

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. 07-147

Abandoning the Proposed Legalization of SW Hewett Boulevard as Described in the August 14, 2007 County Engineer's Report; and Directing the County's Land Use and Transportation Program to Prepare a Revised Legalization Proposal and Report Back to this Board

The Multnomah County Board of Commissioners Finds:

- a. SW Hewett Boulevard was established as a County Road in 1886, and maintenance and improvements have changed its location over the years.
- b. The above-described SW Hewett Boulevard is a road that has been traveled and used by the public for more than 10 years in a location that does not conform to the location of the road as described in the County Records.
- c. On November 9, 2006, the Board initiated proceedings for legalizing SW Hewett Boulevard in its as-traveled location and directed the County Surveyor to conduct a survey of the road.
- d. The County Surveyor has completed the survey of the road. The County Engineer had filed a written report on August 14, 2007 recommending legalization of SW Hewett Boulevard. However, subsequent to the completion of the survey and the County Engineer's report, further investigation of the affected road prompted the County road officials to reassess the significance of the numerous installations in the right-of-way (amongst other factors) and hence to the realization that the legalization order as presently drafted would need to be revised.
- e. By Resolution 07-132 adopted on July 26, 2007, the Board scheduled a public hearing on September 6, 2007 to consider legalization of SW Hewett Boulevard.
- f. The County Surveyor provided notice of the hearing to interested parties by certified mail and by posting along the roadway in a manner consistent with ORS 368.401 – 368.426. .
- g. The Board has determined that ultimately legalization of the said portion of SW Hewett Boulevard is in the public interest, but the present proposal needs to be revised before it is accepted. .
- h. Accordingly the Board finds it is in the public's interest to abandon the August 14, 2007 legalization proposal and to direct the County's Land Use and Transportation Program to revise the proposal in compliance with all the requirements of ORS 368.201 to ORS 368.221 and report back to this Board in as timely a manner as possible.

The Multnomah County Board of Commissioners Orders:

1. That the August 14, 2007 proposal to legalize SW Hewett Boulevard from the South line of SW Grant Street southeasterly approximately 0.3 Mile to the East line of the Northwest one-quarter of Section 7, T1S, R1E, WM, as more particularly described in the attached Exhibit "A," and as shown on Survey No. 61433, Multnomah County Survey Records is hereby abandoned.

2. The County's Land Use and Transportation Program to revise the legalization proposal for SW Hewett Boulevard in compliance with all the requirements of ORS 368.201 to ORS 368.221 and report back to this Board in as timely a manner as possible.

ADOPTED this 6th day of September, 2007.

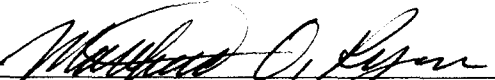
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON




Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:

M. Cecilia Johnson, Director, Dept. of Community Services

EXHIBIT "A"

SW HEWETT BOULEVARD No. 5025

A strip of land in the Southwest one-quarter of Section 6 and the Northwest one-quarter of Section 7, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon, said strip of land running from the South line of SW Grant Street, southeasterly along the centerline of the as-traveled SW Hewett Boulevard to its intersection with the East line of the Northwest one-quarter of said Section 7, said strip of land being 60 feet in width, 30 feet on each side of the following described centerline:

Beginning at Engineer's Station 0+00.00 PC, said station being on the centerline of said SW Grant Street and bears N29°02'48"W, a distance of 799.04 feet from a 4" brass disc in concrete post found at the South one-quarter corner of said Section 6;

Thence on a curve to the right, having a radius of 70.00 feet, through a central angle of 64°43'15" (long chord of which bears S56°57'50"E, a distance of 74.93 feet), an arc distance of 79.07 feet to Engineer's Station 0+79.07 PT;

Thence S24°36'13"E, a distance of 85.31 feet to Engineer's Station 1+64.38 PC;

Thence on a curve to the left, having a radius of 400.00 feet, through a central angle of 6°01'42" (long chord of which bears S27°37'04"E, a distance of 42.07 feet), an arc distance of 42.09 feet to Engineer's Station 2+06.47 PT;

Thence S30°37'55"E, a distance of 47.60 feet to Engineer's Station 2+54.07 PC;

Thence on a curve to the right, having a radius of 90.00 feet, through a central angle of 60°21'56" (long chord of which bears S00°26'57"E, a distance of 90.50 feet), an arc distance of 94.82 feet to Engineer's Station 3+48.89 PT;

Thence S29°44'02"W, a distance of 72.27 feet to Engineer's Station 4+21.16 PC;

Thence on a curve to the left, having a radius of 240.00 feet, through a central angle of 35°01'10" (long chord of which bears S12°13'27"W, a distance of 144.42 feet), an arc distance of 146.69 feet to Engineer's Station 5+67.85 PT;

Thence S05°17'08"E, a distance of 47.81 feet to Engineer's Station 6+15.65 PC;

Thence on a curve to the right, having a radius of 200.00 feet, through a central angle of 11°56'44" (long chord of which bears S00°41'14"W, a distance of 41.62 feet), an arc distance of 41.70 feet to Engineer's Station 6+57.35 PT;

Thence S06°39'36"W, a distance of 474.83 feet to Engineer's Station 11+32.18 PC;

Thence on a curve to the left, having a radius of 600.00 feet, through a central angle of 8°18'40" (long chord of which bears S02°30'16"W, a distance of 86.96 feet), an arc distance of 87.03 feet to Engineer's Station 12+19.21 PCC;

Thence on a curve to the left, having a radius of 110.00 feet, through a central angle of $60^{\circ}06'36''$ (long chord of which bears $S31^{\circ}42'22''E$, a distance of 110.18 feet), an arc distance of 115.41 feet to Engineer's Station 13+34.62 PT;

Thence $S61^{\circ}45'39''E$, a distance of 70.04 feet to Engineer's Station 14+04.66 PC;

Thence on a curve to the right, having a radius of 300.00 feet, through a central angle of $11^{\circ}16'32''$ (long chord of which bears $S56^{\circ}07'23''E$, a distance of 58.94 feet), an arc distance of 59.04 feet to Engineer's Station 14+63.70 PT;

Thence $S50^{\circ}29'07''E$, a distance of 83.92 feet to Engineer's Station 15+47.62 PC;

Thence on a curve to the left, having a radius of 400.00 feet, through a central angle of $4^{\circ}50'00''$ (long chord of which bears $S52^{\circ}54'07''E$, a distance of 33.73 feet), an arc distance of 33.74 feet to Engineer's Station 15+81.36 PT;

Thence $S55^{\circ}19'08''E$, a distance of 105.79 feet to Engineer's Station 16+87.15 PC;

Thence on a curve to the left, having a radius of 500.00 feet, through a central angle of $2^{\circ}57'34''$ (long chord of which bears $S56^{\circ}47'54''E$, a distance of 25.82 feet), an arc distance of 25.83 feet to Engineer's Station 17+12.98 EP, and a point on the East line of said Northwest one-quarter of Section 7, said point bears $S00^{\circ}10'23''E$, a distance of 748.03 feet from a 4" brass disc in concrete post found at the North one-quarter corner of said Section 7;

The side lines of the above described strip of land are extended or shortened to terminate on the North at the South line of SW Grant Street and on the East by the East line of the Northwest one-quarter of said Section 7.

The heretofore description is written and based on a survey by Robert A. Hovden, Multnomah County Surveyor, recorded as Survey Number 61433, Multnomah County Survey Records, and by said reference are hereby made a part thereof.