

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. 06-161

Authorizing Legalization of Deverell Road from NE Loudon Road, Easterly Approximately 2.2 Miles to NE Larch Mountain Road as County Road No. 5021

The Multnomah County Board of Commissioners Finds:

- a. Deverell Road was established as a County Road in 1892, and maintenance and improvements have changed its location over the years.
- b. The above-described Deverell Road 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 September 15, 2005, the Board initiated proceedings for legalizing Deverell Road in its traveled location and directed the County Surveyor to conduct a survey of the road.
- d. The County Surveyor completed the survey of the road. The County Engineer filed a written report recommending legalization of Deverell Road, except for a small portion of the original 1892 road near the one quarter corner common to Sections 5 and 8, which will be retained as is to avoid any interference with access to one abutting property to the Southwest of this corner.
- e. By Resolution 06-137, adopted on August 3, 2006, the Board set a public hearing on September 21, 2006 to consider legalization of the portion of Deverell Road.
- 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. No objections to the proposal or other information have been filed with the County Surveyor. No claims for compensation with respect to any encroaching structures on this portion of Deverell Road (ORS 368.211) have been filed with the Board.
- g. The Board has determined that legalization of said portion of Deverell Road is in the public interest.

The Multnomah County Board of Commissioners Orders:

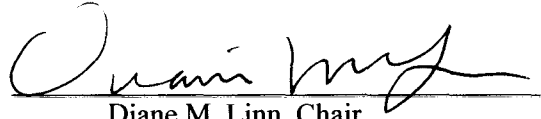
1. That Deverell Road from NE Loudon Road No. 1982, Southerly, Easterly, and Northerly approximately 2.2 Miles to NE Larch Mountain Road No. 1320, as more particularly described in the attached Exhibit "A," is legalized as County Road No. 5021, in accordance with ORS 368.201 through ORS 368.221, and as shown on Survey No. 60573, Multnomah County Survey Records, excepting the portion of Deverell Road near the one quarter corner common to Sections 5 and 8 as noted above.
2. This Order legalizing Deverell Road to be recorded as provided under ORS 368.216(2) and ORS 368.106.

3. The County Surveyor shall prepare a new survey that identifies the excluded portion near the one quarter corner common to Sections 5 and 8, which shall be prepared and recorded as provided under ORS 368.106.

ADOPTED this 21st day of September 21, 2006.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

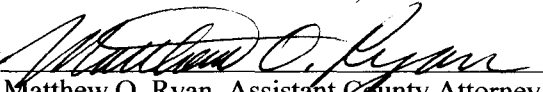
By 
Matthew O. Ryan, Assistant County Attorney

EXHIBIT "A"

DEVERELL ROAD No. 5021

A strip of land in the Southwest one-quarter and Southeast one-quarter of Section 4, Southeast one-quarter of Section 5, Northeast one-quarter of Section 8, and Northwest one-quarter of Section 9, Township 1 South, Range 5 East, Willamette Meridian, Multnomah County, Oregon, said strip of land running from the centerline of NE Loudon Road No. 1982, southerly, easterly and northerly along the centerline of the as-traveled Deverell Road to its intersection with the centerline of NE Larch Mountain Road No. 1320, 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, said station being at Engineer's centerline Station 182+69.19 POT of said NE Loudon Road, said station bears N09°16'53"E, a distance of 976.73 feet from a 4-1/4" brass disc in concrete post found at the one-quarter corner common to said Sections 5 and 8;

Thence S26°51'00"E, a distance of 264.09 feet to Engineer's Station 2+64.09 PC;

Thence on a curve to the left, having a radius of 135.00 feet, through a central angle of 29°40'13" (long chord of which bears S41°41'07"E, a distance of 69.13 feet), an arc distance of 69.91 feet to Engineer's Station 3+34.00 PCC;

Thence on a curve to the left, having a radius of 250.00 feet, through a central angle of 38°27'26" (long chord of which bears S75°44'56"E, a distance of 164.67 feet), an arc distance of 167.80 feet to Engineer's Station 5+01.80 PT;

Thence N85°01'21"E, a distance of 112.68 feet to Engineer's Station 6+14.48 PC;

Thence on a curve to the right, having a radius of 160.00 feet, through a central angle of 23°44'34" (long chord of which bears S83°06'22"E, a distance of 65.83 feet), an arc distance of 66.30 feet to Engineer's Station 6+80.78 PT;

Thence S71°14'05"E, a distance of 65.67 feet to Engineer's Station 7+46.45 PC;

Thence on a curve to the left, having a radius of 460.00 feet, through a central angle of 13°54'29" (long chord of which bears S78°11'19"E, a distance of 111.39 feet), an arc distance of 111.66 feet to Engineer's Station 8+58.11 PT;

Thence S85°08'34"E, a distance of 50.42 feet to Engineer's Station 9+08.53 PC;

Thence on a curve to the right, having a radius of 140.00 feet, through a central angle of 39°13'08" (long chord of which bears S65°31'59"E, a distance of 93.97 feet), an arc distance of 95.83 feet to Engineer's Station 10+04.36 PT;

Thence S45°55'25"E, a distance of 47.76 feet to Engineer's Station 10+52.13 PC;

Thence on a curve to the left, having a radius of 350.00 feet, through a central angle of 12°47'11" (long chord of which bears S52°19'01"E, a distance of 77.95 feet), an arc distance of 78.11 feet to Engineer's Station 11+30.24 PT;

Thence S58°42'36"E, a distance of 47.93 feet to Engineer's Station 11+78.17 PC;

Thence on a curve to the left, having a radius of 1,300.00 feet, through a central angle of 4°31'49" (long chord of which bears S60°58'31"E, a distance of 102.76 feet), an arc distance of 102.79 feet to Engineer's Station 12+80.96 PRC;

Thence on a curve to the right, having a radius of 130.00 feet, through a central angle of 17°14'26" (long chord of which bears S54°37'12"E, a distance of 38.97 feet), an arc distance of 39.12 feet to Engineer's Station 13+20.07 PCC;

Thence on a curve to the right, having a radius of 35.00 feet, through a central angle of 97°55'23" (long chord of which bears S02°57'43"W, a distance of 52.80 feet), an arc distance of 59.82 feet to Engineer's Station 13+79.89 PCC;

Thence on a curve to the right, having a radius of 80.00 feet, through a central angle of 38°35'32" (long chord of which bears S71°13'10"W, a distance of 52.87 feet), an arc distance of 53.88 feet to Engineer's Station 14+33.78 PCC;

Thence on a curve to the right, having a radius of 435.00 feet, through a central angle of 6°01'17" (long chord of which bears N86°28'25"W, a distance of 45.70 feet), an arc distance of 45.72 feet to Engineer's Station 14+79.49 PT;

Thence N83°27'46"W, a distance of 99.90 feet to Engineer's Station 15+79.39 PC;

Thence on a curve to the left, having a radius of 340.00 feet, through a central angle of 62°40'33" (long chord of which bears S65°11'57"W, a distance of 353.66 feet), an arc distance of 371.93 feet to Engineer's Station 19+51.32 PT;

Thence S33°51'41"W, a distance of 62.50 feet to Engineer's Station 20+13.82 PC;

Thence on a curve to the right, having a radius of 140.00 feet, through a central angle of 66°47'14" (long chord of which bears S67°15'18"W, a distance of 154.11 feet), an arc distance of 163.19 feet to Engineer's Station 21+77.02 PT;

Thence N79°21'05"W, a distance of 83.24 feet to Engineer's Station 22+60.26 PC;

Thence on a curve to the left, having a radius of 250.00 feet, through a central angle of 15°12'02" (long chord of which bears N86°57'06"W, a distance of 66.13 feet), an arc distance of 66.32 feet to Engineer's Station 23+26.58 PT;

Thence S85°26'54"W, a distance of 67.10 feet to Engineer's Station 23+93.68 PC;

Thence on a curve to the right, having a radius of 400.00 feet, through a central angle of 4°39'16" (long chord of which bears S87°46'32"W, a distance of 32.49 feet), an arc distance of 32.49 feet to Engineer's Station 24+26.18 PT;

Thence N89°53'50"W, a distance of 96.48 feet to Engineer's Station 25+22.66 PC;

Thence on a curve to the left, having a radius of 300.00 feet, through a central angle of $19^{\circ}42'26''$ (long chord of which bears $S79^{\circ}22'26''W$, a distance of 102.68 feet), an arc distance of 103.19 feet to Engineer's Station 26+25.84 PCC;

Thence on a curve to the left, having a radius of 70.00 feet, through a central angle of $25^{\circ}08'40''$ (long chord of which bears $S56^{\circ}56'53''W$, a distance of 30.47 feet), an arc distance of 30.72 feet to Engineer's Station 26+56.56 PCC, from which said one-quarter common to Sections 5 and 8 bears $S60^{\circ}10'50''W$, a distance of 68.92 feet;

Thence on a curve to the left, having a radius of 35.00 feet, through a central angle of $120^{\circ}09'02''$ (long chord of which bears $S15^{\circ}41'58''E$, a distance of 60.67 feet), an arc distance of 73.40 feet to Engineer's Station 27+29.96 PCC;

Thence on a curve to the left, having a radius of 55.00 feet, through a central angle of $30^{\circ}49'31''$ (long chord of which bears $N88^{\circ}48'45''E$, a distance of 29.23 feet), an arc distance of 29.59 feet to Engineer's Station 27+59.55 PT;

Thence $N73^{\circ}24'00''E$, a distance of 34.44 feet to Engineer's Station 27+93.99 PC;

Thence on a curve to the right, having a radius of 150.00 feet, through a central angle of $14^{\circ}10'20''$ (long chord of which bears $N80^{\circ}29'10''E$, a distance of 37.01 feet), an arc distance of 37.10 feet to Engineer's Station 28+31.09 PT;

Thence $N87^{\circ}34'20''E$, a distance of 106.36 feet to Engineer's Station 29+37.45 PC;

Thence on a curve to the right, having a radius of 215.00 feet, through a central angle of $34^{\circ}12'27''$ (long chord of which bears $S75^{\circ}19'27''E$, a distance of 126.46 feet), an arc distance of 128.36 feet to Engineer's Station 30+65.81 PT;

Thence $S58^{\circ}13'13''E$, a distance of 53.72 feet to Engineer's Station 31+19.53 PC;

Thence on a curve to the left, having a radius of 200.00 feet, through a central angle of $49^{\circ}42'19''$ (long chord of which bears $S83^{\circ}04'23''E$, a distance of 168.11 feet), an arc distance of 173.50 feet to Engineer's Station 32+93.04 PT;

Thence $N72^{\circ}04'27''E$, a distance of 206.37 feet to Engineer's Station 34+99.41 PC;

Thence on a curve to the right, having a radius of 200.00 feet, through a central angle of $17^{\circ}19'44''$ (long chord of which bears $N80^{\circ}44'19''E$, a distance of 60.26 feet), an arc distance of 60.49 feet to Engineer's Station 35+59.90 PT;

Thence $N89^{\circ}24'12''E$, a distance of 537.52 feet to Engineer's Station 40+97.42 PC, from which a 4" brass disc in concrete post found at the East one-sixteenth corner common to said Sections 5 and 8 bears $S83^{\circ}59'49''W$, a distance of 69.47 feet;

Thence on a curve to the right, having a radius of 10,000.00 feet, through a central angle of $0^{\circ}46'46''$ (long chord of which bears $N89^{\circ}47'35''E$, a distance of 136.06 feet), an arc distance of 136.06 feet to Engineer's Station 42+33.48 PT;

Thence S89°49'02"E, a distance of 711.41 feet to Engineer's Station 49+44.88 PC;

Thence on a curve to the right, having a radius of 2,000.00 feet, through a central angle of 2°15'30" (long chord of which bears S88°41'17"E, a distance of 78.82 feet), an arc distance of 78.83 feet to Engineer's Station 50+23.71 PT;

Thence S87°33'33"E, a distance of 576.81 feet to Engineer's Station 56+00.52 PC, from which a 4" brass disc in concrete post found at the corner common to said Sections 4, 5, 8 and 9 bears N87°50'56"W, a distance of 231.71 feet;

Thence on a curve to the left, having a radius of 4,000.00 feet, through a central angle of 1°19'42" (long chord of which bears S88°13'24"E, a distance of 92.73 feet), an arc distance of 92.73 feet to Engineer's Station 56+93.25 PT;

Thence S88°53'14"E, a distance of 791.49 feet to Engineer's Station 64+84.74 PC;
Thence on a curve to the left, having a radius of 4,000.00 feet, through a central angle of 2°11'54" (long chord of which bears S89°59'11"E, a distance of 153.46 feet), an arc distance of 153.47 feet to Engineer's Station 66+38.21 PT;

Thence N88°54'52"E, a distance of 348.07 feet to Engineer's Station 69+86.28 PC;

Thence on a curve to the left, having a radius of 900.00 feet, through a central angle of 14°47'39" (long chord of which bears N81°31'02"E, a distance of 231.74 feet), an arc distance of 232.39 feet to Engineer's Station 72+18.66 PT;

Thence N74°07'12"E, a distance of 286.79 feet to Engineer's Station 75+05.45 PC;

Thence on a curve to the left, having a radius of 250.00 feet, through a central angle of 31°21'59" (long chord of which bears N58°26'13"E, a distance of 135.16 feet), an arc distance of 136.86 feet to Engineer's Station 76+42.32 PT;

Thence N42°45'13"E, a distance of 112.51 feet to Engineer's Station 77+54.82 PC, from which a 4" brass disc in concrete post found at the one-quarter corner common to said Sections 4 and 9 bears S48°09'17"E, a distance of 461.31 feet;

Thence on a curve to the right, having a radius of 350.00 feet, through a central angle of 18°12'59" (long chord of which bears N51°51'43"E, a distance of 110.81 feet), an arc distance of 111.28 feet to Engineer's Station 78+66.10 PT;

Thence N60°58'12"E, a distance of 181.57 feet to Engineer's Station 80+47.67 PC;

Thence on a curve to the left, having a radius of 140.00 feet, through a central angle of 61°28'00" (long chord of which bears N30°14'12"E, a distance of 143.09 feet), an arc distance of 150.19 feet to Engineer's Station 81+97.86 PT;

Thence N00°29'48"W, a distance of 435.94 feet to Engineer's Station 86+33.81 PC;

Thence on a curve to the right, having a radius of 125.00 feet, through a central angle of $68^{\circ}16'18''$ (long chord of which bears $N33^{\circ}38'20''E$, a distance of 140.29 feet), an arc distance of 148.95 feet to Engineer's Station 87+82.75 PT;

Thence $N67^{\circ}46'29''E$, a distance of 117.54 feet to Engineer's Station 89+00.29 PC;

Thence on a curve to the left, having a radius of 550.00 feet, through a central angle of $4^{\circ}32'09''$ (long chord of which bears $N65^{\circ}30'25''E$, a distance of 43.53 feet), an arc distance of 43.54 feet to Engineer's Station 89+43.83 PT;

Thence $N63^{\circ}14'21''E$, a distance of 77.69 feet to Engineer's Station 90+21.52 PC;

Thence on a curve to the right, having a radius of 750.00 feet, through a central angle of $7^{\circ}59'13''$ (long chord of which bears $N67^{\circ}13'57''E$, a distance of 104.46 feet), an arc distance of 104.55 feet to Engineer's Station 91+26.07 PT;

Thence $N71^{\circ}13'33''E$, a distance of 57.96 feet to Engineer's Station 91+84.03 PC;

Thence on a curve to the left, having a radius of 400.00 feet, through a central angle of $24^{\circ}09'35''$ (long chord of which bears $N59^{\circ}08'46''E$, a distance of 167.42 feet), an arc distance of 168.67 feet to Engineer's Station 93+52.69 PT;

Thence $N47^{\circ}03'58''E$, a distance of 107.04 feet to Engineer's Station 94+59.73 PC;

Thence on a curve to the right, having a radius of 330.00 feet, through a central angle of $41^{\circ}12'47''$ (long chord of which bears $N67^{\circ}40'22''E$, a distance of 232.29 feet), an arc distance of 237.37 feet to Engineer's Station 96+97.10 PT;

Thence $N88^{\circ}16'45''E$, a distance of 127.15 feet to Engineer's Station 98+24.25 PC;

Thence on a curve to the left, having a radius of 64.00 feet, through a central angle of $149^{\circ}33'35''$ (long chord of which bears $N13^{\circ}29'58''E$, a distance of 123.51 feet), an arc distance of 167.06 feet to Engineer's Station 99+91.31 PT;

Thence $N61^{\circ}16'50''W$, a distance of 131.07 feet to Engineer's Station 101+22.38 PC;

Thence on a curve to the left, having a radius of 300.00 feet, through a central angle of $33^{\circ}50'45''$ (long chord of which bears $N78^{\circ}12'13''W$, a distance of 174.65 feet), an arc distance of 177.22 feet to Engineer's Station 102+99.60 PT;

Thence $S84^{\circ}52'25''W$, a distance of 161.90 feet to Engineer's Station 104+61.50 PC;

Thence on a curve to the right, having a radius of 1,700.00 feet, through a central angle of $3^{\circ}09'01''$ (long chord of which bears $S86^{\circ}26'55''W$, a distance of 93.46 feet), an arc distance of 93.47 feet to Engineer's Station 105+54.97 PT;

Thence $S88^{\circ}01'26''W$, a distance of 345.46 feet to Engineer's Station 109+00.43 PC;

Thence on a curve to the right, having a radius of 235.00 feet, through a central angle of $20^{\circ}35'03''$ (long chord of which bears $N81^{\circ}41'03''W$, a distance of 83.97 feet), an arc distance of 84.43 feet to Engineer's Station 109+84.85 PCC;

Thence on a curve to the right, having a radius of 85.00 feet, through a central angle of $71^{\circ}36'12''$ (long chord of which bears $N35^{\circ}35'26''W$, a distance of 99.45 feet), an arc distance of 106.23 feet to Engineer's Station 110+91.08 PT;

Thence $N00^{\circ}12'40''E$, a distance of 477.41 feet to Engineer's Station 115+68.49 and the terminus of Deverell Road No. 5021, which equals Engineer's centerline Station 208+40.63 POT of said NE Larch Mountain Road, said terminus being $S00^{\circ}14'01''W$, a distance of 336.09 feet from a 4" brass disc in concrete post found at the center one-quarter corner of said Section 4;

The heretofore description is written and based on a survey by Robert A. Hovden, Multnomah County Surveyor, recorded as Survey Number 60573, Multnomah County Survey Records, and by said reference is hereby made a part thereof.

EXCEPT and save that portion of the original Deverell Road, County Road No. 554, described as follows:

A strip of land 60 feet in width, being 30 feet on each side of the following described centerline:

Beginning at a point on the centerline of said Deverell Road, County Road No. 554, said point being $N63^{\circ}09'06''E$ (record = $N62^{\circ}30'E$), a distance of 54.07 feet from a 4-1/4" brass disc in concrete post found at the one-quarter corner common to Sections 5 and 8, Township 1 South, Range 5 East, Willamette Meridian, Multnomah County, Oregon;

Thence $S63^{\circ}09'06''W$, along said centerline, a distance of 54.07 feet to said one-quarter corner common to Sections 5 and 8;

Thence $S89^{\circ}28'54''E$, along the line common to said Sections 5 and 8, a distance of 33.92 feet to the terminus of said exception and saved portion of the original Deverell Road, County Road No. 554.