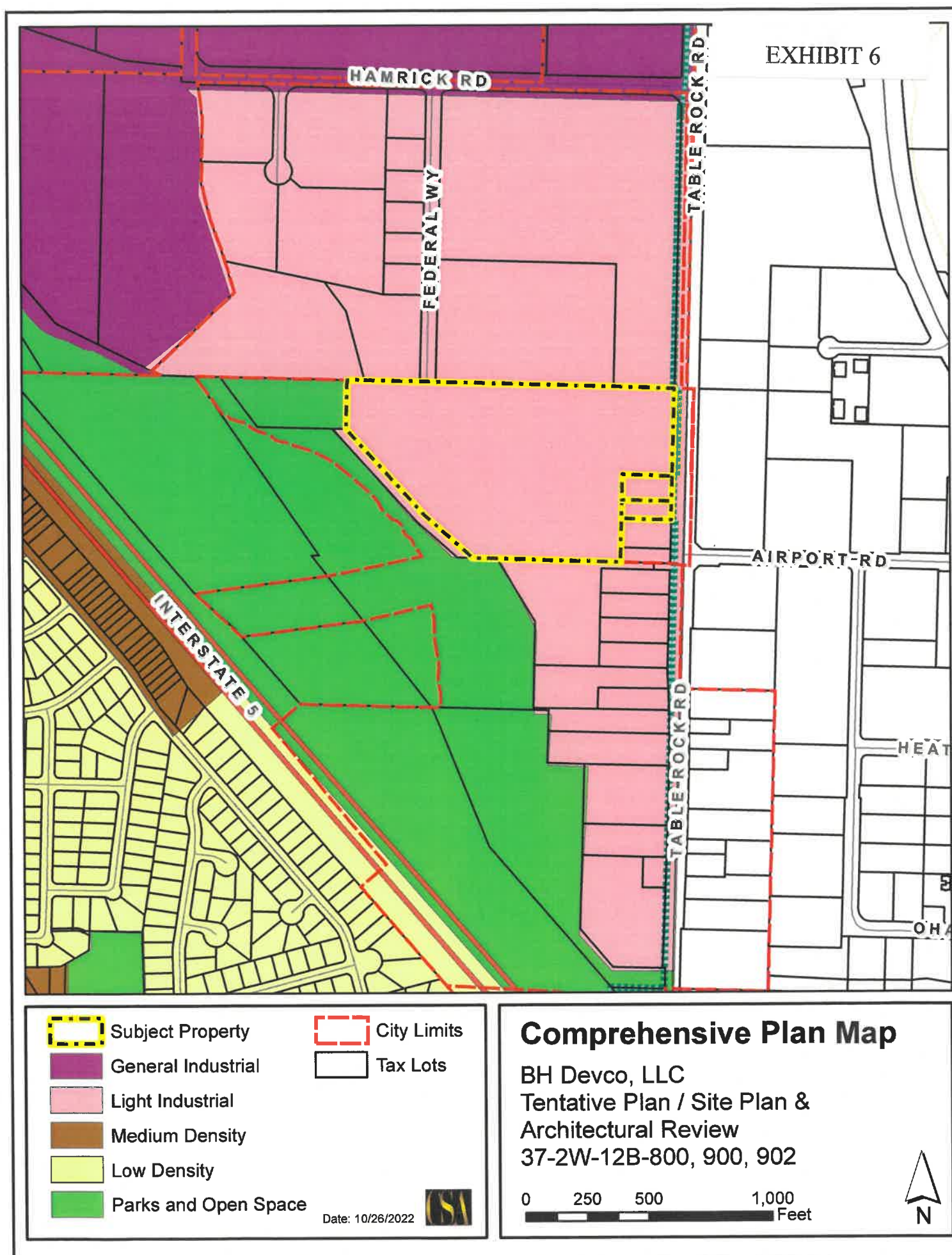
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BH Devco, LLC
Tentative Plan / Site Plan &
Architectural Review
37-2W-12B-800, 900, 902

0 500 1,000 2,000 Feet



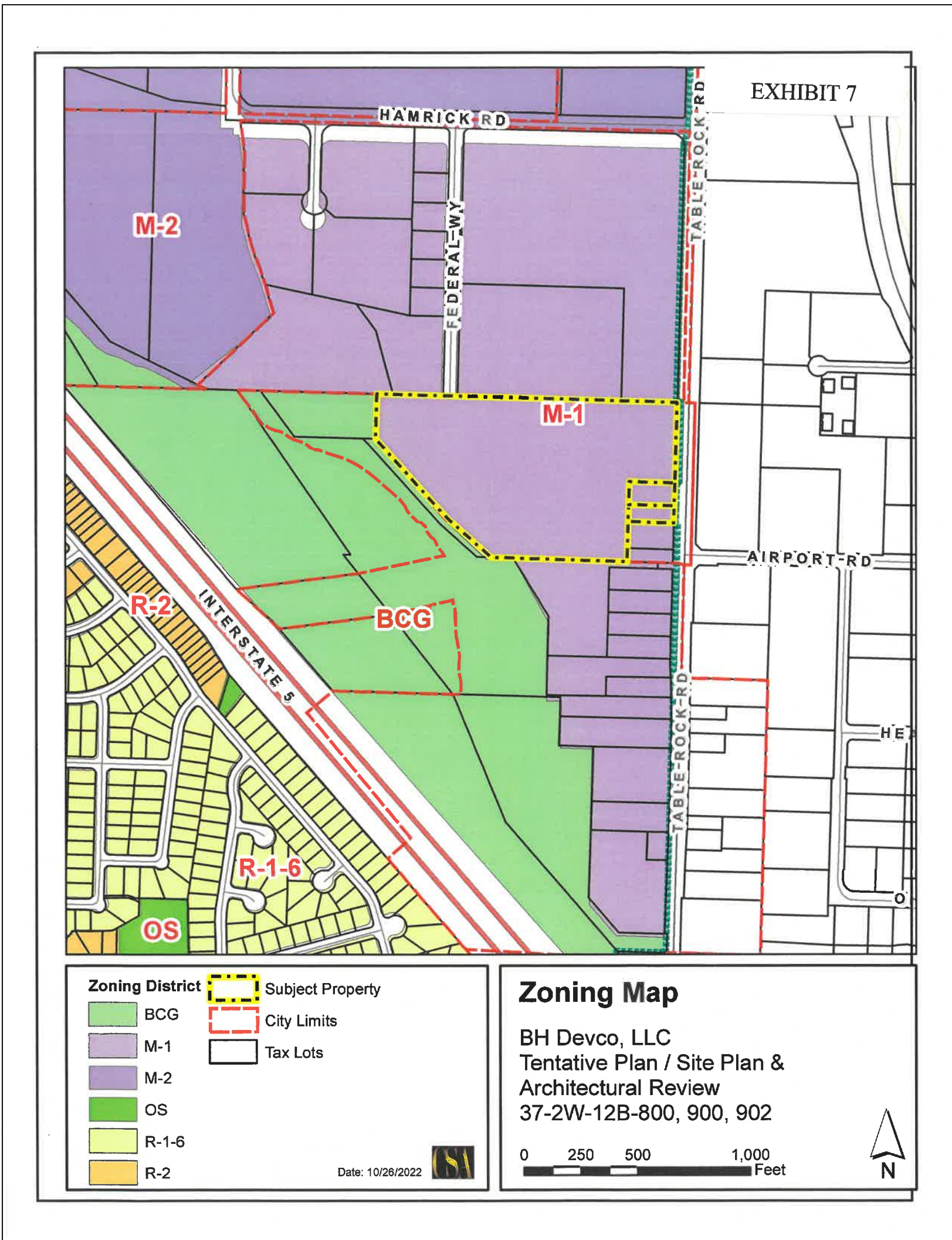
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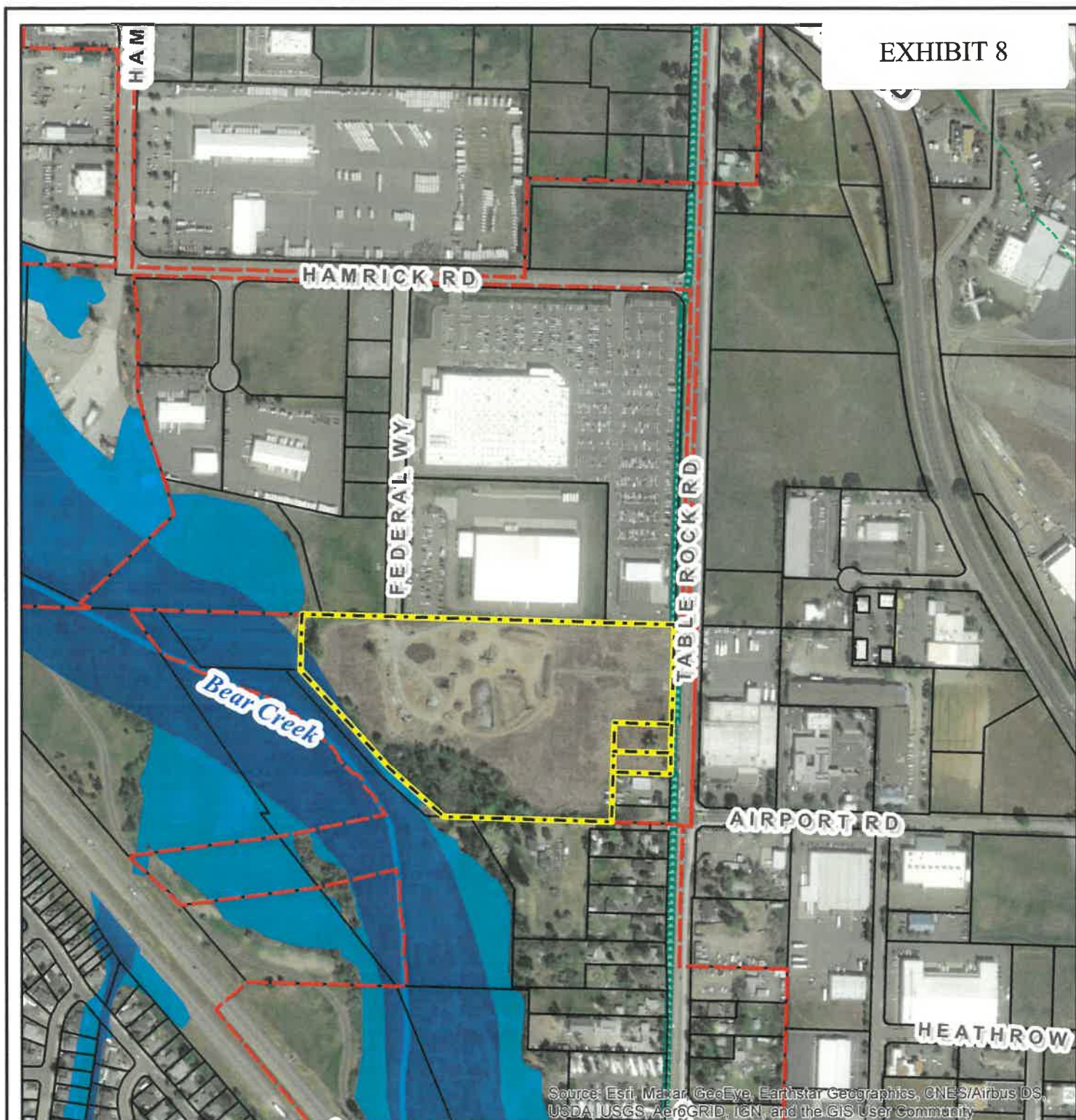
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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


 Subject Property

 City Limits


 Tax Lots

FEMA Floodplains

 100-Year Determined BFE

 100-Year Determined BFE - Floodway


Date: 10/27/2022



Hydrology Map

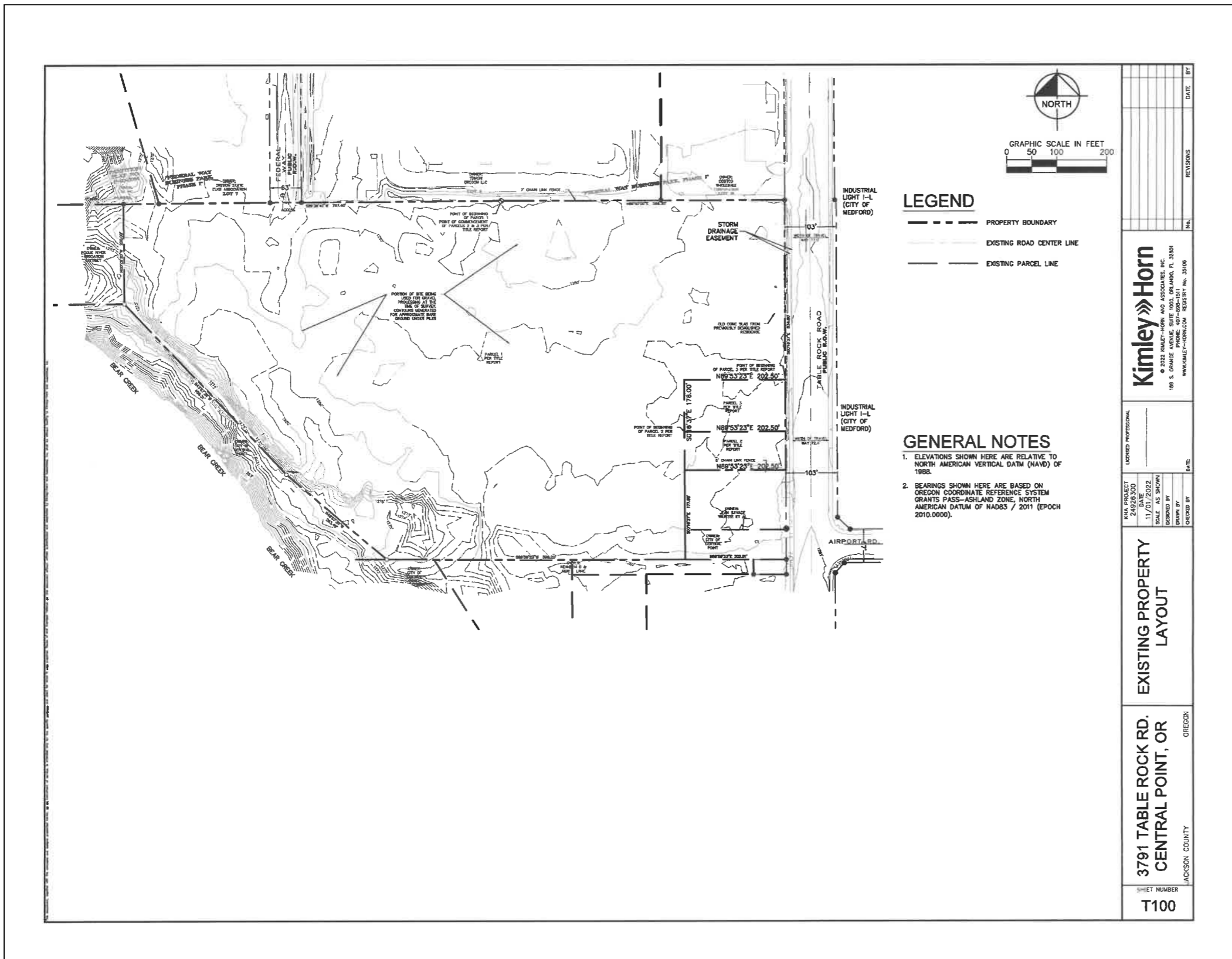
BH Devco, LLC
Tentative Plan / Site Plan &
Architectural Review
37-2W-12B-800, 900, 902

0 250 500 1,000 Feet



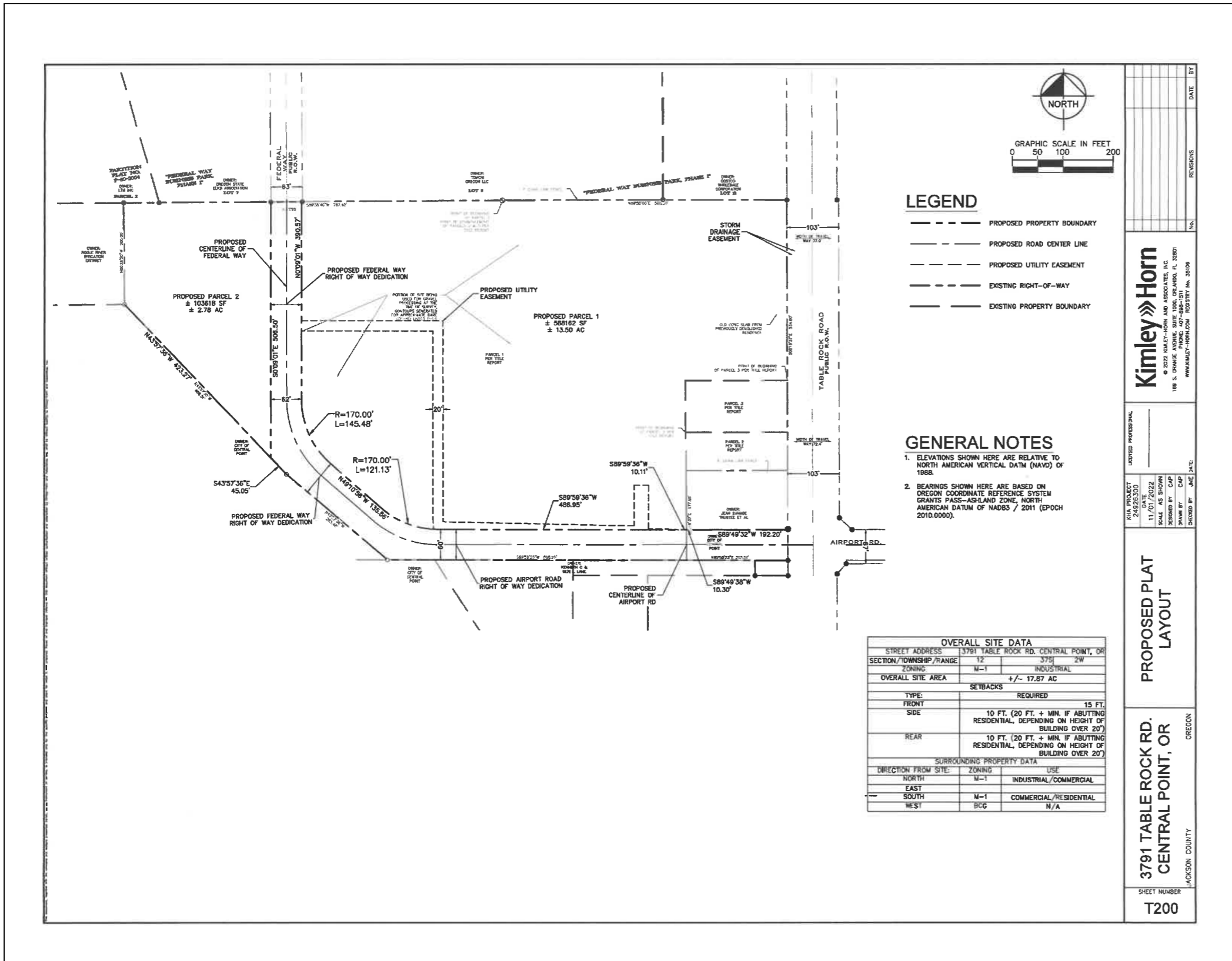
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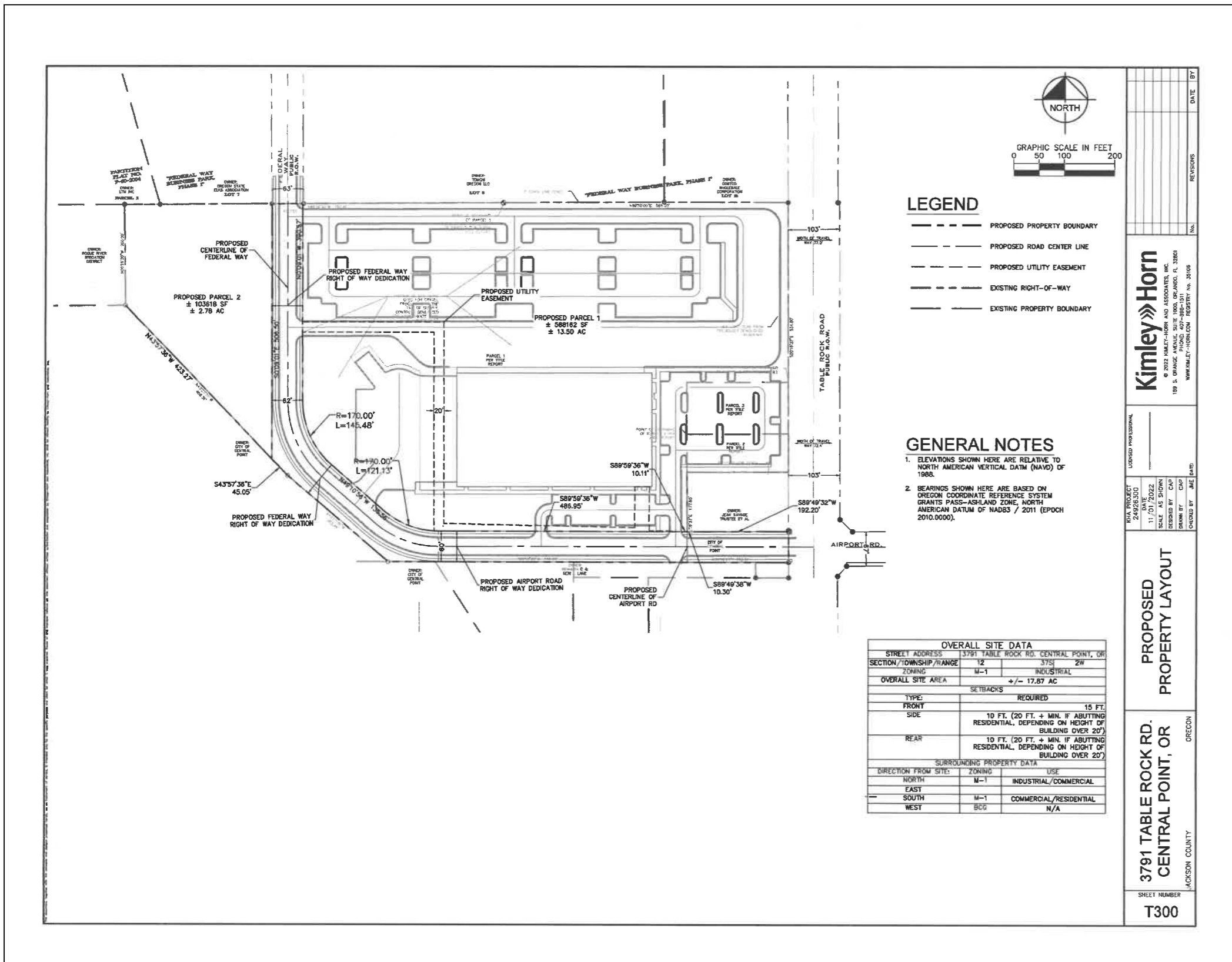
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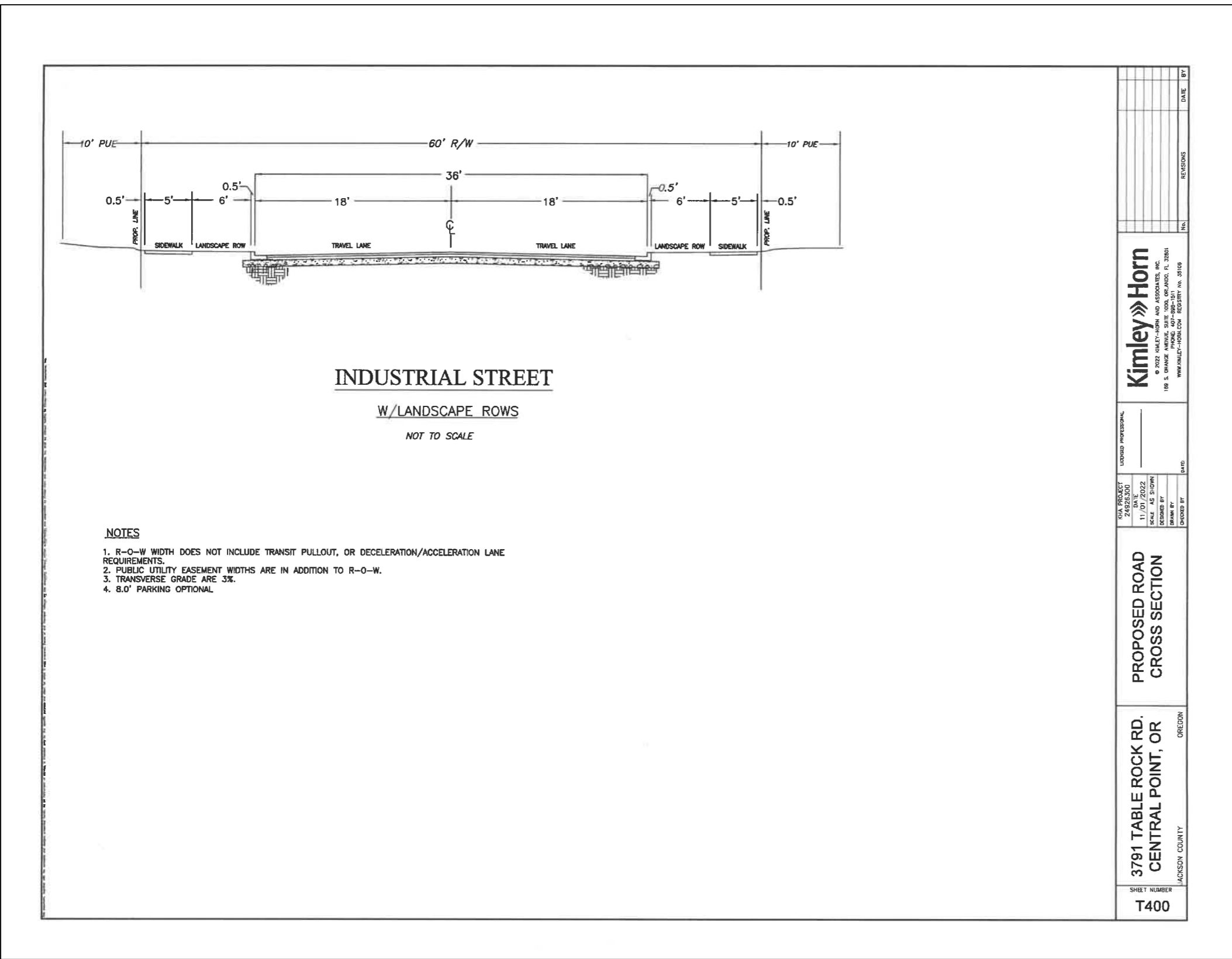
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First American

EXHIBIT 13

First American Title Insurance Company

1225 Crater Lake Avenue, Suite 101
 Medford, OR 97504
 Phn - (541)779-7250
 Fax - (866)400-2250

Order No.: 7161-3998828
 October 05, 2022

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:

LORI BILLINGS, Escrow Officer/Closer
 Phone: (541)779-7250 - Fax: (866)839-7125- Email: lbillings@firstam.com
 First American Title Insurance Company
 1225 Crater Lake Avenue, Suite 101, Medford, OR 97504

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Mark Fliegel, Title Officer
 Phone: (541)779-7250 - Email: mfliegel@firstam.com

2nd Revised Preliminary Title Report

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

Please be advised that any provision contained in this document, or in a document that is attached, linked or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.

Situs Address as disclosed on Jackson County Tax Roll:

3791 Table Rock Road, Medford, OR 97504

2021 ALTA Owners Standard Coverage	Liability \$	Premium \$	
2021 ALTA Owners Extended Coverage	Liability \$ 5,436,174.17	Premium \$	14,348.00
2021 ALTA Lenders Standard Coverage	Liability \$	Premium \$	
2021 ALTA Lenders Extended Coverage	Liability \$	Premium \$	
Endorsement		Premium \$	
Govt Service Charge		Cost \$	270.00
Other		Cost \$	

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of September 28, 2022 at 8:00 a.m., title to the fee simple estate is vested in:

Table Rock Business Park, LLC, an Oregon limited liability company

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

Notes

Preliminary Report

Order No.: **7161-3998828**
Page 2 of 11

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
7. Taxes for the fiscal year 2022-2023 a lien due, but not yet payable
8. The herein described property has been disqualified from special assessment as farm use land and is currently assessed at true cash (market) value. ORS 308A.083 et seq. provides that if the property is converted to a use inconsistent with its return to farm purposes, potential tax in the amount of \$3,919.69 will become due and payable.
(Affects Parcel 1)
9. City liens, if any, of the City of Central Point.
10. The premises herein described are within and subject to the statutory powers of the Rogue Valley Sewer Services.

First American Title

Notes

Preliminary Report

Order No.: 7161-3998828
Page 3 of 11

- 11. These premises are situated in the Rogue River Valley Irrigation District, and subject to the levies and assessments thereof, water and irrigation rights, easements for ditches and canals and regulations concerning the same.
- 12. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
- 13. Intentionally deleted
- 14. Intentionally deleted
- 15. Any conveyance or encumbrance by Table Rock Business Park, LLC should be executed pursuant to their Operating Agreement, a copy of which should be submitted to this office for inspection.
- 16. Unrecorded leases or periodic tenancies, if any.
- 17. Extended Owner's policy has been requested per the Sale and Purchase Agreement provided for this transaction, therefore we will need to be provided an ALTA/NSPS Land Survey and the seller sign our Extended Owner's Affidavit required for our review prior to close of escrow, so that we may revise our report accordingly.
- 18. This report has been submitted to our underwriter for review and approval. We will inform you of any further exceptions and/or requirements.

- END OF EXCEPTIONS -

Note: Revised to update report and remove previous exception 13.

NOTE: We find no matters of public record against BHD Land Development, LLC that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2021-2022 PAID IN FULL

Tax Amount:	\$2,123.27
Map No.:	372W12B 800
Property ID:	1-046233-9
Tax Code No.:	49-49

NOTE: Taxes for the year 2021-2022 PAID IN FULL

Tax Amount:	\$649.74
Map No.:	372W12B 900
Property ID:	1-046234-7
Tax Code No.:	49-49

NOTE: Taxes for the year 2021-2022 PAID IN FULL

Tax Amount:	\$654.59
Map No.:	372W12B 902
Property ID:	1-046236-1
Tax Code No.:	49-49

NOTE: This Preliminary Title Report does not include a search for Financing Statements filed in the Office of the Secretary of State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a Financing Statement is filed in the Office of the County Clerk covering Fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system or by recorded lot and block.

First American Title

Notes

Preliminary Report

Order No.: **7161-3998828**
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NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

NOTE: We find no outstanding voluntary liens of record affecting subject property. An inquiry should be made concerning the existence of any unrecorded lien or other indebtedness which could give rise to any security interest in the subject property.

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

First American Title

Notes

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Preliminary Report

Order No.: **7161-3998828**
Page 5 of 11

MARK FLIEGEL
TITLE OFFICER
mfliegel@firstam.com

RECORDING INFORMATION

As of March 23, 2020 Jackson County recording fees are as follows:

Recording Fees:	\$	102.00	All Deeds 1st page
	\$	5.00	All Deeds for each additional page
	\$	119.00	All Other Document Types
	\$	5.00	All Other Document Types for each additional page

Additional Fees will be imposed by the County Clerk of a document presented for recording fails to meet the requirements established by ORS Chapter 205.

cc: John Hamlin, Hamlin Real Estate
1118 East Main Street, Medford, OR 97504
cc: Stark and Hammack PC
100 East Main Street, Suite M, Medford, OR 97501

First American Title

Notes

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Preliminary Report

Order No.: 7161-3998828
Page 6 of 11

Exhibit "A"

Real property in the County of Jackson, State of Oregon, described as follows:

PARCEL 1:

Beginning at the Southeast corner of Donation Land Claim No. 56 in Township 37 South, Range 2 West of the Willamette Meridian, Jackson County, Oregon; thence North 89° 53' West along the South boundary of said Donation Land Claim, 757.4 feet; thence South 200.0 feet; thence South 43° 30' East, 470.0 feet; thence South 49° 30' East, 264.4 feet to the South line of property described in Certificate Title No. 1040; thence South 89° 47' East, 598.2 feet; thence North 356.0 feet; thence South 89° 47' East, 252.2 feet to the centerline of Table Rock Market Road; thence North along the centerline of said road, 356.85 feet to the North boundary of Donation Land Claim No. 58; thence North 89° 53' West along said North boundary of Donation Land Claim No. 58, a distance of 618.35 feet to the point of beginning.

PARCEL 2:

Commencing at the Southeast corner of Donation Land Claim No. 56, Township 37 South, Range 2 West of the Willamette Meridian, Jackson County, Oregon; thence South 89° 50' 10" East along the North line of Donation Land Claim No. 58, said Township and Range, 578.10 feet; thence South 0° 03' West, parallel to and 10 feet West of the West line of Table Rock Road, 356.81 feet; thence North 89° 47' West, 212.50 feet; thence South 0° 03' West, 102.0 feet to the true point of beginning; thence continue South 0° 03' West (record South) 76.0 feet to the Southwest corner of tract described in Document No. 71-03949, Official Records, Jackson County, Oregon; thence South 89° 47' East, along the South line of said tract, 212.50 feet; thence North 0° 03' East (record North) 76.0 feet; thence North 89° 47' West, 212.50 feet, to the true point of beginning.

PARCEL 3:

Commencing at the Southeast corner of Donation Land Claim No. 56 in Township 37 South, Range 2 West of the Willamette Meridian, Jackson County, Oregon; thence South 89° 50' 10" East along the North line of Donation Land Claim No. 58, said Township and Range, 578.10 feet; thence South 0° 03' West, parallel to and 10 feet West of the West line of Table Rock Road, 356.81 feet to the true point of beginning; thence North 89° 47' West, 212.50 feet; thence South 0° 03' West 102.00 feet; thence South 89° 47' East 212.50 feet to the West line of Table Rock Road; thence North 0° 03' East along said West line, 102.00 feet to the true point of beginning.

Excepting therefrom all 3 parcels all that portion of the property conveyed to Jackson County, a political subdivision of the State of Oregon, recorded April 06, 2017 as Document No. 2017-011467.

NOTE: This legal description was created prior to January 1, 2008.

First American Title

Notes

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Preliminary Report

Order No.: **7161-3998828**
Page 7 of 11



First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (07/01/21)

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement erected on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by the Insured Claimant;
 - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - c. resulting in no loss or damage to the Insured Claimant;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.
5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury law or Consumer Protection Law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 13.b.
7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.
8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.
9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

ALTA OWNER'S POLICY (07/01/21)

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by the Insured Claimant;
 - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - c. resulting in no loss or damage to the Insured Claimant;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
 - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 9.b.
5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

First American Title

Notes

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Preliminary Report

Order No.: **7161-3998828**
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SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

Rev. 07-01-21

First American Title

Notes

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First American Title™

Privacy Notice

Effective: October 1, 2019

Notice Last Updated: January 1, 2022

This Privacy Notice describes how First American Financial Corporation and its subsidiaries and affiliates (together referred to as "First American," "we," "us," or "our") collect, use, store, and share your information with the exception that a subsidiary or affiliate has their own privacy policy, that policy governs. This Privacy Notice applies to information we receive from you offline only, as well as from third parties, when you interact with us and/or use and access our services and products ("Products"). For more information about our privacy practices, including our online practices, please visit <https://www.firstam.com/privacy-policy/>. The practices described in this Privacy Notice are subject to applicable laws in the places in which we operate.

What Type Of Information Do We Collect About You? We collect a variety of categories of information about you. To learn more about the categories of information we collect, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Collect Your Information? We collect your information: (1) directly from you; (2) automatically when you interact with us; and (3) from third parties, including business parties and affiliates.

How Do We Use Your Information? We may use your information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, comply with relevant laws and our policies, and handling a claim. To learn more about how we may use your information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Share Your Information? We do not sell your personal information. We only share your information, including to subsidiaries, affiliates, and to unaffiliated third parties: (1) with your consent; (2) in a business transfer; (3) to service providers; and (4) for legal process and protection. To learn more about how we share your information, please visit <https://www.firstam.com/privacy-policy/>.

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Contact Us dataprivacy@firstam.com or toll free at 1-866-718-0097.

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Notes



First American Title™

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Notice of Sale. We do not sell California resident information, nor have we sold California resident information in the past 12 months. To the extent any First American affiliated entity has a different practice, it will be stated in the applicable privacy policy. We have no actual knowledge of selling the information of minors under the age of 16.

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Notice of Collection. To learn more about the categories of personal information we have collected about California residents over the last 12 months, please see "What Information Do We Collect About You" in <https://www.firstam.com/privacy-policy>. To learn about the sources from which we have collected that information, the business and commercial purpose for its collection, and the categories of third parties with whom we have shared that information, please see "How Do We Collect Your Information", "How Do We Use Your Information", and "How Do We Share Your Information" in <https://www.firstam.com/privacy-policy>.

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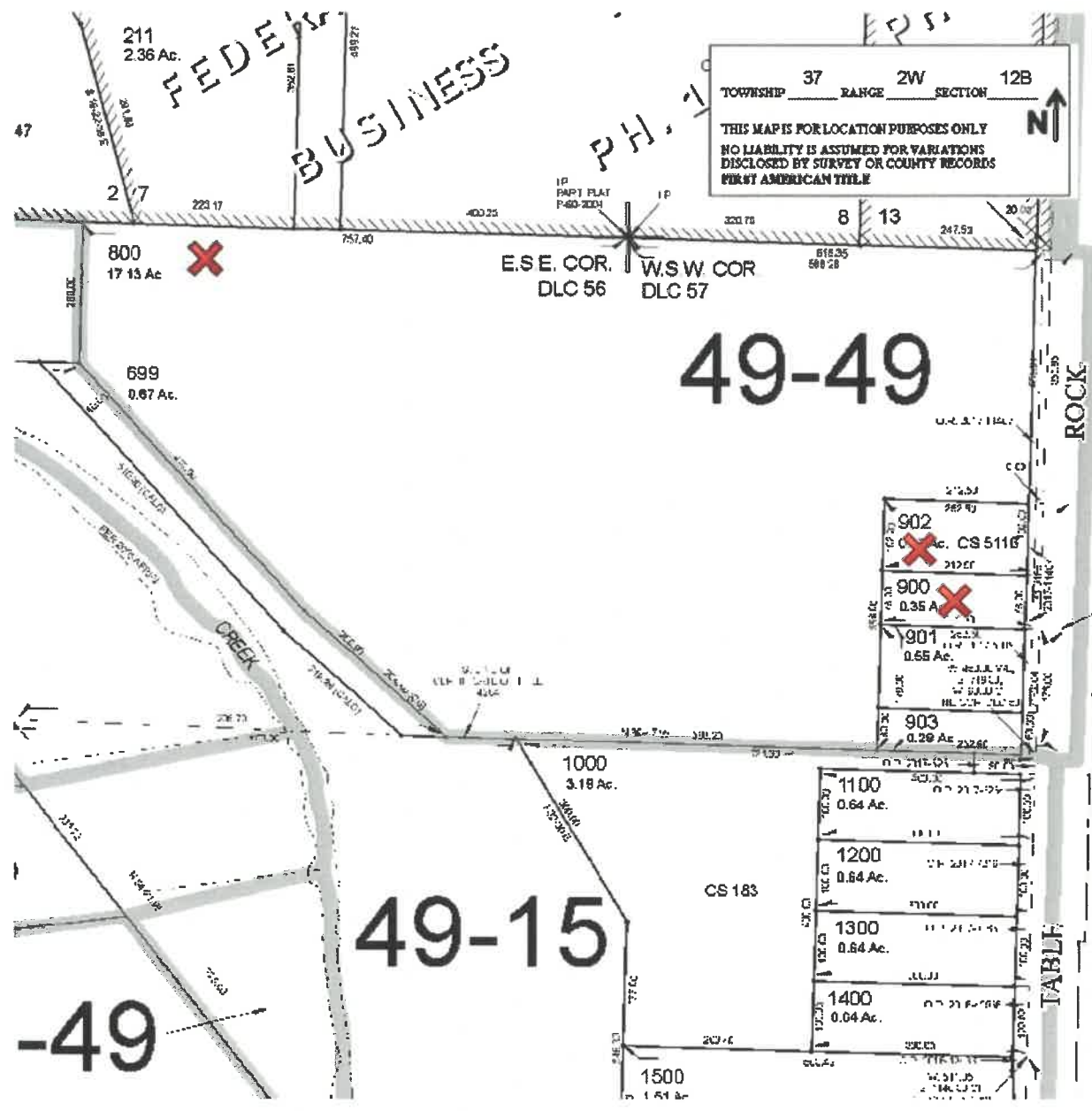
Form 10-PRIVACY22 (12-7-21)

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Privacy Notice (2022 First American Financial Corporation)
English

Notes

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Notes

EXHIBIT 14



MEMORANDUM

To: Mike Kuntz, P.E.
 County Engineer
 Jackson County, OR

Matt Samitore
 Public Works Director
 Central Point, OR

From: Devin Moore, P.E., PTOE, RSP₂
 Kimley-Horn

Date: October 31, 2022

Subject: Trip Generation Analysis
 Proposed Warehouse – 3791 Table Rock Road

Per the pre-application conference for this project, the design team was asked to provide the anticipated trip generation for the proposed 85,000 square-foot (SF) warehouse and the proposed lane configuration for the future west leg of Airport Road. As shown in the site plan included in **Exhibit A**, the project site is located at the northwest corner of Table Rock Road and Airport Road in city of Central Point, Oregon. The site is currently undeveloped.

TRIP GENERATION

Per client-provided trip generation estimates based on comparable facilities and anticipated operations, the proposed 85,000 SF warehouse is expected to generate 764 daily, 1 AM peak hour, and 35 PM peak hour trips (summarized in **Table 1**). The client provided trip generation table can be found in **Exhibit B**. The proposed tenant of this warehouse has shifted the start and end times of their employees and deliveries to be off the typical peak commute hours. As can be seen in **Exhibit B**, the property’s peak hours are not expected to occur between the hours of 7-9 AM or 4-6 PM.

Table 1 – Proposed Trip Generation

Vehicle Class	Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out
Automobile	750	0	0	0	35	23	12
Trucks	14	1	0	1	0	0	0
Total	764	1	0	1	35	23	12

Notes

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INTERSECTION ANALYSIS

Traffic Counts

Existing AM and PM peak hour turning movement data was field counted in 2022 on Tuesday, October 18, 2022 for the intersection of Table Rock Road and Airport Road. The count data sheets are provided in **Exhibit C**.

Project Traffic

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities were used to determine the distribution of site generated traffic. 35% of site generated traffic is expected to use Federal Way to access/exit the development while 65% of site generated traffic is expected to use Airport Road to access/exit the development. For inbound project traffic at the intersection of Table Rock Road and Airport Road it is anticipated that 15% would make a southbound right, 35% would travel westbound through, and 15% would turn northbound left. For outbound project traffic it is anticipated that 15% would turn eastbound left, 35% would travel eastbound through, and 15% would turn eastbound right. Assignment of project traffic was obtained by the developed trip distribution to the estimated total traffic generation in **Table 1**. The 2022 existing plus traffic volumes were obtained by adding the 2022 existing traffic volumes to the assignment of project traffic.

Analysis Methodology

Although a level of service (LOS) analysis was not required by Jackson County or the City of Central Point an LOS analysis was performed to justify the proposed west leg lane configuration of the Table Rock Road and Airport Road intersection. An LOS intersection analysis was conducted for the 2022 existing plus project scenario to determine the necessary lane configuration for the west leg of the intersection of Table Rock Road and Airport Road due to the project traffic that is expected for the proposed warehousing development. Due to the anticipated AM peak hour traffic generation being one (1) trip and the counted existing AM peak hour volumes being generally lower than the existing PM traffic volumes, only the PM peak hour was analyzed. The expected assignment of project generated traffic was added to the 2022 existing traffic volumes to represent the estimated traffic conditions when the project was to be fully developed in 2022.

Key Intersection Operational Analysis

Calculations for the LOS at the study intersection are provided in **Exhibit D**. The 2022 existing plus project lane configuration and control is based upon the proposed lane configuration for the west leg of Airport Road (discussed separately in this memorandum). It should be noted that the cycle length and splits for the intersection of Table Rock Road and Airport Road were optimized using Synchro 11 when calculating the LOS. The results of the LOS Analysis are summarized in **Table 2**.

Notes



Table 2 –Peak Hour LOS Analysis Results

Intersection	2022 Existing Plus Project
	PM Delay (LOS)
Table Rock Road and Airport Road Signalized	16.5 (B)

**Note that AM scenarios are not analyzed in this report due to the low number of trips expected to be generated in the AM peak hour.*

As shown in

Table 2 the study intersection was calculated to operate at an acceptable LOS in the 2022 existing plus project scenario.

PROPOSED LANE CONFIGURATION

As the west leg of Airport Road is expected to be constructed at the time the proposed warehouse is to be constructed, different lane configurations were tested using Synchro 11 to determine what lane configuration on the west leg resulted in acceptable LOS. It is recommended that the west leg be constructed with one eastbound shared right/through/left lane, with one westbound receiving lane. Additionally, it is recommended that the extension of Airport Road and Federal Way be constructed with one travel lane in each direction.

Please contact me at 702-553-4869 or Devin.Moore@kimley-horn.com should you have any questions regarding this analysis.

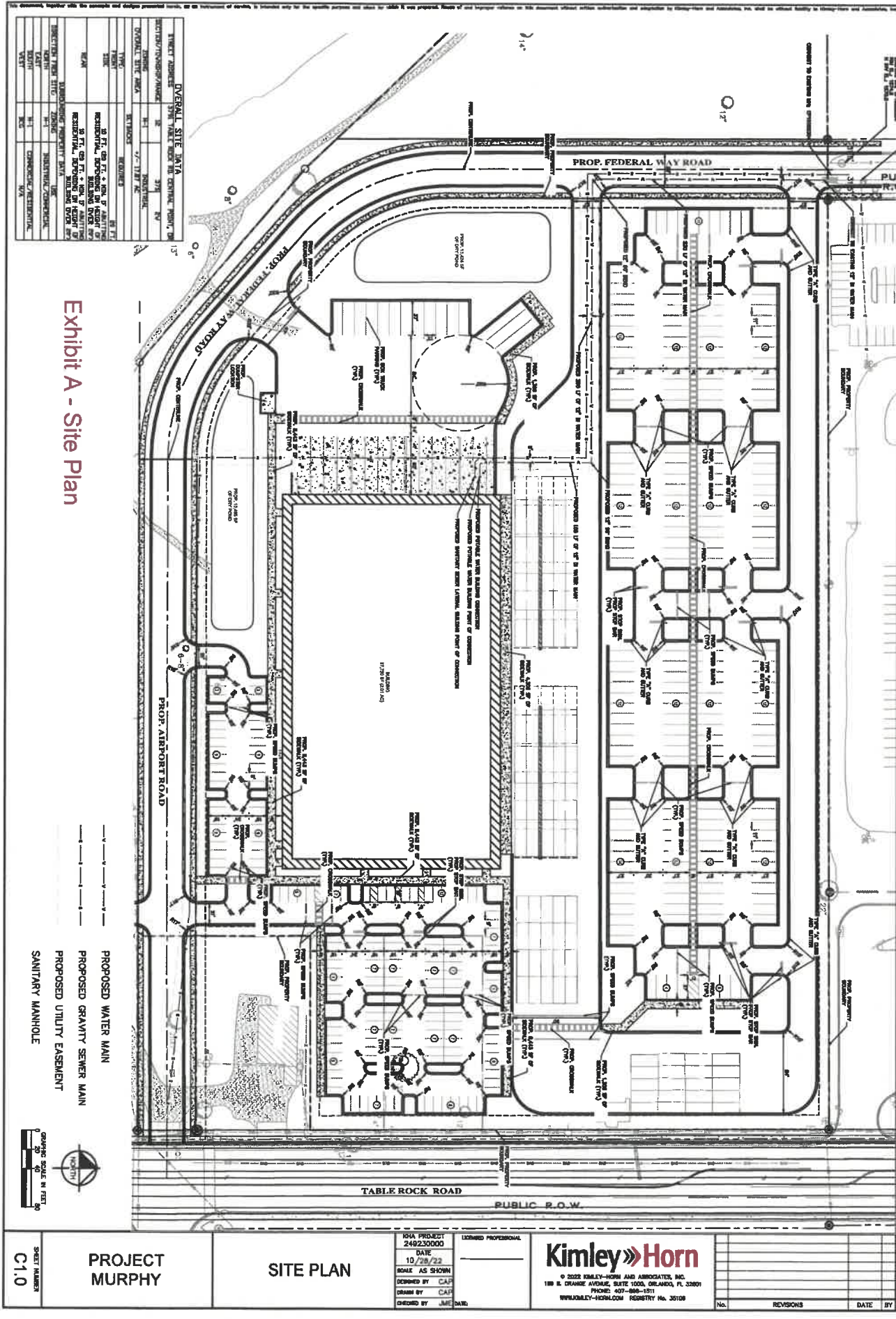
Sincerely,

Devin Moore, P.E., PTOE, RSP₂
Project Engineer

- Exhibit A – Site Plan
- Exhibit B – Client Provided Trip Generation Table
- Exhibit C – Traffic Counts
- Exhibit D – LOS Calculations



Notes



Notes

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Exhibit B - Client Provided Trip Generation Table

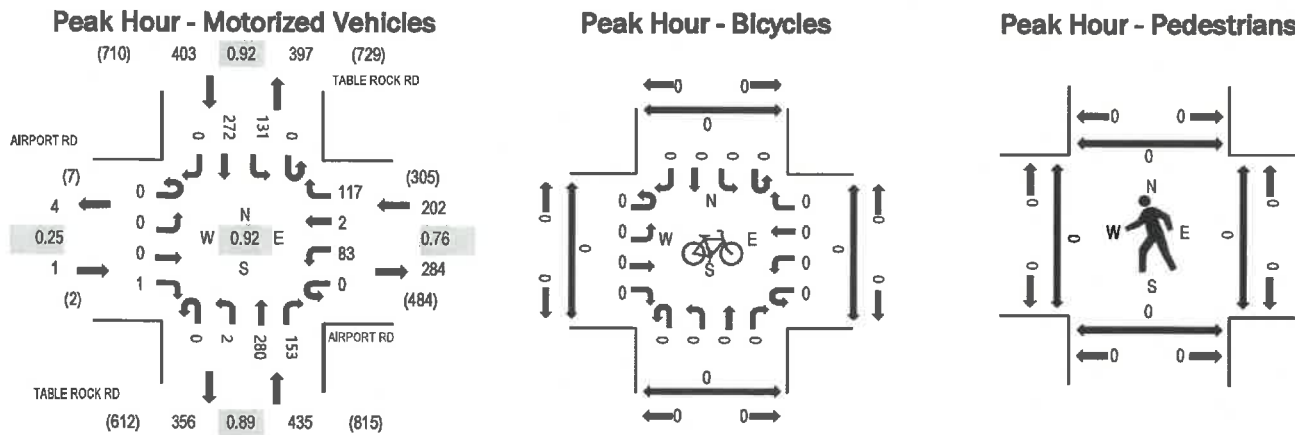
Project Murphy Trip Generation																		
Time	Associates			Trucks			DSP Drivers			DSP Vans			Flex			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	46	0	46	1	0	1	0	0	0	0	0	0	0	0	0	47	0	47
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
04:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
07:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	10	0	10
09:30	0	0	0	1	0	1	39	0	39	0	0	0	0	0	0	40	0	40
10:00	0	0	0	0	1	1	48	0	48	0	29	29	0	0	0	48	30	78
10:30	0	0	0	0	0	0	31	0	31	0	58	58	0	0	0	31	58	89
11:00	0	0	0	0	0	0	5	0	5	0	29	29	0	0	0	5	29	34
11:30	2	0	2	0	0	0	0	0	0	0	17	17	0	0	0	2	17	19
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	46	46
13:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
13:30	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	23	0	23
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	12	12
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0	11	11
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
18:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
19:00	0	0	0	0	1	1	0	8	8	8	0	8	0	0	0	8	9	17
19:30	0	0	0	0	0	0	0	16	16	40	0	40	0	0	0	40	16	56
20:00	0	0	0	0	0	0	0	53	53	29	0	29	0	0	0	29	53	82
20:30	0	0	0	1	0	1	0	26	26	44	0	44	0	0	0	45	26	71
21:00	0	0	0	0	1	1	0	28	28	10	0	10	0	0	0	10	29	39
21:30	0	0	0	0	0	0	0	2	2	2	0	2	0	0	0	2	2	4
22:00	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
22:30	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	1	2	3
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	86	86	172	7	7	14	133	133	266	133	133	266	23	23	46	382	382	764

Notes

Exhibit C - Traffic Counts



Location: 1 TABLE ROCK RD & AIRPORT RD AM
Date: Tuesday, October 18, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AIRPORT RD Eastbound				AIRPORT RD Westbound				TABLE ROCK RD Northbound				TABLE ROCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	9	0	8	0	0	53	21	0	17	40	1	149	917	0	0	0	0
7:15 AM	0	0	0	0	0	14	0	7	0	0	89	39	0	26	54	0	229	1,032	0	0	0	0
7:30 AM	0	0	0	1	0	11	1	19	0	0	81	38	0	26	78	0	255	1,041	0	0	0	0
7:45 AM	0	0	0	0	0	21	1	35	0	1	70	52	0	31	73	0	284	988	0	0	0	0
8:00 AM	0	0	0	0	0	34	0	34	0	0	51	35	0	42	68	0	264	915	0	0	0	0
8:15 AM	0	0	0	0	0	17	0	29	0	1	78	28	0	32	53	0	238		0	0	0	0
8:30 AM	0	0	0	0	0	15	0	20	0	1	60	19	0	28	59	0	202		0	0	0	0
8:45 AM	0	0	0	1	0	9	0	21	0	0	74	24	0	26	55	1	211		0	0	0	0
Count Total	0	0	0	2	0	130	2	173	0	3	556	256	0	228	480	2	1,832		0	0	0	0
Peak Hour	0	0	0	1	0	83	2	117	0	2	280	153	0	131	272	0	1,041		0	0	0	0

Notes



(303) 216-2439
www.alltrafficdata.net

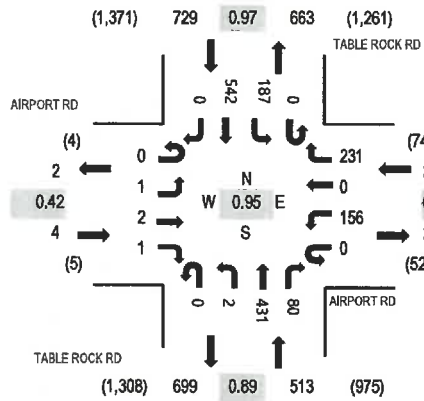
Location: 1 TABLE ROCK RD & AIRPORT RD PM

Date: Tuesday, October 18, 2022

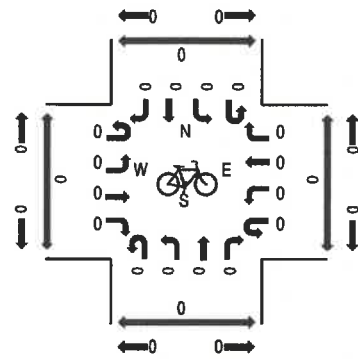
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

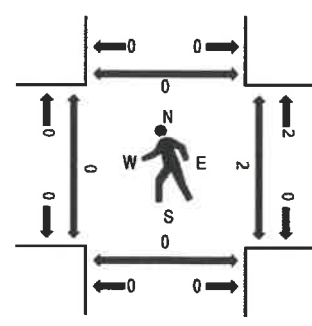
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AIRPORT RD Eastbound			AIRPORT RD Westbound			TABLE ROCK RD Northbound			TABLE ROCK RD Southbound			Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right			West	East	South	North				
4:00 PM	0	0	0	0	0	46	0	53	0	2	111	23	0	55	131	0	421	1,633	0	2	0	0
4:15 PM	0	1	1	1	0	35	0	69	0	0	108	11	0	45	133	0	404	1,602	0	0	0	0
4:30 PM	0	0	1	0	0	38	0	60	0	0	125	19	0	49	138	0	430	1,571	0	0	0	0
4:45 PM	0	0	0	0	0	37	0	49	0	0	87	27	0	38	140	0	378	1,500	0	0	0	0
5:00 PM	0	1	0	0	0	34	0	70	0	0	102	18	0	38	127	0	390	1,460	1	0	1	0
5:15 PM	0	0	0	0	0	48	0	40	0	0	104	18	1	50	111	1	373		2	0	2	0
5:30 PM	0	0	0	0	0	40	0	55	0	0	94	16	0	39	115	0	359		1	0	0	0
5:45 PM	0	0	0	0	0	27	1	40	0	0	90	20	1	52	107	0	338		0	0	0	0
Count Total	0	2	2	1	0	305	1	436	0	2	821	152	2	366	1,002	1	3,093		4	2	3	0
Peak Hour	0	1	2	1	0	156	0	231	0	2	431	80	0	187	542	0	1,633		0	2	0	0

Notes

Exhibit D - LOS Calculations

HCM 6th Signalized Intersection Summary

1: Table Rock Road & Airport Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	3	7	3	156	9	231	6	431	80	187	542	4
Future Volume (veh/h)	3	7	3	156	9	231	6	431	80	187	542	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	7	3	164	9	243	6	454	84	197	571	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	338	125	573	28	524	467	990	182	477	1195	8
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.09	0.33	0.33	0.09	0.33	0.33
Sat Flow, veh/h	240	1024	379	1344	85	1585	1781	2997	551	1781	3617	25
Grp Volume(v), veh/h	13	0	0	173	0	243	6	268	270	197	280	295
Grp Sat Flow(s),veh/h/ln	1644	0	0	1429	0	1585	1781	1777	1771	1781	1777	1866
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	6.6	0.1	6.5	6.6	3.9	6.8	6.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	5.0	0.0	6.6	0.1	6.5	6.6	3.9	6.8	6.8
Prop In Lane	0.23		0.23	0.95		1.00	1.00		0.31	1.00		0.01
Lane Grp Cap(c), veh/h	624	0	0	601	0	524	467	587	585	477	587	616
V/C Ratio(X)	0.02	0.00	0.00	0.29	0.00	0.46	0.01	0.46	0.46	0.41	0.48	0.48
Avail Cap(c_a), veh/h	624	0	0	601	0	524	467	587	585	477	587	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	13.9	0.0	14.4	9.6	14.4	14.4	10.7	14.5	14.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.2	0.0	2.9	0.1	2.6	2.6	2.6	2.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.5	0.0	2.4	0.0	2.5	2.5	1.5	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	15.1	0.0	17.4	9.6	16.9	17.0	13.4	17.3	17.2
LnGrp LOS	B	A	A	B	A	B	A	B	B	B	B	B
Approach Vol, veh/h		13			416			544			772	
Approach Delay, s/veh		12.4			16.4			16.9			16.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	22.5		22.5	9.5	22.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	5.9	8.6		2.3	2.1	8.8		8.6				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	2.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				16.5								
HCM 6th LOS				B								

Notes

LEGAL DESCRIPTION

PER FIRST AMERICAN TITLE INSURANCE COMPANY, 2ND REVISED PRELIMINARY TITLE REPORT ORDER NO.: 7161-3998828, EFFECTIVE OCTOBER 5, 2022.

REAL PROPERTY IN THE COUNTY OF JACKSON, STATE OF OREGON, DESCRIBED AS FOLLOWS:

PARCEL 1:

BEGINNING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 56 IN TOWNSHIP 37 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE NORTH 89° 53' WEST ALONG THE SOUTH BOUNDARY WEST ALONG THE SOUTH BOUNDARY OF SAID DONATION LAND CLAIM, 757.4 FEET; THENCE SOUTH 200.0 FEET; THENCE SOUTH 43° 30' EAST, 470.0 FEET; EAST, 470.0 FEET; THENCE SOUTH 49° 30' EAST, 264.4 FEET TO THE SOUTH LINE OF PROPERTY DESCRIBED IN CERTIFICATE TITLE NO. 1040; EAST, 264.4 FEET TO THE SOUTH LINE OF PROPERTY DESCRIBED IN CERTIFICATE TITLE NO. 1040; THENCE SOUTH 89° 47' EAST, 598.2 FEET; THENCE NORTH 356.0 FEET; THENCE SOUTH 89° 47' EAST, 252.2 FEET TO EAST, 598.2 FEET; THENCE NORTH 356.0 FEET; THENCE SOUTH 89° 47' EAST, 252.2 FEET TO EAST, 252.2 FEET TO THE CENTERLINE OF TABLE ROCK MARKET ROAD; THENCE NORTH ALONG THE CENTERLINE OF SAID ROAD, 356.85 FEET TO THE NORTH BOUNDARY OF DONATION LAND CLAIM NO. 58; THENCE NORTH 89° 53' WEST ALONG SAID NORTH WEST ALONG SAID NORTH BOUNDARY OF DONATION LAND CLAIM NO. 58, A DISTANCE OF 618.35 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

COMMENCING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 56, TOWNSHIP 37 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE SOUTH 89° 50' 10" EAST ALONG THE NORTH LINE 10" EAST ALONG THE NORTH LINE EAST ALONG THE NORTH LINE OF DONATION LAND CLAIM NO. 58, SAID TOWNSHIP AND RANGE, 578.10 FEET; THENCE SOUTH 0° 03' WEST, WEST, PARALLEL TO AND 10 FEET WEST OF THE WEST LINE OF TABLE ROCK ROAD, 356.81 FEET; THENCE NORTH 89° 47' WEST, 212.50 FEET; THENCE SOUTH 0° 03' WEST, 102.0 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUE WEST, 102.0 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUE SOUTH 0° 03' WEST (RECORD SOUTH) 76.0 FEET TO THE SOUTHWEST CORNER OF TRACT DESCRIBED IN DOCUMENT NO. WEST (RECORD SOUTH) 76.0 FEET TO THE SOUTHWEST CORNER OF TRACT DESCRIBED IN DOCUMENT NO. 71-03949, OFFICIAL RECORDS, JACKSON COUNTY, OREGON; THENCE SOUTH 89° 47' EAST, ALONG THE SOUTH LINE OF EAST, ALONG THE SOUTH LINE OF SAID TRACT, 212.50 FEET; THENCE NORTH 0° 03' EAST (RECORD NORTH) 76.0 FEET; THENCE NORTH 89° 47' WEST, EAST (RECORD NORTH) 76.0 FEET; THENCE NORTH 89° 47' WEST, WEST, 212.50 FEET, TO THE TRUE POINT OF BEGINNING.

PARCEL 3:

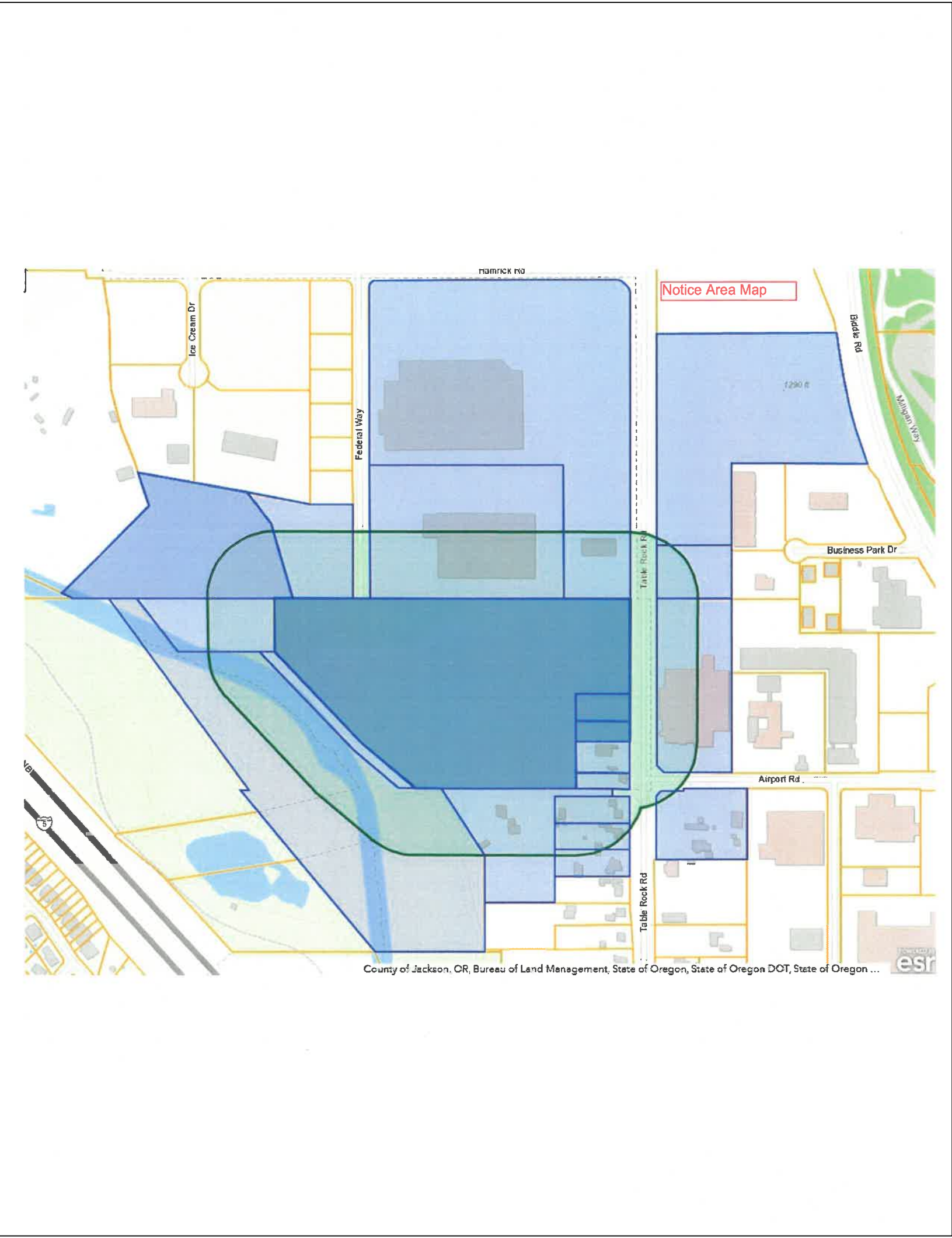
COMMENCING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 56 IN TOWNSHIP 37 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE SOUTH 89° 50' 10" EAST ALONG THE NORTH 10" EAST ALONG THE NORTH EAST ALONG THE NORTH LINE OF DONATION LAND CLAIM NO. 58, SAID TOWNSHIP AND RANGE, 578.10 FEET; THENCE SOUTH 0° 03' WEST, WEST, PARALLEL TO AND 10 FEET WEST OF THE WEST LINE OF TABLE ROCK ROAD, 356.81 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 47' WEST, 212.50 FEET; THENCE SOUTH 0° 03'

Notes


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WEST 102.00 FEET; THENCE SOUTH WEST, 212.50 FEET; THENCE SOUTH 0° 03' WEST 102.00 FEET; THENCE SOUTH WEST 102.00 FEET; THENCE SOUTH 89° 47' EAST 212.50 FEET TO THE WEST LINE OF TABLE ROCK ROAD; THENCE NORTH 0° 03' EAST ALONG SAID WEST EAST 212.50 FEET TO THE WEST LINE OF TABLE ROCK ROAD; THENCE NORTH 0° 03' EAST ALONG SAID WEST EAST ALONG SAID WEST LINE, 102.00 FEET TO THE TRUE POINT OF BEGINNING. EXCEPTING THEREFROM ALL 3 PARCELS ALL THAT PORTION OF THE PROPERTY CONVEYED TO JACKSON COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF OREGON, RECORDED APRIL 06, 2017 AS DOCUMENT NO. 2017-011467. NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.

Notes



Notes

 5160	Easy Peel Address Labels Bend along line to expose Pop-up Edge	Go to avery.com/templates Use Avery Template 5160
372W12A600 EISNER LLC 3634 TABLE ROCK RD MEDFORD, OR 97504	372W12A200 GORDON MEDFORD LLC ATTN MICHELE DAHLEN 277 STEWART RD SW PACIFIC, WA 98047	372W12A400 MEDFORD WAREHOUSE INVESTER LL HALPERIN JARED/MERITAGE GROUP 66 FIELD POINT RD GREENWICH, CT 66830
372W12A501 MEDFORD WAREHOUSE INVESTER LL HALPERIN JARED/MERITAGE GROUP 66 FIELD POINT RD GREENWICH, CT 66830	372W12B201 LTM INC PO BOX 1145 MEDFORD, OR 97501	372W12B211 OREGON STATE ELKS ASSOCIATION STEVEN MALONE TRUSTEE 7741 GARDEN VALLEY RD ROSEBURG, OR 97471
372W12B212 TOMCHI OREGON LLC WALLACE SJ CHING 6029 S RAINBOW BLVD LAS VEGAS, NV 89118	372W12B213 COSTCO WHOLESALE CORPORATION PROPERTY TAX DEPARTMENT 1287 999 LAKE DR ISSAQUAH, WA 98027	372W12B600 CITY OF CENTRAL POINT FINANCE DIRECTOR 140 S THIRD ST CENTRAL POINT, OR 97502
372W12B699 CITY OF CENTRAL POINT O CONNOR LAW 670 G ST B JACKSONVILLE, OR 97530	372W12B700 ROGUE RIVER IRRIGATION DIST 3139 MERRIMAN RD CENTRAL POINT, OR 97502	372W12B800 TABLE ROCK BUSINESS PARK LLC PO BOX 43 MEDFORD, OR 97501
372W12B900 TABLE ROCK BUSINESS PARK LLC PO BOX 43 MEDFORD, OR 97501	372W12B901 SAVAGE JEAN TRUSTEE ET AL 4279 TABLE ROCK RD CENTRAL POINT, OR 97502	372W12B902 TABLE ROCK BUSINESS PARK LLC PO BOX 43 MEDFORD, OR 97501
372W12B903 CENTRAL POINT CITY 140 S 3RD ST CENTRAL POINT, OR 97502	372W12B1000 LANE KENNETH C/GERI L PO BOX 5137 CENTRAL POINT, OR 97502	372W12B1100 SAVAGE YANCY REV LIV TRUST ET 3634 TABLE ROCK RD MEDFORD, OR 97504
372W12B1200 SAVAGE JEAN TRUSTEE 4279 TABLE ROCK RD CENTRAL POINT, OR 97502	372W12B1300 MP FORESTRY INC 2941 CRATER LAKE AVE MEDFORD, OR 97504	
Pat: avery.com/patents	Étiquettes d'adresse Easy Peel Repliez à la hachure afin de révéler le rebord Pop-up	Allez à avery.ca/gabarits Utilisez le Gabarit Avery 5160

Notes