



City of Sandy

Agenda

City Council Meeting

Meeting Date: Monday, July 19, 2021

Meeting Time: 7:00 p.m.

Page

1. MEETING FORMAT NOTICE

This meeting will be conducted in a hybrid in-person / online format. The Council will be present in-person in the Council Chambers and members of the public are welcome to attend in-person as well. Members of the public also have the choice to view and participate in the meeting online via Zoom.

To attend the meeting in-person:

Come to Sandy City Hall (lower parking lot entrance).
39250 Pioneer Blvd., Sandy, OR 97055

To attend the meeting online via Zoom:

Please use this link: <https://us02web.zoom.us/j/81719513954>

Or by phone: (253) 215-8782; Meeting ID: 817 1951 3954

Please also note the new public comment signup process below.

2. CITY COUNCIL REGULAR MEETING - 7:00 PM

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

5. CHANGES TO THE AGENDA

6. PUBLIC COMMENT

The Council welcomes your comments.

If you are attending the meeting in-person

Please submit your comment signup form to the City Recorder before the regular meeting begins at 7:00 p.m. Forms are available on the table next to the Council Chambers door.

If you are attending the meeting via Zoom

Please complete the [online comment signup webform](#) by 3:00 p.m. on the day of the meeting.

The Mayor will call on each person when it is their turn to speak for up to three minutes.

7. RESPONSE TO PREVIOUS PUBLIC COMMENTS

(none)

8. CONSENT AGENDA

- | | | |
|------|--|--------|
| 8.1. | <u>City Council Minutes</u> | 3 - 8 |
| | City Council - 06 Jul 2021 - Minutes - Pdf | |
| 8.2. | <u>Transit Title VI Plan Update</u> | 9 - 31 |
| | Sandy Area Metro Title VI Program - Pdf | |

9. RESOLUTIONS

- | | | |
|------|---|---------|
| 9.1. | <u>Resolution 2021-21</u> | 32 - 71 |
| | Declaration of Public Necessity for the Bell St. - 362nd Extension Project | |
| | Resolution 2021-21 Declaration of Public Necessity for the Bell St. - 362nd Extension Project - Pdf | |

10. REPORT FROM THE CITY MANAGER

11. COMMITTEE /COUNCIL REPORTS

12. STAFF UPDATES

- | | | |
|-------|---------------------------------|--|
| 12.1. | Monthly Reports | |
|-------|---------------------------------|--|

13. ADJOURN



MINUTES
City Council Meeting
Tuesday, July 6, 2021 6:00 PM

COUNCIL PRESENT: Stan Pulliam, Mayor; Jeremy Pietzold, Council President; Laurie Smallwood, Councilor; Richard Sheldon, Councilor; Kathleen Walker, Councilor; Carl Exner, Councilor; and Don Hokanson, Councilor

COUNCIL ABSENT:

STAFF PRESENT: Jordan Wheeler, City Manager; Jeff Aprati, City Recorder; Tyler Deems, Deputy City Manager / Finance Director; Greg Brewster, IT/SandyNet Director; and Mike Walker, Public Works Director

MEDIA PRESENT: Gresham Outlook

1. CITY COUNCIL WORK SESSION - 6:00 PM

1.1. Government Relations Briefing

Staff Report - 0450

Paul Phillips, Phil Scheuers, and Ryan Tribbett with Pac/West Lobby Group provided an overview of the recently-concluded legislative session in Salem, and engaged in a discussion with the Council on advocacy strategy for the City's legislative agenda. **Mayor Pulliam** also provided an overview of the city facility tour conducted prior to the meeting.

The legislative session overview covered the following topics:

- The large volume of bills
- The large number of newly-formed committees
- Altered COVID-19 protocols and the effect on committee business
- The large number of new committee chairs and procedural difficulties
- Deferral of policy details to the rulemaking process
- Focus on equity
- Frequency of sessions
- Anticipated special session in September
- Upcoming redistricting process
- Deadline for submitting legislative concepts

The Council discussed a variety of issues related to government relations:

- Strategies for successfully securing funds from the Legislature
 - Breaking projects into phases
 - Identifying a 'champion' in the Legislature
- Communicating to legislators why requests are more worthy of funding than other entities' requests
- The advantages of making substantial progress on projects before asking for funding
- Advocacy efforts vis a vis the League of Oregon Cities
- Feedback process for projects that may be less likely to receive funding
- Possible strategies for securing funding for the Community Campus, such as incorporating childcare
- Strategies regarding rapidly rising construction costs
- Importance of tracking all in-kind spending
- Possibilities for securing broadband funding
- Challenges regarding influencing state land use policy
- Importance of Council consensus on the advocacy agenda

2. CITY COUNCIL REGULAR MEETING - 7:00 PM

3. Pledge of Allegiance

4. Roll Call

5. Changes to the Agenda

6. Public Comment

Khrys Jones, Executive Director of the Sandy Area Chamber of Commerce: provided a summary of upcoming Chamber of Commerce events, including Good Morning Sandy, and the Music Fair and Feast on September 10th and 11th.

7. Response to Previous Public Comments

8. Consent Agenda

8.1. City Council Minutes - June 21, 2021

Moved by Laurie Smallwood, seconded by Don Hokanson

Adopt the consent agenda.

CARRIED. 7-0

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,
Richard Sheldon, Kathleen Walker, Carl Exner, and Don
Hokanson

9. New Business

9.1. **Award Contract for NPDES Permitting Support**

Wastewater System Improvement Project

Staff Report - 0448

The **City Manager** and **Public Works Director** provided a summary of the staff report, which was included in the agenda packet. A significant amount of environment, engineering, and other analytical work must be performed to further study the Sandy River discharge alternative and obtain a National Pollutant Discharge Elimination System (NPDES) permit.

The Council discussed the possibility of negotiating beyond the base scope at this point to avoid cost increases if additional services are sought in the future. It was proposed that approval could be granted for a not to exceed amount of \$875,000, with the City Manager authorized to secure services beyond the base scope while keeping the City Council informed each time this occurs. It was also noted that the oversight subcommittee of the Council would play an important role in overseeing progress and fostering communication.

Moved by Don Hokanson, seconded by Carl Exner

Authorize the City Manager to negotiate a scope of work and fee with Parametrix not to exceed \$875,000 to provide technical and environmental services (baseline services as well as optional tasks) associated with the NPDES permitting process for the new wastewater treatment facility, with instructions to report back to the Council each time optional tasks are undertaken.

CARRIED. 7-0

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,
Richard Sheldon, Kathleen Walker, Carl Exner, and Don
Hokanson

9.2. **Approval of Guaranteed Maximum Price Proposal #1**

Wastewater System Improvement Project (Existing Wastewater Treatment Plant)

Staff Report - 0449

The **City Manager** and Brittany Park of Leeway Engineering provided a summary of the staff report. The report and the presentation slides were included in the agenda packet. The project is being affected by rapidly escalating construction costs resulting from pent-up demand during the pandemic, as well as the accelerated project timeline and desire to complete portions of the work before wet weather returns.

The Council discussed a variety of issues related to the cost of the project, including:

- Importance of increasing contingencies in the future
- Impact of cost inflation across the economy
- Importance of identifying opportunities for cost savings; being watchful and prudent
- Concern about low numbers of project bidders
- Complexity presented by constructing improvements while also continuing to treat wastewater at the facility
- Advantages of using the CM/GC contracting method given the complexity and pace
- Opportunities to be more market/price sensitive in the future
- The sound project management and effective work that has taken place thus far
- Opportunities to draw from this experience and more accurately estimate project costs in the future

Moved by Jeremy Pietzold, seconded by Laurie Smallwood

Authorize the City Manager to sign an agreement for GMP package #1 with Slayden Construction in the amount of \$4,542,468

CARRIED. 6-0

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,
Richard Sheldon, Carl Exner, and Don Hokanson

Abstained: Kathleen Walker

10. Report from the City Manager

- No safety incidents were reported at the recent Pride event. Reiterated that Sandy is a welcoming community for all and thanked the Police for their service. Noted the return to permitting for events at the plaza.
- No fires were reported from Independence Day fireworks; 18 complaints were received
- The League of Oregon Cities conference will occur in October

- Recruitments will occur in the near future for Parks and Recreation Director and Public Works Director

11. Committee /Council Reports

Councilor Hokanson

- Reflected on the recent Pride event; stressed the importance of inclusivity and protecting young people
- Noted the upcoming pool meeting

Councilor Exner

- Referred to the upcoming full opening of the Library
- Noted weeds in roadway islands
- Praised recreation programming

Councilor Walker

- Suggested possibly revising the Council's resolution against racism to add support for the LGBTQ community; expressed concern for people being harassed. Suggested attaching such language to plaza rental permits
- Asked for clarity on policy regarding Council members testifying at the State level
- Noted the upcoming full Library opening; noted a recent application for a bookmobile grant and raised questions about adequate funding for operations/staffing

Councilor Sheldon

- Noted upcoming Chamber of Commerce events

Councilor Smallwood

- Stressed the importance of generic language in any statement regarding civility, and of not singling out individual groups
- Inquired about fireworks costs and ensuring the City's deposit is not lost
- Thanked staff for weed control efforts

Council President Pietzold

- Noted the recent opening of pickleball facilities
- Noted the upcoming League of Oregon Cities conference
- Inquired about the city's 110th anniversary activities and possible impact of Hood to Coast
- Inquired about a water main break during the weekend

Mayor Pulliam

- Noted the recent Transit Advisory Board meeting
- Referred to the recent C-4 meeting and possible road improvement funding on 362nd
- Thanked all involved for their efforts on securing \$14.7 million from the state
- Noted the increasing frequency of community events
- Summarized the facilities tour with the government relations representatives
- Praised the successful weekend and the lack of need to ban personal use of fireworks
- Emphasized the need to send city staff to the League of Oregon Cities conference along with Council members

12. Staff updates

12.1. [Monthly Reports](#)

13. Adjourn

Mayor, Stan Pulliam

City Recorder, Jeff Aprati



Staff Report

Meeting Date: July 19, 2021
From Andi Howell, Transit Director
SUBJECT: Sandy Area Metro Title VI Program

BACKGROUND:

The City of Sandy is required by federal regulation (FTA Circular 4702.1B) and by Oregon Department of Transportation (ODOT) Rail and Public Transit Division to maintain a Title VI Program for its public transportation services. These programs are required to be updated every three years; SAM's existing program [is available here](#).

A Title VI Program "establishes guidelines to effectively monitor and ensure that City of Sandy Transit (known as Sandy Area Metro or SAM) is in compliance with all FTA Title VI requirements and regulations in order to carry out the provisions of the Department of Transportation's (DOT) Title VI Regulations at 49 CFR Part 21".

SAM Title VI Program creates policy to ensure that all Sandy Transit programs and services remain free of all forms of discrimination. To ensure this compliance Sandy Transit provides Title VI certification and assurances; notifies beneficiaries of protections under Title VI through postings on the Transit web page, all transit bus schedules and all buses; maintains procedures for investigating and tracking Title VI complaints, records all Title VI investigations, complaints and lawsuits; provides meaningful access to Limited English Proficient (LEP) persons; provides additional information upon requests at the discretion of FTA; and prepares and submits a Title VI Program.

To date, Sandy Transit has never had a civil rights complaint. The Transit program closely monitors the Sandy community using American Community Survey (ACS) data and annual on board surveys to understand community and rider demographics to meet any needs that arise, such as the need for signage to be in a language other than English. According to ACS data, Spanish is the second most common language used in Sandy. Therefore, the Title VI program identifies ways to communicate with Spanish speakers. Transit bus schedules and brochures are published in English and Spanish. Schedules, park and ride information and the nondiscrimination policy are available in English and Spanish on the website. Transit operators and dispatchers have access to Spanish language translations of commonly used phrases. Sandy Transit is involved with public outreach activities, such as partnering with the local library during English as a second language classes to ensure our LEP customers have access to services as well as information they may need. In 2017, Sandy Transit activated a telephone translation service that provides interpreters of 222 languages.

This Title VI Program updates the American Community Services data to 2019, which continues to identify Spanish speakers as the most common LEP population in Sandy and updates the Minority Representation Table of the Transit Advisory Board (80% Caucasian (less than Sandy general population) and 20% American Indian (more than the general population)).

BUDGETARY IMPACT:

None.

RECOMMENDATION:

Approve the Sandy Transit Title VI Program dated July 2021.

LIST OF ATTACHMENTS/EXHIBITS:

City of Sandy Transit Title VI Program



CITY OF SANDY TRANSIT

TITLE VI PROGRAM

July 2021



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Title VI Program Effective July 2021

Ref: FTA Circular 4702.1B Title VI and Title VI Dependent Guidelines for Federal Transit Administration Recipients

Purpose: The purpose of this policy is to establish guidelines to effectively monitor and ensure that City of Sandy Transit is in compliance with all FTA Title VI requirements and regulations in order to carry out the provisions of the Department of Transportation's (DOT) Title VI Regulations at 49 CFR Part 21.

Policy: The City of Sandy Transit ensures that its programs, policies, and activities comply with the Department of Transportation's (DOT) Title VI regulations. Sandy Transit is committed to creating and maintaining public transit service that is free of all forms of discrimination. The agency will take whatever preventive, corrective and disciplinary action necessary for behavior that violates this policy or the rights and privileges it is designed to protect.

Required to provide an annual Title VI certification and assurance. To ensure accordance with 49 CFR Section 21.7, every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI of the Civil Rights Act of 1964. This requirement shall be fulfilled when the applicant submits its annual certifications and assurances to FTA. The text of FTA's annual certifications and assurances is available on FTA's Web site. The City of Sandy complies with this instruction annually in order to receive FTA funding.

Required to notify beneficiaries of protection under Title VI. In order to comply with 49 CFR Section 21.9(d), recipients shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Recipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's web site. City of Sandy has information on their web site, included on transit bus schedules and signage posted on all buses.

Required To Develop Title VI Complaint Procedures. In order to comply with 49 CFR Section 21.9(b), recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. Sandy Transit provides for their dispatchers and/or supervisor to take complaints as well as comment cards available on



buses. All complaints are forwarded to the Title VI Complaint Coordinator (Transit Program Administrator) who categorizes, tracks them and develops responses.

Required to record Title VI investigations, complaints and lawsuits. In order to comply with 49 CFR Section 21.9(b), recipients shall prepare and maintain a list of any active investigations conducted by entities other than the FTA, lawsuits, or complaints naming the recipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date of the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response to the investigation, lawsuit, or complaint. The Sandy Transit Title VI Complaint Coordinator (Transit Program Administrator) maintains these files. Sandy Transit has had no Title VI investigations, complaints or lawsuits.

Required to provide meaningful access to Limited English Proficient (LEP) persons. Title VI and its implementing regulations require that FTA recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient. The City of Sandy has developed a LEP plan and identified Spanish as the most commonly spoken foreign language of Sandy area riders. Other language groups have been an incidental portion of Sandy Transit's ridership which is reflective of the general population. Therefore, transit bus schedules and brochures are published in English and Spanish. Schedules, park and ride information and the nondiscrimination policy are available in English and Spanish on the website. Transit operators and dispatchers have access to Spanish language translations of commonly used phrases. Sandy Transit is involved with public outreach activities to ensure our LEP customers have access to services as well as information they may need in Spanish. In 2017, Sandy Transit activated a telephone translation service that provides interpreters of 222 languages.

Required to provide additional information upon request. At the discretion of the FTA, information other than that required by the referenced circular may be requested, in writing, from a recipient in order to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI requirements. The City of Sandy Title VI Complaint Coordinator (Transit Program Administrator) is available to provide additional information as needed and to respond to any inquiry.

Required to prepare and submit a Title VI Program. FTA requires recipients to report certain general information to determine their compliance with Title VI. The collection and reporting of this program constitute the recipients' Title VI Program. To ensure compliance with 49 CFR Section 21.9(b), FTA requires that all recipients document their compliance with this chapter by submitting a Title VI Program to FTA's regional civil rights officer once every three years.



Discrimination

Any act or omission of an act which would prevent the use of or exclude a person from access to public transportation based on (but not limited to) race, color, natural origin, gender, disability, or religion.

**NON-DISCRIMINATION
POLICY STATEMENT**

City of Sandy Transit, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the City of Sandy, on the grounds of race, color, national origin, gender, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, gender, disability, religion, sexual orientation, or age, please visit the following web page:

http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/tvi_disc_comp.aspx

If information is needed in another language please call: 503-489-0921
Si se necesita informacion in otro idioma de contacto, 503-489-0921

To be posted:

City of Sandy Website
At the reception desk of the Sandy Operations Center
Operations Center breakroom
Inside vehicles
In bus schedules



LA NO DISCRIMINACION POLITICA DE EST ADO

Ciudad de Sandy Transporte, en el Titulo VI del Acta de Derechos Civiles de 1964 y los estatutos relacionados, asegura que ninguna persona en el Ciudad de Sandy podrim, por motivos de raza, color, origen nacional, genero, discapacidad, religion, la orientacion sexual, o edad, se excluidos de la participacion en, negarse los beneficios de, o ser de otra manera sujeto a discriminacion bajo cualquier programa o actividad que administra.

Para obtener informacion sobre como presentlar una denuncia basada en motivos de raza, color, origen nacional, genero, discapacidad, religion, la orientacion sexual, o edad, por favor visite la siguiente pagina:

http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/tvi_disc_comp.aspx

Si se necesita informacion in otro idioma de contacto, 503-489-0921

To be posted:

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At the reception desk of the Sandy Operations Center
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Inside vehicles
In bus schedules



City of Sandy Title VI Complaint Procedure

Any person who believes she or he has been discriminated against on the basis of race, color, national origin, gender, disability, religion, sexual orientation, or age by the City of Sandy Transit Authority (hereinafter referred to as “the Authority”) may file a Title VI complaint using any of the six methods listed below. The City of Sandy Transit Authority investigates complaints received no more than 180 days after the alleged incident. The Authority will process complaints that are complete.

Methods of filing a complaint:

- 1) Submit a customer comment card with contact information
- 2) Phone the transit office at 503-489-0921 or 503-668-3466
- 3) E-mail the transit office at mrustam@ci.sandy.or.us
- 4) Submit an online civic service complaint form at <http://www.cityofsandy.com>
- 5) In person at the transit office located at 16610 Champion Way Sandy, OR 97055
- 6) Mail written complaint to 16610 Champion Way Sandy, OR 97055

The supervisor or program administrator will investigate the complaint and make a determination. Formal investigation of the complaint will be confidential and will include, but is not limited to, details of the specific incident, frequency and dates of occurrences and names of any witnesses. Customer will be notified of resolution.

If the complainant is not satisfied with the resolution, an appeal process is available. An appeal request for review of a determination of unlawful denial of access or accommodation to public transportation must be filed, in writing, within 60 calendar days of the incident. The written appeal must include the customer’s name, address, and telephone contact number. A statement of reason(s) why the applicant believes the denial of accommodation request or access to public transportation was inappropriate is recommended.

The Transit Director will set a mutually agreed-upon time and place for the review process with the applicant and/or representatives within 30 days of request. The applicant can waive personal appearance in preference of a phone review followed by written determination. The applicant may submit documents or other information to be included with the record and considered in the review process. A record of the review will be kept, as determined by the Transit Director. Anyone needing special accommodations may contact the Transit Director at 503-489-0925 for assistance.

The right of the appellant to a prompt and equitable resolution of the complaint must not be impaired by the appellant’s pursuit of other remedies, such as filing of a complaint with the Department of Justice or other appropriate federal agency or the filing of a suit in state or federal court. Use of this procedure is not a prerequisite to the pursuit of other remedies.



City of Sandy Title VI Complaint Form

Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title 42 U.S.C. Section 2000d

Please provide the following information necessary in order to process your complaint. A formal complaint must be filed within 180 days of the occurrence of the alleged discriminatory act. Assistance is available upon request. Please contact Sandy Transit at (503) 489-0925.

Complete this form and return to:

**Sandy Transit
16610 Champion Way
Sandy, OR 97055**

Complainants Name: _____

Address: _____ City: _____

State: _____ Zip Code: _____ Telephone Home: _____

Telephone Cell: _____ Telephone Work: _____

Person (s) Discriminated Against (if other than complainant):

Name: _____

Address: _____ City: _____

State: _____ Zip Code: _____ Telephone Home: _____

Telephone Cell: _____ Telephone Work: _____

On which of the following is the discrimination based?

Race/Color National Origin Gender Disability

Low Income Limited English Proficiency Religion Sexual Orientation Age

Date of Alleged Discrimination: _____ Location: _____

Agency or person who was responsible for alleged discrimination: _____



Describe the alleged discrimination. Explain what happened and whom you believe was responsible (for additional space, attach additional sheets of paper to this form).

How can this complaint be resolved? How can the problem be corrected?

Please sign and date. The complaint will not be accepted if it has not been signed. You may attach any written materials or other supporting information that you think is relevant to your complaint.

Signature

Date



**Title VI Investigations, Lawsuits and Complaints
2021-2023**

2021-2023	Date (MM/DD/YY)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
Lawsuits				
Complaints				

*To be reported to ODOT every 3 years



Public Participation Plan:

Our agency develops policies that are inclusive of diverse populations. On-going analysis is performed to identify populations who live in geographic proximity. The Hispanic/Latino population is the only minority with a significant (10.2% total population, with 81.1% speaking English “very well” and 18.9% speaking English “less than very well”, according to 2019 American Community Survey) of the local population.

[\(2019: ACS 5- Year Estimates Subject Table\)](#)

All service design and development involves public process with special efforts made to include these populations and ensure equal access. The Sandy Transit Advisory Board consists of individuals with disabilities, senior citizens and business owners. Notifications are provided to local papers, community centers, library, shopping centers, on buses and at bus stops/shelters. Sandy Transit offers transit training and conducts annual surveys. Additionally, the City Council meets bi-monthly and all meetings are open to the public.

The website has been updated to include more information in Spanish. All staff have the "Basic Spanish for Transit Employees" reference booklet. Translation services were added to the Transit Department account as of 2017 for LEP telephone conversations.



Language Assistance Program for Limited English Proficient Population

Sandy Transit's Limited English Proficiency Policy:

Sandy Transit is committed to providing quality services to all citizens, including those with limited English proficiency.

Background and Analysis:

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be considered limited English proficient, or "LEP."

These individuals may be entitled language assistance with respect to a particular type or service, benefit, or encounter.

According to the U.S. Department of Transportation's (USDOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, "Title VI and its implementing regulations require that recipients take responsible steps to ensure meaningful access by LEP persons. Recipients should use the guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP."

Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance. Recipients of USDOT assistance that are subject to LEP requirement include:

- State departments of transportation;
- Metropolitan planning organizations (MPOs);
- Regional transportation agencies;
- Regional, state, and local transit operators;
- State and local agencies with emergency transportation responsibilities (e.g., Transportation of supplies for natural disasters, planning for evacuations, quarantines and other similar actions).

Sandy Transit acts as the local transit operator for the City of Sandy. LEP requirements extend to all local transit programs or activities, even if some activities are not funded by federal assistance. Subrecipients are also covered in cases when federal funds are passed through from a recipient to a subrecipient.

The USDOT recommends four factors that should be analyzed by federally assisted agencies and programs to determine the level and extent of language-assistance measures required to sufficiently ensure meaningful access to programs, activities, and services within the City of Sandy's area of responsibility. After conducting the four-factor analysis, Sandy Transit is in a better position to implement a cost-effective mix of proactive language-assistance measures, target resources appropriately, and to respond to requests for LEP assistance from constituents.



The four factors to be considered are:

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency the LEP individuals come into contact with programs, activities and services.
3. The importance of programs, activities and services, to LEP persons
4. Resources available to the recipient and costs

What specific steps should be taken will depend on the information gathered from Census and other data and from analysis of agency resources and the costs of providing language assistance.

MEETING THE REQUIREMENTS

Safe Harbor Stipulation:

Federal law provides a “safe harbor” stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A safe harbor means that as long as a recipient has created a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four factor analysis. Evidence of compliance with the recipient’s written translation obligations under “safe harbor” includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less of eligible persons served or likely to be affected. Translation can also be provided orally.

The safe harbor provision applies only to the translation of written documents. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters, where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons:

USDOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Example methods for notification include:

1. Signage that indicates when free language assistance is available with advance notice;



2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of Sandy Transit services and the availability of language assistance;
4. Using automated telephone voice mail or menu to provide information about available language-assistance services;
5. Including notices in local newspapers in languages other than English;
6. Providing presentations and/or notices at schools and community-based organizations about available language services.

LEP

Four Factor Analysis

Factor 1: The Number and Proportions of LEP Persons in the Eligible Service Area.

Table 1—Language Spoken at Home by the Ability to Speak English: Population 5 Years and Over
 (2019: ACS 5- Year Estimates Subject Table)

City of Sandy												
Pop (5 yrs and over)	Speak English Less Than Very Well		Speak English Only		Speak Spanish		Speak Indo-European Language		Speak Asia or Pacific Island Language		Speak Other Language	
	#	%	#	%	#	%	#	%	#	%	#	%
10,179	235	2.3%	9,030	88.7%	604	5.9%	284	2.8%	261	2.6%	0	0%



Table 2—LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over ⓘ

(2019: ACS 5-Year Estimates Subject Tables)

Pop	Speak English Less Than Very Well		Speak English Only		Speak Spanish		Speak Spanish and Speak English Less Than Very Well	
	#	%	#	%	#	%	#	%
10,179	235	2.3%	9,030	88.7%	604	5.9%	114	18.9%

According to the 2019 American Community Survey 5.9% of the population speak Spanish, the most common language after English. Of those who speak Spanish, 18.9% (114 people) self-report that they speak English less than very well.

Conclusion: Spanish is the most frequently spoken foreign language spoken by LEP individuals in the Sandy Transit area and should be the focus of any translation or language assistance activities.

Factor 2: The Frequency in which LEP Individuals Encounter City of Sandy Transit Programs.

The analysis identified Spanish as the most prevalent language spoken by LEP individuals in the Sandy Transit service area. The analysis further reveals that LEP individuals comprise 6% or less of the region’s population. To date, no requests for language-assistance services have been made by LEP individuals, although during a City of Sandy survey, 13.2% of the ridership reported identifying as Hispanic and 1 person took the Spanish version of the survey.

Factor 3: The Importance of the Service Provided by Sandy Transit

Public transportation is vital to many people’s lives. According to the Department of Transportation’s *Policy Guidance Concerning Recipient’s Responsibilities to Limited English Proficient (LEP) Persons*, “Providing public transportation access to LEP persons is crucial. An LEP person’s inability to effectively utilize public transportation may adversely affect his or her ability to obtain health care, or education, or access to employment.”

The City of Sandy survey revealed that the percentage of Hispanic/Latino ridership (13.6%) was greater than that of the general population at the time (10.2%). Therefore, this population does utilize public transportation and may need language assistance.

Factor 4: The Resources Available and Overall Sandy Transit Costs

Sandy Transit has traditionally budgeted between \$5,000 annually for printing product documents, schedules and other public participation material. The bus schedule and route map is currently in both English and Spanish. Information is also currently available in Spanish and English on the City of Sandy web page and inside Sandy buses.



The City of Sandy implemented a multi-lingual telephone translation service available for callers who do not speak English as their primary language. The annual operating budget for Sandy Transit service is \$1.5 million.

IMPLEMENTATION

Due to the importance of the service provided, as indicated in factor 3, Sandy Transit will implement the following Limited English Proficiency (LEP) Plan. This plan will provide limited language assistance services to the LEP population in the Sandy Transit region.

All language assistance activities detailed below will be coordinated by the City of Sandy Transit Department's Transit Director.

Identifying LEP Individuals Who Need Language Assistance:

Key staff at Sandy Transit offices will use language identification cards when first encountering a LEP individual. These cards, developed by the U.S. Census Bureau, have the phrase "Mark this box if you read or speak [name of language]" translated into 38 different languages. It was developed by the Census Bureau and is used by government and non-government agencies to identify the primary language of LEP individuals during face-to-face contacts. The Census Bureau's Language Identification Flashcard can be downloaded for free at www.usdoj.gov/crt/cor/Pubs/ISpeakCards2004.pdf.

The Language Identification flashcards will be made available at public meetings and the front desk of the City of Sandy Operations Center. Once a language is identified, the LEP coordinator or relevant point of contact will be notified to assess feasible translation or oral interpretation assistance.

Basic Spanish for Transit Employees will be available on-board buses and available to all dispatch and operations staff.

The Language Line Solutions, a telephone translation service, provides another useful tool for telephone conversations with LEP populations.

Language Assistance Measures:

Language assistance will be provided for LEP individuals through the translation of some key materials, as well as through oral interpretation when necessary and possible.

Translation of Written Materials:

Translation of all Sandy Transit plans and materials is not possible due to cost restrictions, and the current population levels do not warrant such translations. However, Sandy Transit will provide the following translated materials:



- Current Sandy Transit outreach materials should be translated on a case-by-case basis. Sandy Transit will also consider requests to provide key outreach materials in Spanish as new materials are developed. Documents that will be or are in Spanish are:

- Title VI Notice
- On-board signage
- Published transit schedule and route map

- Sandy Transit website – the City of Sandy is currently assessing cost and infrastructure requirements to efficiently modify the City of Sandy Transit Department’s website to provide as much information as possible in Spanish as well as English.

Oral Language Services:

Sandy Transit will provide some oral interpretation services to Spanish-speaking LEP individuals. In order to provide these services, the LEP coordinator will:

- Maintain a list of outside sources that can provide oral translation services (including both paid and unpaid services). Outline the cost of these services. Identify budget and personnel limitations.

Providing Notice of Available Language Service to LEP Persons:

Sandy Transit has established the following methods to inform Spanish-speaking LEP individuals, supporting organizations, as well as the general public, of available no-fee LEP services.

- Posting information – Sandy Transit will post information at the front-desk reception area to notify LEP individuals of any available services to translate Sandy oral or written program material, and how to obtain these services.

- Outreach documents – Key outreach documents will include a notice that some language assistance services are available. This notice will be listed in Spanish and English.

- Community organizations – Sandy Transit will notify area community-based organizations and other stakeholders of available language-assistance services.

- Community presentations – participate in presentations, trainings and/or notices in Spanish at schools, low-income housing and religious organizations.

Current budget and staff limitations preclude Sandy Transit from implementing all available notification techniques. However, in the future, Sandy Transit may consider additional notification methods, such as:



- Automated telephone voice mail attendant or menu system – provides information about available language-assistance services and how LEP individuals can obtain access.
- Website translation services.

Monitoring and Updating the LEP Plan:

Sandy Transit will monitor changing population levels and the language needs of LEP individuals in the region. An annual review of this LEP plan will coincide with the annual evaluation of the public participation activity and the Title VI program. Evaluation results and recommended changes will be shared with Sandy Transit’s Transit Advisory

Board (TAB). The LEP Coordinator will also keep a record of any LEP services provided and will make this information available during the annual review process.

In connection with updates to Sandy Transit’s Title VI Program and Public Participation Plan, Sandy Transit may use some of the following tools to conduct further assessment:

1. Conduct surveys or focus groups.
2. Develop an evaluation process to assess LEP service provision.
3. Establish a tracking system to collect primary-language data for individuals that participate in programs and activities.

Sandy Transit will determine the appropriate mix of written and oral language communications for LEP individuals — to include but not limited to — translations, on paper, over the Internet, interpreter assistance, or by working with local organizations that serve LEP persons in the City of Sandy and surrounding areas.

Contact:

Sandy Transit will respond to reasonable requests for LEP consideration in its programs and activities.

In order to request assistance or to discuss LEP issues, please contact:

Andi Howell
Transit Director
City of Sandy, Transit Department
16610 Champion Way
Sandy, OR 97055
Phone: (503) 489-0921
Fax: (503) 826-0618

To file a complaint regarding LEP activities, please fill out the Title VI complaint form available at <http://www.cityofsandy.com>. Should an LEP complaint be filed, the Title VI review process will be followed.

More information on filing an LEP complaint with the Department of Justice can be found at <http://www.usdoj.gov/crt/cor/complaint.php>.



Minority Representation Table					
Body	Caucasian	Hispanic/ Latino (of any race)	African American	Asian American	American Indian/ Alaskan Native
Pop*	91.4%	10.2%	0.6%	2.3%	0.8%
Transit Advisory Board	80.0%	0%	0%	0%	20%

[*2019: ACS 5-Year Estimates Subject Tables](#)

FIXED/COMMUTER ROUTE SERVICE STANDARDS POLICY

Vehicle Load Standards

The average of all loads during the peak operating period should not exceed vehicles' achievable capacities, which are 40 passengers for a 31' high-floor bus-on-chassis and 56 passengers for a 35' low-floor transit vehicle.

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Maximum Load Factor
31' High-Floor	26	14	40	
35' Low-Floor	32	24	56	

Vehicle Headway Standards

Service operates on the commuter route between Sandy and Gresham every 30 minutes on weekdays; hourly (60 minutes) on Saturdays; and 8 times on Sundays over a 14 hour period.

Service operates on the commuter route between Sandy and Estacada on Monday – Saturday, 5 times daily over a 12 hour period.

Service operates a shuttle in Sandy weekdays, 5 times a day over a seven hour period.

Scheduling involves the consideration of a number of factors including: ridership, productivity, transit/pedestrian friendly streets, density of transit-dependent population and activities, relationship to the Sandy Transit Master Plan and Regional Coordinated Transportation Plan, relationship to major developments, land use connectivity, and transit demand management.



Headways and Periods of Operation

	Weekday Frequency		Saturday Frequency		Sunday Frequency
Commuter Gresham	30 minutes 16 hours daily		60 minutes 17 hours daily		8 runs daily subject to schedule over 14 hour period
Commuter Estacada	5 runs daily subject to schedule over 12.5 hour period		5 runs daily subject to schedule over 12.5 hour period		NONE
Deviated Shopper Shuttle	5 runs daily over a 7 hour period		NONE		NONE

DEMAND-RESPONSE SERVICE STANDARDS POLICY

Vehicle load standards

Sandy Transit will operate cutaway vehicles with less than 16 passenger capacity of the local demand-response service. Vehicles must be able to operate on surface streets, in parking lots, residential streets and private driveways. Low-floor vehicles will be considered for this application as equipment and funding become available and reliable. The service area for this service is the Sandy city-limits and up to a 3-mile radius subject to availability.

Demand response also acts as complimentary ADA service all hours of fixed route operation hours.

Service Area and Periods of Operation

	Weekday Hours	Saturday Hours	Sunday Hours
Demand-Response	5:30a-9:00p	10:15a-4:30p	NONE

On-Time Performance Standard

The on-time service standard for Sandy Transit per the Transit Master Plan is to maintain a record of 90% on-time service on all routes. A commuter/fixed route vehicle is considered on-time if it departs a scheduled time point no more than 1 minute early and no more than 5 minutes late. The demand-response service allows a 15-minute window on either side of the scheduled pick-up time (while ensuring on-time arrival at set appointments).

The commuter/fixed routes average an on-time performance of 99% and the demand-response services average an on-time performance of 89.6%.



Service Availability Standards

Sandy Transit will operate transit service along the main arterial (Highway 26) with bus stops approximately 3 blocks apart. All city residents will be eligible for special services (ADA) subject to qualification. Sandy Transit will maintain a 0% turn down rate for ADA qualified individuals requesting eligible service by 5 p.m. the previous day. General public demand-response service will be scheduled on a first-come, first-served basis guaranteeing rides booked by 5 p.m. the day prior and same-day service subject to availability.

Vehicle Assignment

Vehicle will be assigned to the commuter/fixed route such that the average age of the fleet serving the routes do not exceed “10” years. Low-floor buses will be deployed on the more frequently used routes. Vehicle equipment will be assigned considering a number of factors including: ridership, productivity, transit/pedestrian friendly streets, density of transit-dependent population and activities, relationship to the Sandy Transit Master Plan and Regional Coordinated Transportation Plan, relationship to major developments, land use connectivity, and transit demand management. All buses will be equipped with air conditioning, bike racks, stop request capability, and at least two wheelchair securement stations. Commuter/fixed route stops will be announced by all drivers and/or an automated announcement system that provides visual and verbal announcements.

TRANSIT AMENITY POLICY

Sandy Transit will construct bus shelters whenever feasible at bus stops with at least 10 boardings per day. In the event that there is insufficient funding to install shelters at eligible bus stops, establish a priority list based on the following criteria:

- Number of passenger boardings per day
- Proximity to major activity centers
- Seniors or special-needs population in the vicinity
- Availability of space to construct shelter and waiting area
- Adjacent land use compatibility

In selecting sites for bus stops, preference will be given to locations that can accommodate a future bench or passenger shelter within the public right-of-way, and at locations that operate safely given roadway traffic conditions.

A priority list will be maintained for bus stop benches, where bus shelters might otherwise be warranted, but the ridership isn't high enough or the site is unsuitable.

Bus stop shelters will be located close to ambient lighting whenever possible and shelters will be equipped with solar lighting.



Staff Report

Meeting Date: July 19, 2021

From Mike Walker, Public Works Director
Resolution 2021-21 Declaration of Public Necessity for the Bell St. -
SUBJECT: 362nd Extension Project

BACKGROUND:

In order to begin the right-of-way acquisition process for the Bell St. - 362nd Extension Project, it is necessary for the Council to adopt a Resolution of Public Necessity. There are six parcels and six easements that will need to be acquired for the project. The land and easements to be acquired are shown in the attachment. Appraisals and offers will be performed by EPIC Land Solutions.

Legal descriptions for the property and easements have been prepared and are attached as exhibits to the resolution.

The total land area to be acquired for right-of-way purposes is 314,827 sq. ft. (7.27 acres) The total land area required for slope easements totals 99,534 sq. ft. (2.28 acres). The land to be acquired will be for the roadway. The slope easements are necessary for grading, cuts and fills to support the roadway. The property owners will retain ownership of the slope easement areas the City would be granted the right to grade the land adjacent to the right-of-way for the roadway. Where merchantable timber is removed for the roadway or easements the land owners will be compensated for the value of the timber. Where there are improvements (buildings, sheds, etc.) the value of the improvements will be included in an offer. Offers will also include provisions for access, fence replacement, landscaping and other miscellaneous items that crop up during the negotiation process. No dwellings will be impacted by the acquisition process. Even though the project will be 100% locally-funded, like any public agency the City must follow the statutory process in Chapter 35 of the Oregon Revised Statutes.

PROCESS OVERVIEW

The first step in the process is a notice and information packet (attached) mailed to all property owners. The right-of-way agent contacts the property owner and makes an appointment for the appraisal. The property owner is entitled to accompany the appraiser on the site during the appraisal. The appraisal is shared with the property owner, an offer is made and 40 days must elapse prior to the property owner accepting or rejecting an offer.

If the City and the property owner are unable to agree on the amount of just compensation, the City may make its best and final offer and deposit these funds with the Clackamas County Circuit Court and a trial date is set. The City may take

possession of the property and work on the project may proceed prior to a trial once the compensation amount is deposited. The property owner and the City may continue to negotiate up to the time of the final adjudication by the court. A judge or jury determines the just compensation amount and if greater than the City's best and final offer the City is obligated to pay the difference in compensation, (including any attorney's fees).

This explanation is for background only. Based on our contacts with property owners we do not anticipate any acquisitions to go to court. Property owners have expressed interest if not outright enthusiasm for the project and staff is confident that we will be able offer fair market value and address any property owners' needs or concerns during the negotiation process.

Once offers are made staff will return to Council with an update on land acquisition costs and any issues that may arise during the process.

BUDGETARY IMPACT:

Funds for right-of-way acquisition for this project are included in the Street Fund biennial budget

RECOMMENDATION:

Approve Resolution 2021-21

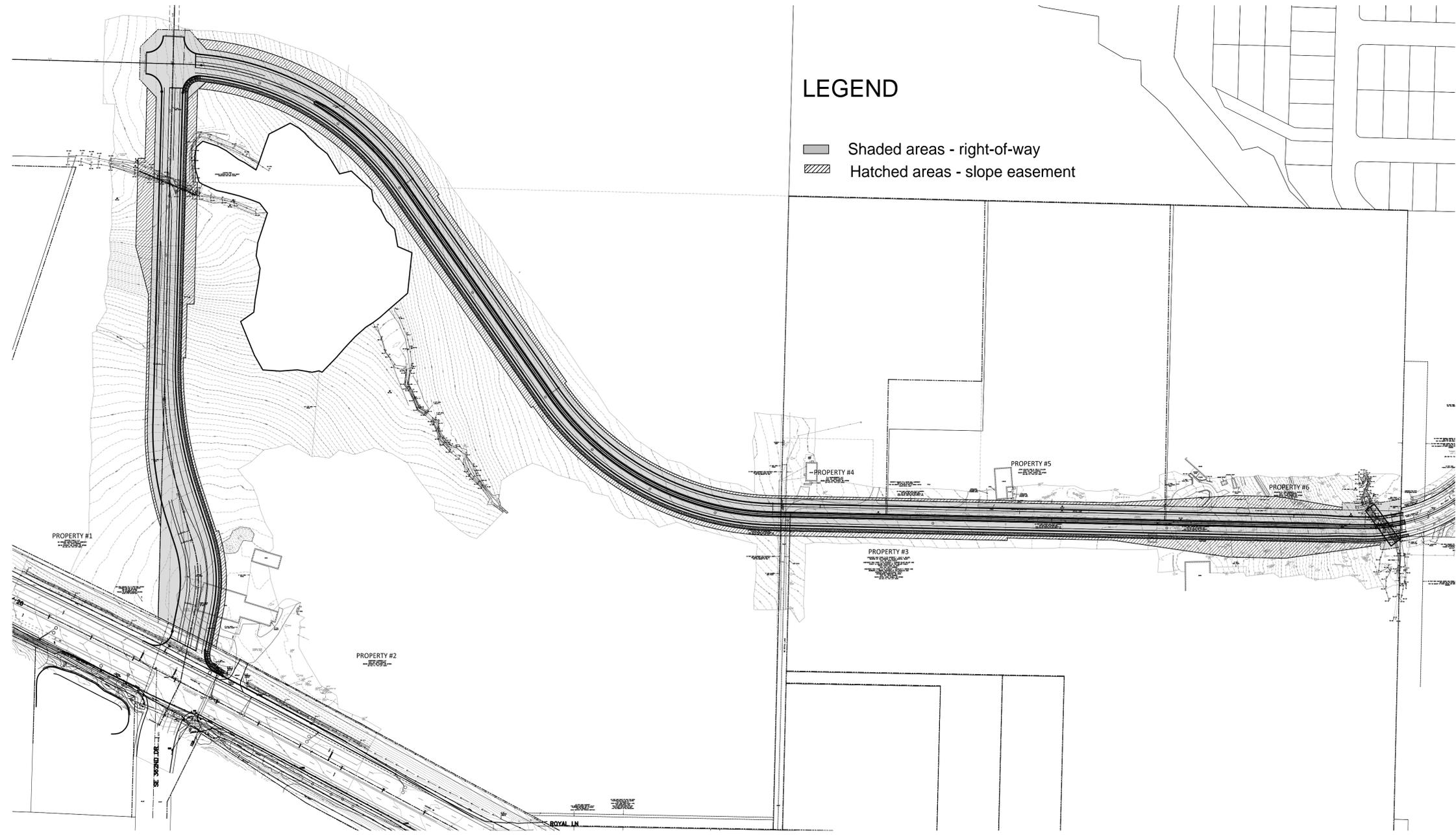
SUGGESTED MOTION:

I move to to approve Resolution 2021-21 Declaring a Public Necessity

LIST OF ATTACHMENTS/EXHIBITS:

- Project area exhibit showing affected properties in red.
- EPIC Land Solutions property owner brochure.
- Resolution 2021-21

Right-of-way and Slope Easement Overview



Improvements

When the public agency acquires an interest in your land, it must acquire an equal interest in your house or any other improvements located on the land acquired. If buildings must be removed, the public agency may allow the owner the first option to move the buildings. This can be discussed with the Right of Way Agent.

Payment

If you sign a deed and any accompanying agreements, and the public agency approves it, then the transfer of title and payment for the property may proceed. As in a private sale, you are responsible for clearing expenses to the title, such as unpaid taxes, assessments, mortgages, outstanding leases and other liens against the property. The Right of Way Agent will assist you in clearing title. No payment can be made until a deed conveying clear title to the public agency has been recorded in the county records.

At the time the deed is available for recording, authorization is given to prepare a check for your property. The length of time varies with each public agency, but title does not transfer until you receive payment or money is deposited into court on condemnation action.

If a condemnation action has been filed, the amount established by the public agency as just compensation will be deposited with the court for distribution in accordance with the order of the court.

You are entitled to be reimbursed for fair and reasonable expenses associated with turning your property over to the public agency. Such expenses might include, but are not limited to, penalties for prepayment of any pre-existing recorded mortgage on your property, mortgage release fees, or the public agency's portion of real property taxes.

Possession

You are not required to surrender possession of your property until either you have been paid the agreed upon purchase price, or an amount equal to the public agency's established estimate of just compensation has been deposited with the court for your benefit.

When the acquisition process begins, you, as well as any tenants occupying your property, will be notified in writing that it is the public agency's intent to acquire the property. You will not be required to move from your home, farm, or business location earlier than 90 days following that notice or within 30 days after payment, whichever is later. However, if the purchase does not require you to move, the agreement to purchase your property may require you to surrender possession of your property immediately upon payment.

The public agency recognizes that a reasonable time for relocation should be provided. If your property is not needed for several months, continued occupancy might be permitted on a short-term basis. The amount of rent the public agency may charge you, or another tenant, may not exceed the fair rental value of the property to a short-term occupier.

If you have questions or need additional information, please call Epic Land Solutions, Inc. at 503-213-3977.

Acquiring Land for Highways, Roadways and Other Public Projects

A description of the Right of Way Acquisition Process

10/15

Epic Land Solutions, Inc. 
www.epicland.com

Before improvements can be made to most transportation facilities, the public agency must acquire right of way. Right of way is the term given to the land right that the public agency purchases, either by easement or by ownership, to place a public road. It is the aim and desire of the public agency to be fair and equitable in the acquisition of right of way.

The public agency has the authority by law to acquire private property for public use. With this authority comes the obligation to protect the right of individual property owners. The public agency thus has a dual responsibility – to recognize and protect the individuals affected by acquisition of land and to manage public resources competently and efficiently while providing essential transportation services.

Public Hearings

Public Hearings may be held between the alternatives analysis stage and the final design stage of a project. Such hearings provide opportunities for public participation and ensure that highway locations and designs are consistent with federal, state, and local goals and objectives.

After all data and testimony have been studied, the public agency adopts a final alignment and the acquisition of right of way is authorized.

Just Compensation and the Public Agency's Property Valuation Process

Owners of property needed for a project will be offered just (fair and equitable) compensation for the required right of way. Just compensation includes the estimated value of all the land and improvements within the needed area. In addition, if only part of a property is to be acquired, just compensation will also include any measurable loss in value to the remaining property due to this acquisition.

Just compensation is based on the public agency's valuation of the needed property and estimate of any damages to the remaining property. Public agency's procedures, guided by federal and state regulations, have been designed to protect owners of properties needed for right of way as well as other taxpayers. The valuation process will be conducted by an experienced and qualified independent fee appraiser. The value will be arrived at by comparing the prices of similar properties that have recently been sold, by considering costs and depreciation for any improvements to be acquired, and, when applicable, by estimating the property's income potential. The final value determination will be based on information from the local real estate market.

The property to be acquired is inspected by a qualified appraiser during the first part of the valuation process. With complex acquisitions involving large portions of the property, major buildings or improvements on the property, displacement of residents, and/or damages to the remaining part of the property not being acquired, property owners will be given a 15-day notice of the appraisal inspection. Property owners may accompany the appraiser during the inspection.

Any increase or decrease in the value of needed property brought about by public knowledge of the upcoming project is disregarded in the valuation process.

The final value estimate is reviewed for completeness and accuracy by a review appraiser, and the public agency establishes just compensation. In addition to this estimate of just compensation, the public agency will make an offer to purchase any remaining property determined to have no remaining economic value to the owner.

Acquisition Procedures

The Right of Way Agent who calls on you has studied the valuation of the needed property and can illustrate with maps and other data how the acquisition will affect your property. The offer will be confirmed in writing and accompanied by an acquisition summary statement, which describes how the amount of the offer was determined. The agent is authorized to obtain a deed from you to purchase your property subject to the approval of the public agency. Under procedures governing acquisitions, the agent is not permitted to negotiate. The agent is confined to those monetary values indicated by the appraisal process.

However, the public agency is ready and willing to reconsider its offer in light of any new evidence of value presented by you including a documented professional appraisal.

The public agency may not, in any way, coerce you into accepting its offer. Prohibited actions include advancing the time of condemnation, deferring negotiations or condemnation procedures, or postponing the deposit of funds in court for your use.

You need not accept the public agency's offer or enter an agreement you feel to be unfair. Owners have a minimum 40-day period to accept or reject the offer, unless an emergency has been declared. Rejection of an offer is simply a case of disagreement between the two parties on the value of the property.

In the event the parties are unable to agree on the amount of compensation, or when the property owner cannot clear the title, the public agency will file a condemnation action. Discussions can, of course, continue even after such an action is filed. The filing simply allows the public agency to proceed with the construction project.

Also, mediation or arbitration are available as an alternative to a condemnation action, when parties are unable to agree on the amount of compensation.



NO. 2021-21

A RESOLUTION DECLARING THE NEED TO ACQUIRE CERTAIN PROPERTY AND PROPERTY INTERESTS TO CONSTRUCT STREET IMPROVEMENTS WITHIN AND OUTSIDE THE CITY LIMITS

Whereas, under the City of Sandy Charter and pursuant to the laws of the State of Oregon, the City of Sandy is duly authorized and empowered to locate, acquire, construct, reconstruct, alter, enlarge, renew, replace, operate and maintain such street and roadway improvements and associated utility facilities as in the judgment of its City Council are necessary and proper for the City's welfare; and

Whereas, the City Council has determined that it is in the City's best interest to extend Bell Street and 362nd Ave. in order to improve the City's transportation network and provide more efficient access and connectivity to other areas of the City; and

Whereas, under the City's Charter and in accordance with the laws of the State of Oregon, the City of Sandy may acquire by purchase, gift, devise, eminent domain or otherwise, acquire such real and personal property and all interests therein, including dedications, rights-of-way and permanent and temporary easements inside or outside the limits of the City as the City Council deems necessary or proper to benefit the public; and

Whereas, ORS 223.005 and ORS 225.020 expressly authorize the City to appropriate real property within or outside its corporate limits for any public or municipal use and more specifically, ORS 223.930 expressly authorizes the City to use its condemnation power to acquire real property both within and outside its boundaries for street and roadway improvements;

Whereas, for the purpose of providing transportation improvements and associated facilities to serve the City and for the health, safety, benefit and general welfare of the public, the City of Sandy plans to locate, acquire, construct, operate and maintain certain transportation and associated utility improvements on property inside and outside the city limits as further described in Exhibits A through F attached to this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy as follows:

Section 1. The City of Sandy finds and declares that it must acquire the real property and all interests therein described in attached Exhibits A through F in order to locate, construct, operate, maintain, repair and improve the City of Sandy's transportation system. Exhibits A through F are incorporated into this resolution by reference.

#2021-21

Section 2. The transportation improvements that the City will make on the real property described in the attached Exhibits A through F must be owned and controlled by the City and, as such, the interest in the property is both required and being taken as necessary in the public interest. The improvements to said property will be planned, designed, located and constructed in a manner such that it will be compatible with the greatest public benefit and the least private injury or damage.

Section 3. The City Manager, the City Attorney and designees or agents of their choosing are authorized to attempt to agree with the owners and other persons with interests in the real property described in Exhibits A through F as to the compensation to be paid for the City's appropriation of the property. If no satisfactory agreement can be reached, then the City Attorney is authorized to commence and prosecute to final determination such proceedings as may be necessary to acquire the real property described in Exhibits A through F and all interests therein, and that upon the filing of such proceeding, possession of the real property and interests therein may be taken immediately to the extent allowed by law.

Section 4. The recitals above are an integral part of this resolution and shall have the same force and effect as if fully stated herein.

Section 5. This resolution is effective immediately upon its passage.

This resolution is adopted by the Common Council of the City of Sandy and approved by the Mayor this 19 day of July 2021

Stan Pulliam, Mayor

ATTEST:

Jeff Aprati, City Recorder

#2021-21

EXHIBIT "A"

Bell Street
July 07, 2021

File No. 3
Tax Map 2S4E11-03500

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Edward Blair Miller and Nancy Lu Miller, Trustees of the Miller Family Trust Dated June 19, 2017, as to an undivided one-third interest, in Warranty Deed, recorded July 10, 2017 as Document No. 2017-046583, Clackamas County Deed Records; said strip also being a portion of that property described and conveyed to Julie K Miller, Trustee of the Gordon A Miller Marital Trust, as to an undivided one-third interest, in Statutory Bargain and Sale Deed, recorded July 24, 2019 as Document No. 2019-043116, Clackamas County Deed Records; said strip also being a portion of that property described and conveyed to Douglas E Rebok and Barbara A Rebok, Trustees of the Douglas and Barbara Rebok Revocable Trust, established February 16, 2005, as to an undivided one-third interest, in Quitclaim Deed, recorded February 24, 2020 as Document No. 2020-013007, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
41+50.00		54+48.39	4.00 feet in a straight line to 0.00 feet (at the intersection of the proposed centerline with the north property line of said Document Numbers 2017-046583, 2019-043116 and 2020-013007)

Together with a strip of land, being variable in width and lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described below

Station	to	Station	Width on the southerly side of Centerline
41+50.00		54+29.27	34.00 feet
54+29.27		55+00.00	49.00 feet

CENTERLINE DESCRIPTION FOR PROPOSED BELL STREET

A road centerline situated in the Southeast One-Quarter of Section 10, and the Southwest and Southeast One-Quarters of Section 11, all within Township 2 South, Range 4 East of the Willamette Meridian in the City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 1569.48 feet to a point;

Thence leaving said west Section line, N88°25'03"W, a distance of 463.62 feet to Proposed Bell Street Centerline Station 20+00.00 and the **True Point of Beginning**;

Thence S88°25'03"E, a distance of 486.11 feet to the beginning of a 600.00 foot radius curve to the right having a central angle of 52°49'20" at Proposed Bell Street Centerline Station 24+86.11;

Thence southeasterly along the arc of said curve to the right (the long chord bears S62°00'23"E, 533.77 feet) an arc distance of 553.15 feet to Proposed Bell Street Centerline Station 30+39.26 at a point of tangency;

Thence S35°35'43"E, a distance of 535.52 feet to the beginning of a 600.00 foot radius curve to the left having a central angle of 53°14'51" at Proposed Bell Street Centerline Station 35+74.78;

Thence southeasterly along the arc of said curve to the left (the long chord bears S62°13'08"E, 537.75 feet) an arc distance of 557.61 feet to Proposed Bell Street Centerline Station 41+32.39 at a point of tangency;

Thence S88°50'34"E, a distance of 1266.95 feet to the beginning of a 300.00 foot radius curve to the left having a central angle of 11°25'51" at Proposed Bell Street Centerline Station 53+99.34;

Thence northeasterly along the arc of said curve to the left (the long chord bears N85°26'31"E, 59.75 feet) an arc distance of 59.86 feet to the beginning of a 5000.00

foot radius reverse curve to the right, having a central angle of 0°11'59" at Proposed Bell Street Centerline Station 54+59.20;

Thence northeasterly along the arc of said reverse curve to the right (the long chord of which bears N79°49'35"E, 17.43 feet) an arc distance of 17.43 feet to the beginning of a 300.00 foot radius reverse curve to the left, having a central angle of 61°31'54" at Proposed Bell Street Centerline Station 54+76.63, said point being on the existing centerline of Bell Street per "Pioneer", Plat No. 4364, Clackamas County Survey Records;

Thence northeasterly along said existing centerline and along the arc of said reverse curve to the left (the long chord of which bears N49°09'38"E, 306.92 feet) an arc distance of 322.18 feet to a found 5/8 inch iron rod with aluminum cap inscribed "Firwood Design" in the centerline of Bell Street per said "Pioneer", Plat No. 4364, at Proposed Bell Street Centerline Station 57+98.81, and the terminus of this centerline description.

The strip of land to which this description applies contains 50,015 square feet, more or less.

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Edward Blair Miller and Nancy Lu Miller, Trustees of the Miller Family Trust Dated June 19, 2017, as to an undivided one-third interest, in Warranty Deed, recorded July 10, 2017 as Document No. 2017-046583, Clackamas County Deed Records; said strip also being a portion of that property described and conveyed to Julie K Miller, Trustee of the Gordon A Miller Marital Trust, as to an undivided one-third interest, in Statutory Bargain and Sale Deed, recorded July 24, 2019 as Document No. 2019-043116, Clackamas County Deed Records; said strip also being a portion of that property described and conveyed to Douglas E Rebok and Barbara A Rebok, Trustees of the Douglas and Barbara Rebok Revocable Trust, established February 16, 2005, as to an undivided one-third interest, in Quitclaim Deed, recorded February 24, 2020 as Document No. 2020-013007, Clackamas County Deed Records; said strip being variable in width and lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the southerly side of Centerline
41+50.00		46+35.59	44.00 feet
46+39.59		48+62.50	39.00 feet
48+62.50		51+09.71	39.00 feet in a straight line to 69.00 feet
51+09.71		52+30.79	69.00 feet
52+30.79		55+00.00	69.00 feet in a straight line to 41.66 feet

Excepting therefrom the above described Parcel 1.

The strip of land to which this description applies contains 18,861 square feet, more or less.

The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).

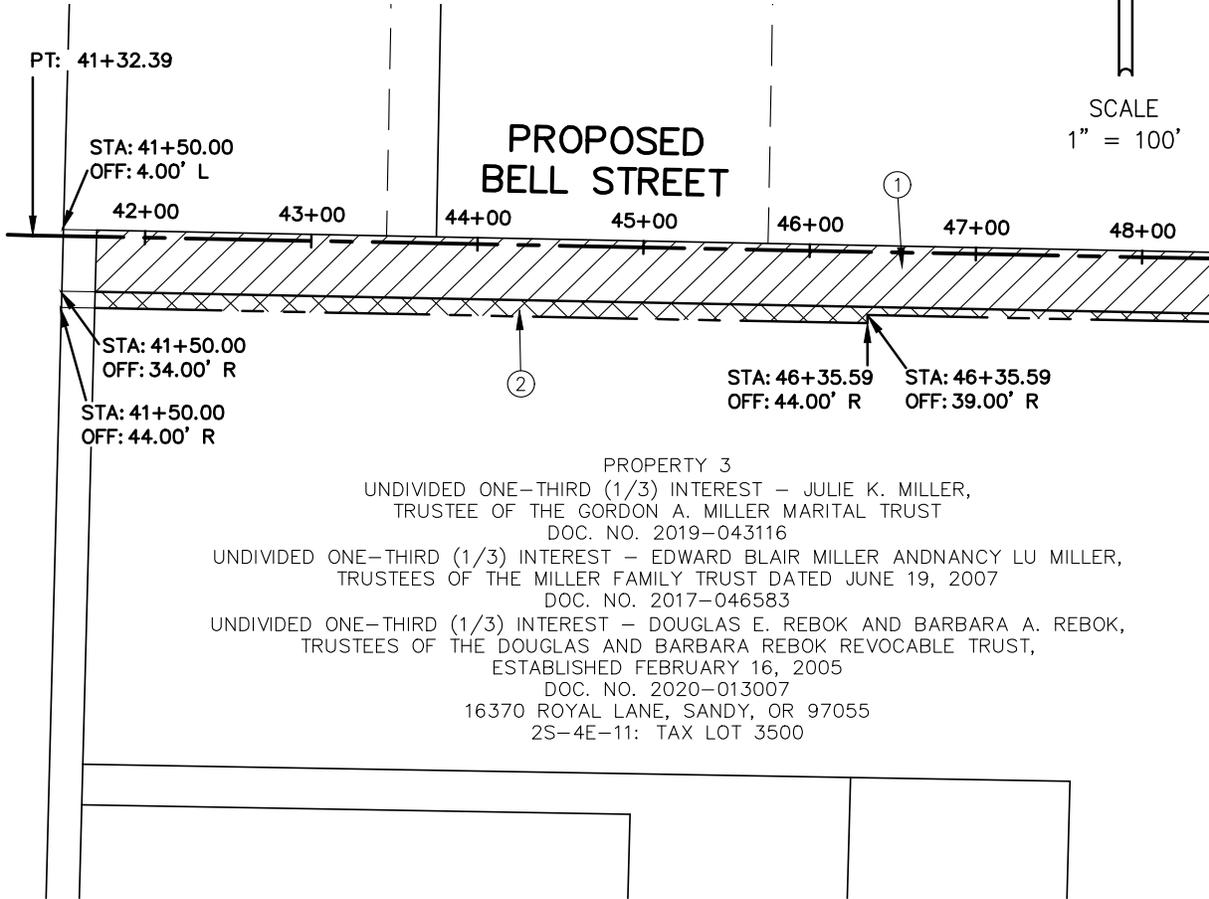


RENEWS: 12/31/2021

EXHIBIT "A"
PROJECT FILE NO. 3

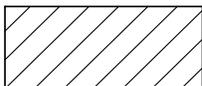


SCALE
1" = 100'



PROPERTY 3
 UNDIVIDED ONE-THIRD (1/3) INTEREST - JULIE K. MILLER,
 TRUSTEE OF THE GORDON A. MILLER MARITAL TRUST
 DOC. NO. 2019-043116
 UNDIVIDED ONE-THIRD (1/3) INTEREST - EDWARD BLAIR MILLER AND NANCY LU MILLER,
 TRUSTEES OF THE MILLER FAMILY TRUST DATED JUNE 19, 2007
 DOC. NO. 2017-046583
 UNDIVIDED ONE-THIRD (1/3) INTEREST - DOUGLAS E. REBOK AND BARBARA A. REBOK,
 TRUSTEES OF THE DOUGLAS AND BARBARA REBOK REVOCABLE TRUST,
 ESTABLISHED FEBRUARY 16, 2005
 DOC. NO. 2020-013007
 16370 ROYAL LANE, SANDY, OR 97055
 2S-4E-11: TAX LOT 3500

LEGEND



① RIGHT-OF-WAY DEDICATION
± 50,015 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 18,861 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



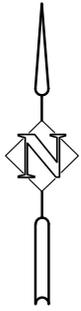
**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

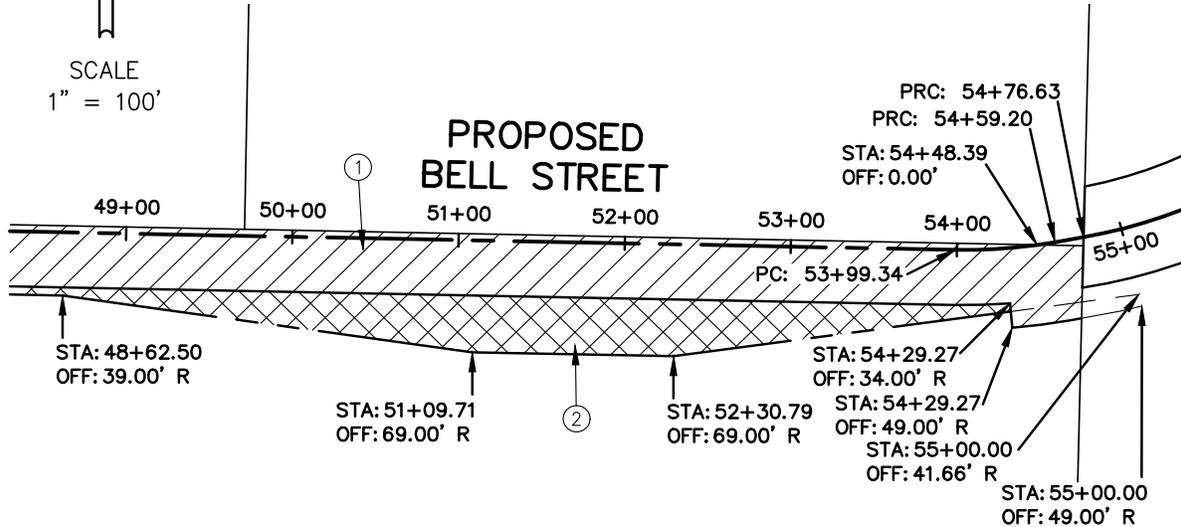
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/07/2021 PAGE 1 OF 2

EXHIBIT "A"
PROJECT FILE NO. 3

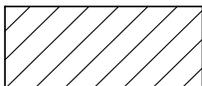


SCALE
1" = 100'



PROPERTY 3
 UNDIVIDED ONE-THIRD (1/3) INTEREST - JULIE K. MILLER,
 TRUSTEE OF THE GORDON A. MILLER MARITAL TRUST
 DOC. NO. 2019-043116
 UNDIVIDED ONE-THIRD (1/3) INTEREST - EDWARD BLAIR MILLER AND NANCY LU MILLER,
 TRUSTEES OF THE MILLER FAMILY TRUST DATED JUNE 19, 2007
 DOC. NO. 2017-046583
 UNDIVIDED ONE-THIRD (1/3) INTEREST - DOUGLAS E. REBOK AND BARBARA A. REBOK,
 TRUSTEES OF THE DOUGLAS AND BARBARA REBOK REVOCABLE TRUST,
 ESTABLISHED FEBRUARY 16, 2005
 DOC. NO. 2020-013007
 16370 ROYAL LANE, SANDY, OR 97055
 2S-4E-11: TAX LOT 3500

LEGEND



① RIGHT-OF-WAY DEDICATION
± 50,015 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 18,861 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/07/2021 PAGE 2 OF 2

EXHIBIT "B"

Bell Street
July 07, 2021

File No. 4
Tax Map 2S4E11-03400

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to 3-J Management, LLC, an Oregon Limited Liability Company, in Statutory Warranty Deed, recorded March 16, 2005 as Document No. 2005-023107, Clackamas County Deed Records; said strip lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
41+32.39		44+00	34.00 feet

Together with a strip of land lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described below

Station	to	Station	Width on the southerly side of Centerline
41+32.39		42+00	34.00 feet

CENTERLINE DESCRIPTION FOR PROPOSED BELL STREET

A road centerline situated in the Southeast One-Quarter of Section 10, and the Southwest and Southeast One-Quarters of Section 11, all within Township 2 South, Range 4 East of the Willamette Meridian in the City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 1569.48 feet to a point;

Thence leaving said west Section line, N88°25'03"W, a distance of 463.62 feet to Proposed Bell Street Centerline Station 20+00.00 and the **True Point of Beginning**;

Thence S88°25'03"E, a distance of 486.11 feet to the beginning of a 600.00 foot radius curve to the right having a central angle of 52°49'20" at Proposed Bell Street Centerline Station 24+86.11;

Thence southeasterly along the arc of said curve to the right (the long chord bears S62°00'23"E, 533.77 feet) an arc distance of 553.15 feet to Proposed Bell Street Centerline Station 30+39.26 at a point of tangency;

Thence S35°35'43"E, a distance of 535.52 feet to the beginning of a 600.00 foot radius curve to the left having a central angle of 53°14'51" at Proposed Bell Street Centerline Station 35+74.78;

Thence southeasterly along the arc of said curve to the left (the long chord bears S62°13'08"E, 537.75 feet) an arc distance of 557.61 feet to Proposed Bell Street Centerline Station 41+32.39 at a point of tangency;

Thence S88°50'34"E, a distance of 1266.95 feet to the beginning of a 300.00 foot radius curve to the left having a central angle of 11°25'51" at Proposed Bell Street Centerline Station 53+99.34;

Thence northeasterly along the arc of said curve to the left (the long chord bears N85°26'31"E, 59.75 feet) an arc distance of 59.86 feet to the beginning of a 5000.00 foot radius reverse curve to the right, having a central angle of 0°11'59" at Proposed Bell Street Centerline Station 54+59.20;

Thence northeasterly along the arc of said reverse curve to the right (the long chord of which bears N79°49'35"E, 17.43 feet) an arc distance of 17.43 feet to the beginning of a 300.00 foot radius reverse curve to the left, having a central angle of 61°31'54" at Proposed Bell Street Centerline Station 54+76.63, said point being on the existing centerline of Bell Street per "Pioneer", Plat No. 4364, Clackamas County Survey Records;

Thence northeasterly along said existing centerline and along the arc of said reverse curve to the left (the long chord of which bears N49°09'38"E, 306.92 feet) an arc distance of 322.18 feet to a found 5/8 inch iron rod with aluminum cap inscribed "Firwood Design" in the centerline of Bell Street per said "Pioneer", Plat No. 4364, at Proposed Bell Street Centerline Station 57+98.81, and the terminus of this centerline description.

The strip of land to which this description applies contains 7,491 square feet, more or less.

Exhibit "B"

2 of 3

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to 3-J Management, LLC, an Oregon Limited Liability Company, in Statutory Warranty Deed, recorded March 16, 2005 as Document No. 2005-023107, Clackamas County Book Deed Records; said strip lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
41+32.39		44+00	39.00 feet

Together with a strip of land lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described above.

Station	to	Station	Width on the southerly side of Centerline
41+32.39		42+00	44.00 feet

Excepting therefrom the above described Parcel 1.

The strip of land to which this description applies contains 1,321 square feet, more or less.

The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John T. Campbell
OREGON
July 15, 2003
JOHN T. CAMPBELL
60073

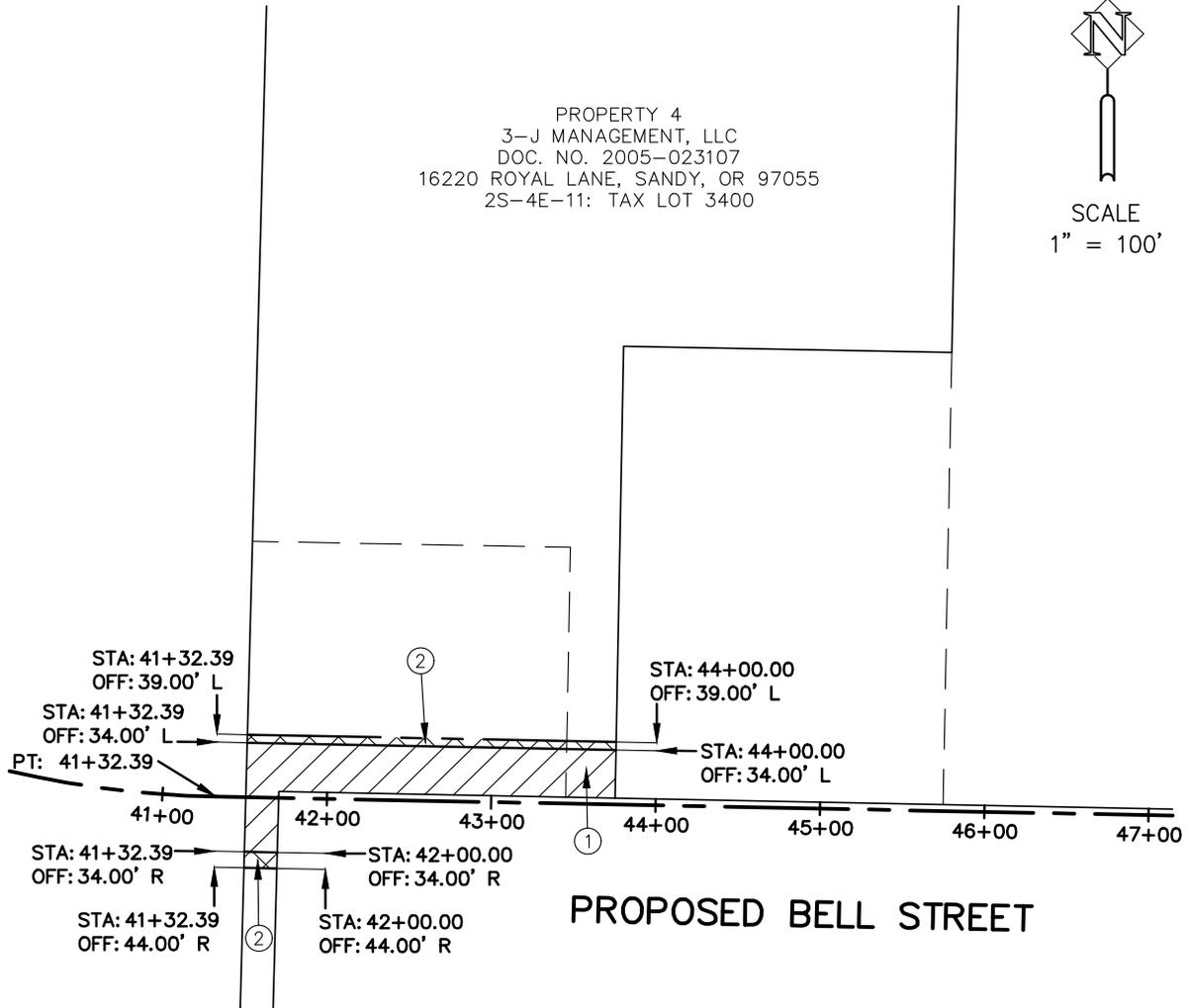
RENEWS: 12/31/2021

EXHIBIT "B"
PROJECT FILE NO. 4

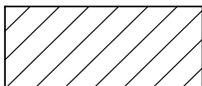
PROPERTY 4
3-J MANAGEMENT, LLC
DOC. NO. 2005-023107
16220 ROYAL LANE, SANDY, OR 97055
2S-4E-11: TAX LOT 3400



SCALE
1" = 100'



LEGEND



① RIGHT-OF-WAY DEDICATION
± 7,491 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 1,321 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/07/2021 PAGE 1 OF 1

EXHIBIT "C"

Bell Street
July 07, 2021

File No. 5
Tax Map 2S4E11 - 03401

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to John Kallen and B. Kelly Kallen, in Statutory Warranty Deed, recorded June 16, 2017 as Document No. 2017-040344, Clackamas County Deed Records; said strip lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
43+50.00		50+00.00	34.00 feet

CENTERLINE DESCRIPTION FOR PROPOSED BELL STREET

A road centerline situated in the Southeast One-Quarter of Section 10, and the Southwest and Southeast One-Quarters of Section 11, all within Township 2 South, Range 4 East of the Willamette Meridian in the City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 1569.48 feet to a point;

Thence leaving said west Section line, N88°25'03"W, a distance of 463.62 feet to Proposed Bell Street Centerline Station 20+00.00 and the **True Point of Beginning**;

Thence S88°25'03"E, a distance of 486.11 feet to the beginning of a 600.00 foot radius curve to the right having a central angle of 52°49'20" at Proposed Bell Street Centerline Station 24+86.11;

Thence southeasterly along the arc of said curve to the right (the long chord bears S62°00'23"E, 533.77 feet) an arc distance of 553.15 feet to Proposed Bell Street Centerline Station 30+39.26 at a point of tangency;

Thence S35°35'43"E, a distance of 535.52 feet to the beginning of a 600.00 foot radius curve to the left having a central angle of 53°14'51" at Proposed Bell Street Centerline Station 35+74.78;

Thence southeasterly along the arc of said curve to the left (the long chord bears S62°13'08"E, 537.75 feet) an arc distance of 557.61 feet to Proposed Bell Street Centerline Station 41+32.39 at a point of tangency;

Thence S88°50'34"E, a distance of 1266.95 feet to the beginning of a 300.00 foot radius curve to the left having a central angle of 11°25'51" at Proposed Bell Street Centerline Station 53+99.34;

Thence northeasterly along the arc of said curve to the left (the long chord bears N85°26'31"E, 59.75 feet) an arc distance of 59.86 feet to the beginning of a 5000.00 foot radius reverse curve to the right, having a central angle of 0°11'59" at Proposed Bell Street Centerline Station 54+59.20;

Thence northeasterly along the arc of said reverse curve to the right (the long chord of which bears N79°49'35"E, 17.43 feet) an arc distance of 17.43 feet to the beginning of a 300.00 foot radius reverse curve to the left, having a central angle of 61°31'54" at Proposed Bell Street Centerline Station 54+76.63, said point being on the existing centerline of Bell Street per "Pioneer", Plat No. 4364, Clackamas County Survey Records;

Thence northeasterly along said existing centerline and along the arc of said reverse curve to the left (the long chord of which bears N49°09'38"E, 306.92 feet) an arc distance of 322.18 feet to a found 5/8 inch iron rod with aluminum cap inscribed "Firwood Design" in the centerline of Bell Street per said "Pioneer", Plat No. 4364, at Proposed Bell Street Centerline Station 57+98.81, and the terminus of this centerline description.

The strip of land to which this description applies contains 17,876 square feet, more or less.

Exhibit "C"

2 of 3

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to John Kallen and B. Kelly Kallen, in Statutory Warranty Deed, recorded June 16, 2017 as Document No. 2017-040344, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
43+50.00		48+63.30	39.00 feet
48+63.30		50+00.00	39.00 feet in a straight line to 49.65 feet

Excepting therefrom the above described Parcel 1.

The strip of land to which this description applies contains 3,432 square feet, more or less.

The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).



RENEWS: 12/31/2021

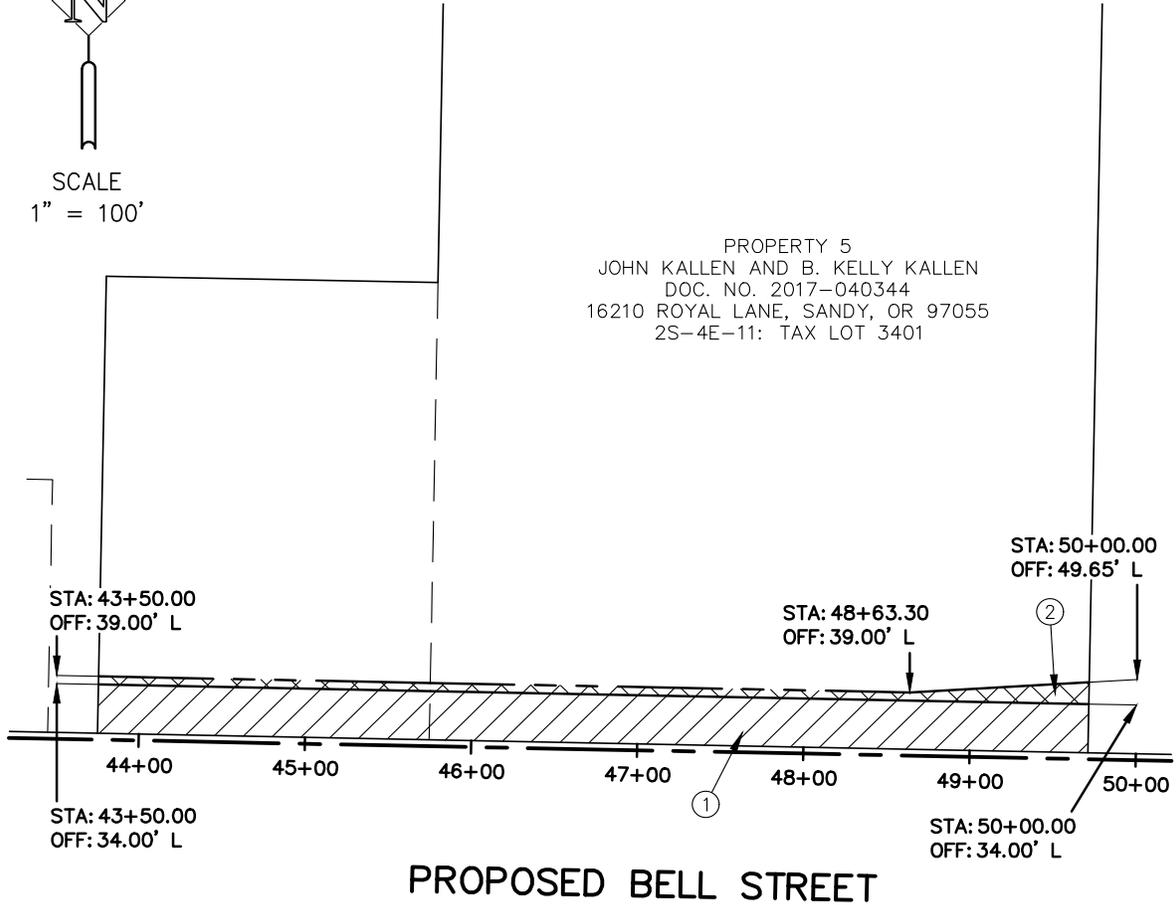
Exhibit "C"
3 of 3

EXHIBIT "C"
PROJECT FILE NO. 5



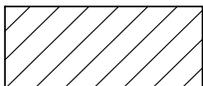
SCALE
1" = 100'

PROPERTY 5
JOHN KALLEN AND B. KELLY KALLEN
DOC. NO. 2017-040344
16210 ROYAL LANE, SANDY, OR 97055
2S-4E-11: TAX LOT 3401



PROPOSED BELL STREET

LEGEND



① RIGHT-OF-WAY DEDICATION
± 17,876 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 3,432 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/07/2021 PAGE 1 OF 1

EXHIBIT "D"

Bell Street
July 07, 2021

File No. 6
Tax Map 2S4E11 - 03402

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Douglas D and LaDonna J Castle, in Bargain and Sale Deed, recorded May 04, 2010 as Document No. 2010-026538, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
49+50.00		53+50.00	34.00 feet
53+50.00		55+00.00	49.00 feet

Together with a strip of land, being variable in width and lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described below

Station	to	Station	Width on the southerly side of Centerline
54+48.39		55+00.00	0.00 feet (from the intersection of the proposed centerline with the south property line of said Document No. 2010-026538) to 11.23 feet

CENTERLINE DESCRIPTION FOR PROPOSED BELL STREET

A road centerline situated in the Southeast One-Quarter of Section 10, and the Southwest and Southeast One-Quarters of Section 11, all within Township 2 South, Range 4 East of the Willamette Meridian in the City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 1569.48 feet to a point;

Thence leaving said west Section line, N88°25'03"W, a distance of 463.62 feet to Proposed Bell Street Centerline Station 20+00.00 and the **True Point of Beginning**;

Thence S88°25'03"E, a distance of 486.11 feet to the beginning of a 600.00 foot radius curve to the right having a central angle of 52°49'20" at Proposed Bell Street Centerline Station 24+86.11;

Thence southeasterly along the arc of said curve to the right (the long chord bears S62°00'23"E, 533.77 feet) an arc distance of 553.15 feet to Proposed Bell Street Centerline Station 30+39.26 at a point of tangency;

Thence S35°35'43"E, a distance of 535.52 feet to the beginning of a 600.00 foot radius curve to the left having a central angle of 53°14'51" at Proposed Bell Street Centerline Station 35+74.78;

Thence southeasterly along the arc of said curve to the left (the long chord bears S62°13'08"E, 537.75 feet) an arc distance of 557.61 feet to Proposed Bell Street Centerline Station 41+32.39 at a point of tangency;

Thence S88°50'34"E, a distance of 1266.95 feet to the beginning of a 300.00 foot radius curve to the left having a central angle of 11°25'51" at Proposed Bell Street Centerline Station 53+99.34;

Thence northeasterly along the arc of said curve to the left (the long chord bears N85°26'31"E, 59.75 feet) an arc distance of 59.86 feet to the beginning of a 5000.00 foot radius reverse curve to the right, having a central angle of 0°11'59" at Proposed Bell Street Centerline Station 54+59.20;

Thence northeasterly along the arc of said reverse curve to the right (the long chord of which bears N79°49'35"E, 17.43 feet) an arc distance of 17.43 feet to the beginning of a 300.00 foot radius reverse curve to the left, having a central angle of 61°31'54" at Proposed Bell Street Centerline Station 54+76.63, said point being on the existing centerline of Bell Street per "Pioneer", Plat No. 4364, Clackamas County Survey Records;

Thence northeasterly along said existing centerline and along the arc of said reverse curve to the left (the long chord of which bears N49°09'38"E, 306.92 feet) an arc distance of 322.18 feet to a found 5/8 inch iron rod with aluminum cap inscribed

Exhibit "D"

2 of 3

“Firwood Design” in the centerline of Bell Street per said “Pioneer”, Plat No. 4364, at Proposed Bell Street Centerline Station 57+98.81, and the terminus of this centerline description.

The strip of land to which this description applies contains 17,324 square feet, more or less.

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southeast One-Quarter of the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Douglas D and LaDonna J Castle, in Bargain and Sale Deed, recorded May 04, 2010 as Document No. 2010-026538, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
49+50.00		51+20.02	45.75 feet in a straight line to 59.00 feet
51+20.02		52.13.08	59.00 feet
52+13.08		53+50.00	59.00 feet in a straight line to 39.00 feet

Excepting therefrom the above described Parcel 1.

The strip of land to which this description applies contains 7,240 square feet, more or less.

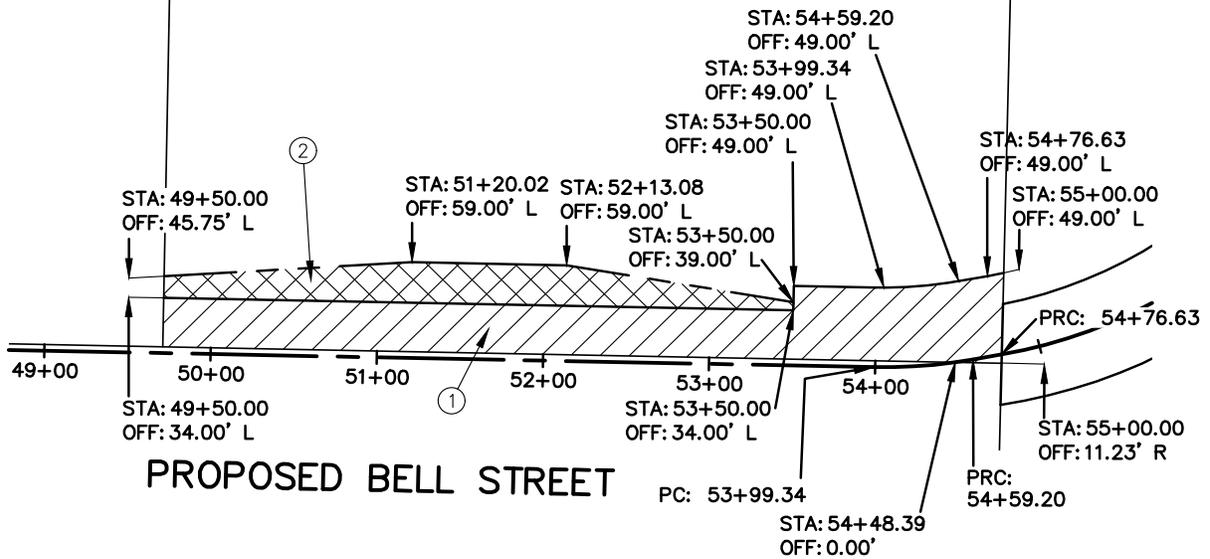
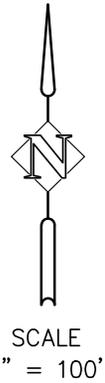
The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).



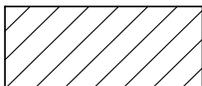
RENEWS: 12/31/2021

EXHIBIT "D"
PROJECT FILE NO. 6

PROPERTY 6
DOUGLAS D. AND LADONNA J. CASTLE
DOC. NO. 2010-026538
16200 ROYAL LANE, SANDY, OR 97055
2S-4E-11: TAX LOT 3402



LEGEND



① RIGHT-OF-WAY DEDICATION
± 17,324 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 7,240 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/07/2021 PAGE 1 OF 1

EXHIBIT "E"

362nd Drive
July 13, 2021

File No. 1
Tax Map 2S4E10 - 05603

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southeast One-Quarter of Section 10 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Skipper Family, LLC, an Oregon limited liability company, in Statutory Bargain and Sale Deed, recorded December 30, 2015 as Document No. 2015-085965, Clackamas County Deed Records; said strip being variable in width and lying on the westerly side of the centerline of Proposed 362nd Drive, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the westerly side of Centerline
4+25.00		6+55.80	49.40 feet (along the arc of a 612.00 foot radius curve to the right, having a central angle of 22°41'47", the radius point of which bears N68°53'11"E, the long chord bears N9°45'56"W, 240.85 feet, an arc distance of 242.43 feet) to 41.10 feet
6+55.80		13+27.77	41.10 feet in a straight line to 34.00 feet
13+27.77		13+64.42	34.00 feet in a straight line to 70.64 feet
13+64.42		14+32.42	70.64 feet
14+32.42		14+69.06	70.64 feet in a straight line to 34.00 feet

CENTERLINE DESCRIPTION FOR PROPOSED 362nd DRIVE

A road centerline situated in the Southwest One-Quarter of Section 11, and the Southeast One-Quarter of Section 10, all within Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 174.93 feet to a point;

Thence leaving said Section line, N26°46'03"E, a distance of 20.64 feet to Proposed 362nd Drive Centerline Station 0+00.00 and the **True Point of Beginning**;

Thence continuing N26°46'03"E, a distance of 100.00 feet to Proposed 362nd Drive Centerline Station 1+00.00;

Thence N11°39'59"E, a distance of 163.22 feet to the beginning of a 262.00 foot radius curve to left having a central angle of 30°13'03" at Proposed 362nd Drive Centerline Station 2+63.22;

Thence northwesterly along the arc of said curve to the left (the long chord bears N03°26'32"W, 136.58 feet) an arc distance of 138.17 feet to Proposed 362nd Drive Centerline Station 4+01.39;

Thence N18°33'04"W, a distance of 19.89 feet to the beginning of a 1000.00 foot radius curve to the right, having a central angle of 20°08'03" at Proposed 362nd Drive Centerline Station 4+21.28;

Thence northwesterly along the arc of said curve to the right (the long chord bears N08°29'03"W, 349.60 feet) an arc distance of 351.40 feet to Proposed 362nd Drive Centerline Station 7+72.68, said point being on the west line of said Section 11;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 827.48 feet to Proposed 362nd Drive Centerline Station 16+00.16 and the terminus of this centerline description, said terminus bears S01°34'57"W, 877.85 feet from a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records;

The strip of land to which this description applies contains 36,224 square feet, more or less.

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southeast One-Quarter of Section 10 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Skipper Family, LLC, an Oregon limited liability company, in Statutory Bargain and Sale Deed, recorded

December 30, 2015 as Document No. 2015-085965, Clackamas County Deed Records; said strip being variable in width and lying on the westerly side of the centerline of Proposed 362nd Drive, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the westerly side of Centerline
4+25.00		6+56.36	54.40 feet (along the arc of a 617.00 foot radius curve to the right, having a central angle of 22°40'28", the radius point of which bears N68°53'11"E, the long chord bears N9°45'17"W, 242.58 feet, an arc distance of 244.17 feet) to 46.07 feet
6+56.36		9+16.10	46.07 feet in a straight line to 39.00 feet
9+16.10		10+16.41	39.00 feet in a straight line to 69.00 feet
10+16.41		12+00.00	69.00 feet
12+00.00		13+47.77	54.00 feet

Excepting therefrom the above described Parcel 1.

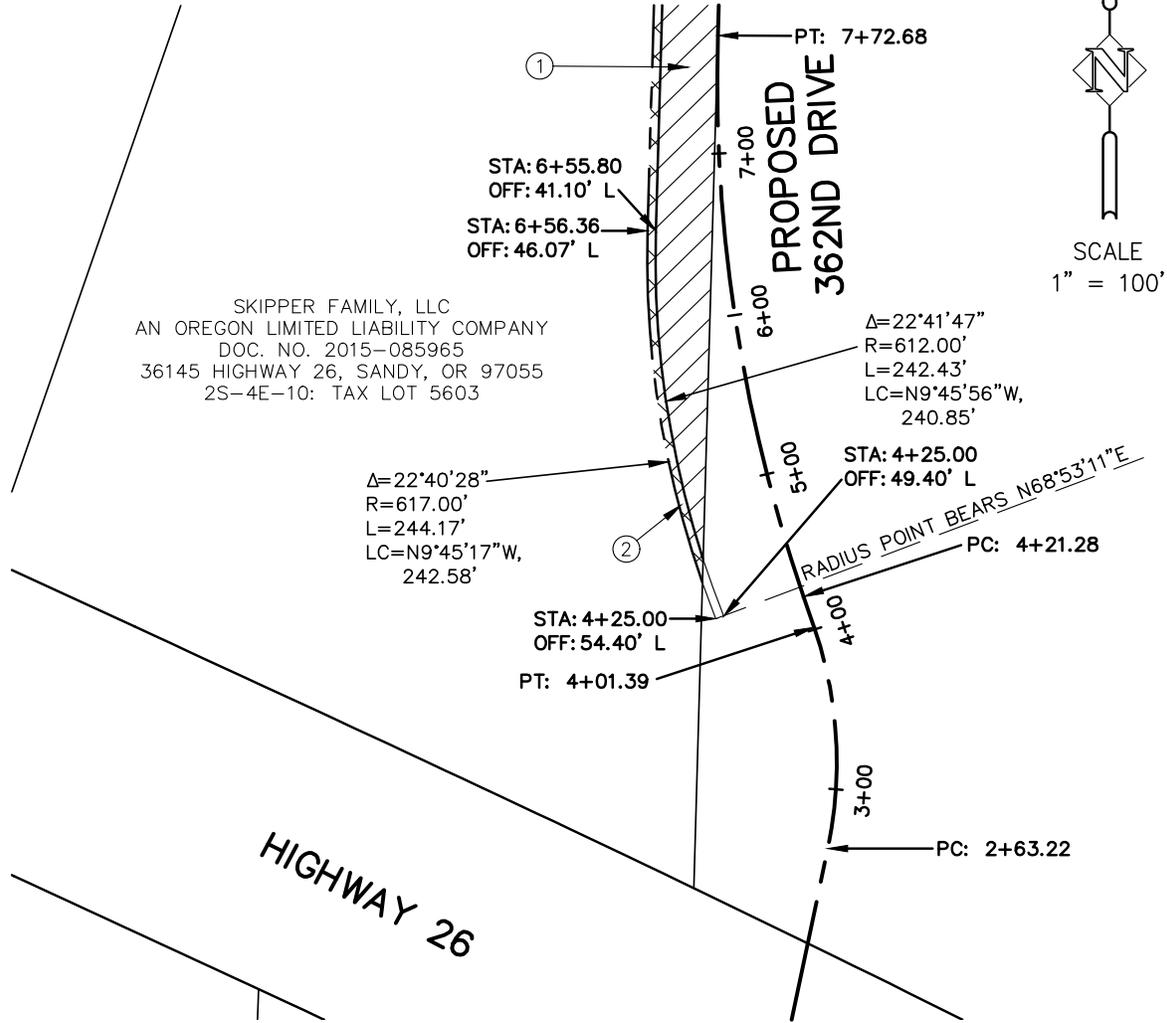
The strip of land to which this description applies contains 13,575 square feet, more or less.

The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).

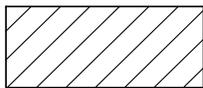


RENEWS: 12/31/2021

EXHIBIT "E"
PROJECT FILE NO. 1



LEGEND



① RIGHT-OF-WAY DEDICATION
 $\pm 36,224$ SQ.FT.



② PERMANENT SLOPE
EASEMENT
 $\pm 13,575$ SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

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phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

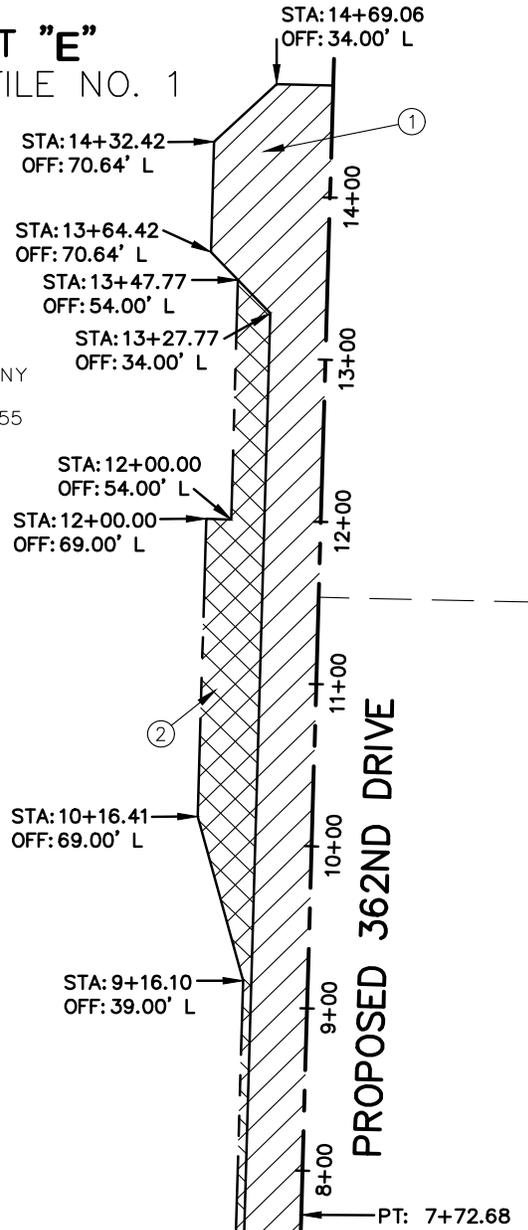
SDY-06 TMW 07/13/2021 PAGE 1 OF 2



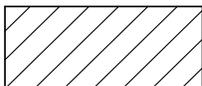
SCALE
1" = 100'

EXHIBIT "E" PROJECT FILE NO. 1

SKIPPER FAMILY, LLC
AN OREGON LIMITED LIABILITY COMPANY
DOC. NO. 2015-085965
36145 HIGHWAY 26, SANDY, OR 97055
2S-4E-10: TAX LOT 5603



LEGEND



① RIGHT-OF-WAY DEDICATION
± 36,224 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 13,575 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



Harper Houf Peterson Righellis Inc.

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

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phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/13/2021 PAGE 2 OF 2

EXHIBIT "F"

362nd Drive
Bell Street
July 13, 2021

File No. 2
Tax Map 2S4E11 - 03200

PARCEL 1 (RIGHT-OF-WAY DEDICATION).

A strip of land situated in the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Josephine Lundeen LLC, an Oregon limited liability company, in Statutory Bargain and Sale Deed, recorded May 08, 2001 as Document No. 2001-033516, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described below.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
24+50.00		24+96.41	70.64 feet in a straight line to 70.74 feet
24+96.41		25+31.58	70.74 feet in a straight line to 34.00 feet
25+31.58		42+00.00	34.00 feet

Together with a strip of land, being variable in width and lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described below

Station	to	Station	Width on the southerly side of Centerline
24+50.00		24+99.17	71.34 feet in a straight line to 71.22 feet
24+99.17		25+38.16	71.22 feet in a straight line to 34.00 feet
25+38.16		42+00.00	34.00 feet

Together with a strip of land, being variable in width and lying on the easterly side of the centerline of Proposed 362nd Drive, which centerline is described below

Station	to	Station	Width on the easterly side of Centerline
1+60.00		4+01.39	50.00 feet
4+01.39		5+00.32	50.00 feet in a straight line to 47.02 feet
5+00.32		7+87.56	47.02 feet (along the arc of a 788.00 foot radius curve to the right, having a central angle of 20°08'02", the radius point of which bears

		N71°26'56"E, the long chord bears
		N8°29'03"W, 275.48 feet, an arc distance of
		276.90 feet) to 34.00 feet
7+87.56	13+27.08	34.00 feet

Together with a strip of land, being variable in width and lying on the westerly side of the centerline of Proposed 362nd Drive, which centerline is described below

Station	to	Station	Width on the westerly side of Centerline
1+60.00		7+72.68	62.81 feet in a straight line along the west line of the Southwest One-Quarter of said Section 11 to 0.00 feet (at the intersection of the proposed centerline with the west property line of said Document No. 2001-033516)

CENTERLINE DESCRIPTION FOR PROPOSED BELL STREET

A road centerline situated in the Southeast One-Quarter of Section 10, and the Southwest and Southeast One-Quarters of Section 11, all within Township 2 South, Range 4 East of the Willamette Meridian in the City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 1569.48 feet to a point;

Thence leaving said west Section line, N88°25'03"W, a distance of 463.62 feet to Proposed Bell Street Centerline Station 20+00.00 and the **True Point of Beginning**;

Thence S88°25'03"E, a distance of 486.11 feet to the beginning of a 600.00 foot radius curve to the right having a central angle of 52°49'20" at Proposed Bell Street Centerline Station 24+86.11;

Thence southeasterly along the arc of said curve to the right (the long chord bears S62°00'23"E, 533.77 feet) an arc distance of 553.15 feet to Proposed Bell Street Centerline Station 30+39.26 at a point of tangency;

Thence S35°35'43"E, a distance of 535.52 feet to the beginning of a 600.00 foot radius curve to the left having a central angle of 53°14'51" at Proposed Bell Street Centerline Station 35+74.78;

Thence southeasterly along the arc of said curve to the left (the long chord bears S62°13'08"E, 537.75 feet) an arc distance of 557.61 feet to Proposed Bell Street Centerline Station 41+32.39 at a point of tangency;

Thence S88°50'34"E, a distance of 1266.95 feet to the beginning of a 300.00 foot radius curve to the left having a central angle of 11°25'51" at Proposed Bell Street Centerline Station 53+99.34;

Thence northeasterly along the arc of said curve to the left (the long chord bears N85°26'31"E, 59.75 feet) an arc distance of 59.86 feet to the beginning of a 5000.00 foot radius reverse curve to the right, having a central angle of 0°11'59" at Proposed Bell Street Centerline Station 54+59.20;

Thence northeasterly along the arc of said reverse curve to the right (the long chord of which bears N79°49'35"E, 17.43 feet) an arc distance of 17.43 feet to the beginning of a 300.00 foot radius reverse curve to the left, having a central angle of 61°31'54" at Proposed Bell Street Centerline Station 54+76.63, said point being on the existing centerline of Bell Street per "Pioneer", Plat No. 4364, Clackamas County Survey Records;

Thence northeasterly along said existing centerline and along the arc of said reverse curve to the left (the long chord of which bears N49°09'38"E, 306.92 feet) an arc distance of 322.18 feet to a found 5/8 inch iron rod with aluminum cap inscribed "Firwood Design" in the centerline of Bell Street per said "Pioneer", Plat No. 4364, at Proposed Bell Street Centerline Station 57+98.81, and the terminus of this centerline description.

CENTERLINE DESCRIPTION FOR PROPOSED 362nd DRIVE

A road centerline situated in the Southwest One-Quarter of Section 11, and the Southeast One-Quarter of Section 10, all within Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 174.93 feet to a point;

Thence leaving said Section line, N26°46'03"E, a distance of 20.64 feet to Proposed 362nd Drive Centerline Station 0+00.00 and the **True Point of Beginning**;

Thence continuing N26°46'03"E, a distance of 100.00 feet to Proposed 362nd Drive Centerline Station 1+00.00;

Thence N11°39'59"E, a distance of 163.22 feet to the beginning of a 262.00 foot radius curve to left having a central angle of 30°13'03" at Proposed 362nd Drive Centerline Station 2+63.22;

Thence northwesterly along the arc of said curve to the left (the long chord bears N03°26'32"W, 136.58 feet) an arc distance of 138.17 feet to Proposed 362nd Drive Centerline Station 4+01.39;

Thence N18°33'04"W, a distance of 19.89 feet to the beginning of a 1000.00 foot radius curve to the right, having a central angle of 20°08'03" at Proposed 362nd Drive Centerline Station 4+21.28;

Thence northwesterly along the arc of said curve to the right (the long chord bears N08°29'03"W, 349.60 feet) an arc distance of 351.40 feet to Proposed 362nd Drive Centerline Station 7+72.68, said point being on the west line of said Section 11;

Thence N01°34'57"E, along the west line of said Section 11, a distance of 827.48 feet to Proposed 362nd Drive Centerline Station 16+00.16 and the terminus of this centerline description, said terminus bears S01°34'57"W, 877.85 feet from a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records;

The strip of land to which this description applies contains 185,897 square feet, more or less.

PARCEL 2 (PERMANENT SLOPE EASEMENT).

A strip of land situated in the Southwest One-Quarter of Section 11 in Township 2 South, Range 4 East of the Willamette Meridian, City of Sandy, Clackamas County, Oregon and being a portion of that property described and conveyed to Josephine Lundeen LLC, an Oregon limited liability company, in Statutory Bargain and Sale Deed,

recorded May 08, 2001 as Document No. 2001-033516, Clackamas County Deed Records; said strip being variable in width and lying on the northerly side of the centerline of Proposed Bell Street, which centerline is described above.

The strip above referred to is as follows:

Station	to	Station	Width on the northerly side of Centerline
25+11.68		28+50.00	54.00 feet
28+50.00		31+00.00	49.00 feet
31+00.00		35+74.78	44.00 feet
35+74.78		42+00.00	39.00 feet

Together with a strip of land, being variable in width and lying on the southerly side of the centerline of Proposed Bell Street, which centerline is described above.

Station	to	Station	Width on the southerly side of Centerline
25+23.36		35+74.78	49.00 feet
35+74.78		42+00.00	44.00 feet

Together with a strip of land, being variable in width and lying on the easterly side of the centerline of Proposed 362nd Drive, which centerline is described above.

Station	to	Station	Width on the easterly side of Centerline
1+60.00		4+01.39	60.00 feet
4+01.39		5+00.73	55.00 feet in a straight line to 52.01 feet
5+00.73		7+87.56	52.01 feet (along the arc of a 783.00 foot radius curve to the right, having a central angle of 20°08'02", the radius point of which bears N71°26'56"E, the long chord bears N8°29'03"W, 273.73 feet, an arc distance of 275.15 feet) to 39.00 feet
7+87.56		9+00.00	44.00 feet
9+00.00		11+53.77	59.00 feet
11+53.77		13+45.84	54.00 feet

Excepting therefrom the above described Parcel 1.

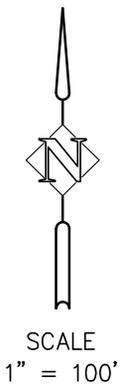
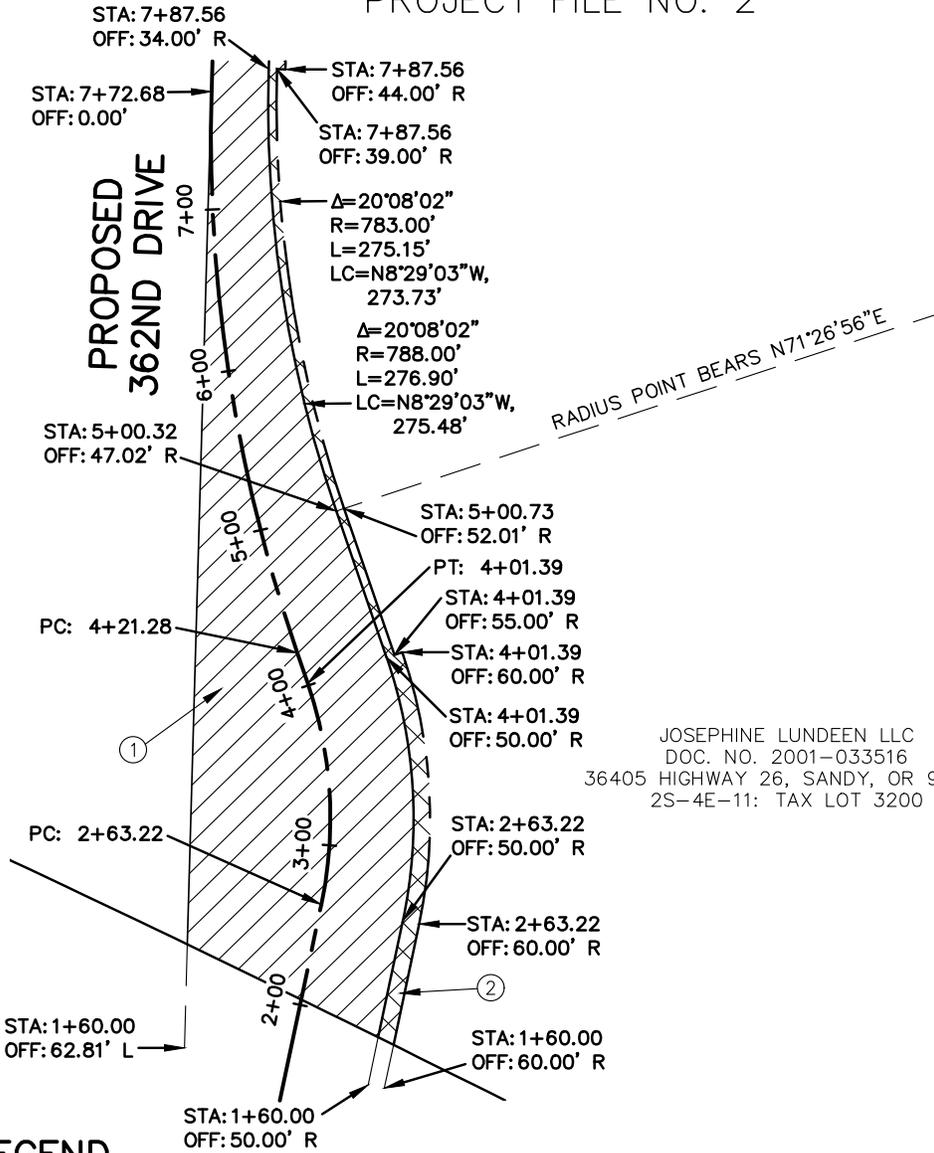
The strip of land to which this description applies contains 55,105 square feet, more or less.

The basis of bearings of this legal description is N01°34'57"E as measured between a found 3-1/4 inch Bronze Disk, in a monument box marking the Section Corner common to Sections 10, 11, 14 and 15, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2005-065, Clackamas County Survey Records and a found 3-1/4 inch Bronze Disk marking the Quarter-Section Corner common to Sections 10 and 11, Township 2 South, Range 4 East of the Willamette Meridian, per U.S.B.T. Entry 2001-125, Clackamas County Survey Records, per the Oregon State Plane Coordinate System – North Zone: Reference Frame NAD83(2011)(Epoch:2010.00).



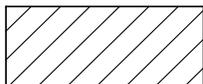
RENEWS: 12/31/2021

EXHIBIT "F"
PROJECT FILE NO. 2



JOSEPHINE LUNDEEN LLC
DOC. NO. 2001-033516
36405 HIGHWAY 26, SANDY, OR 97055
2S-4E-11: TAX LOT 3200

LEGEND

-  ① RIGHT-OF-WAY DEDICATION
± 185,897 SQ.FT.
-  ② PERMANENT SLOPE
EASEMENT
± 55,105 SQ.FT.

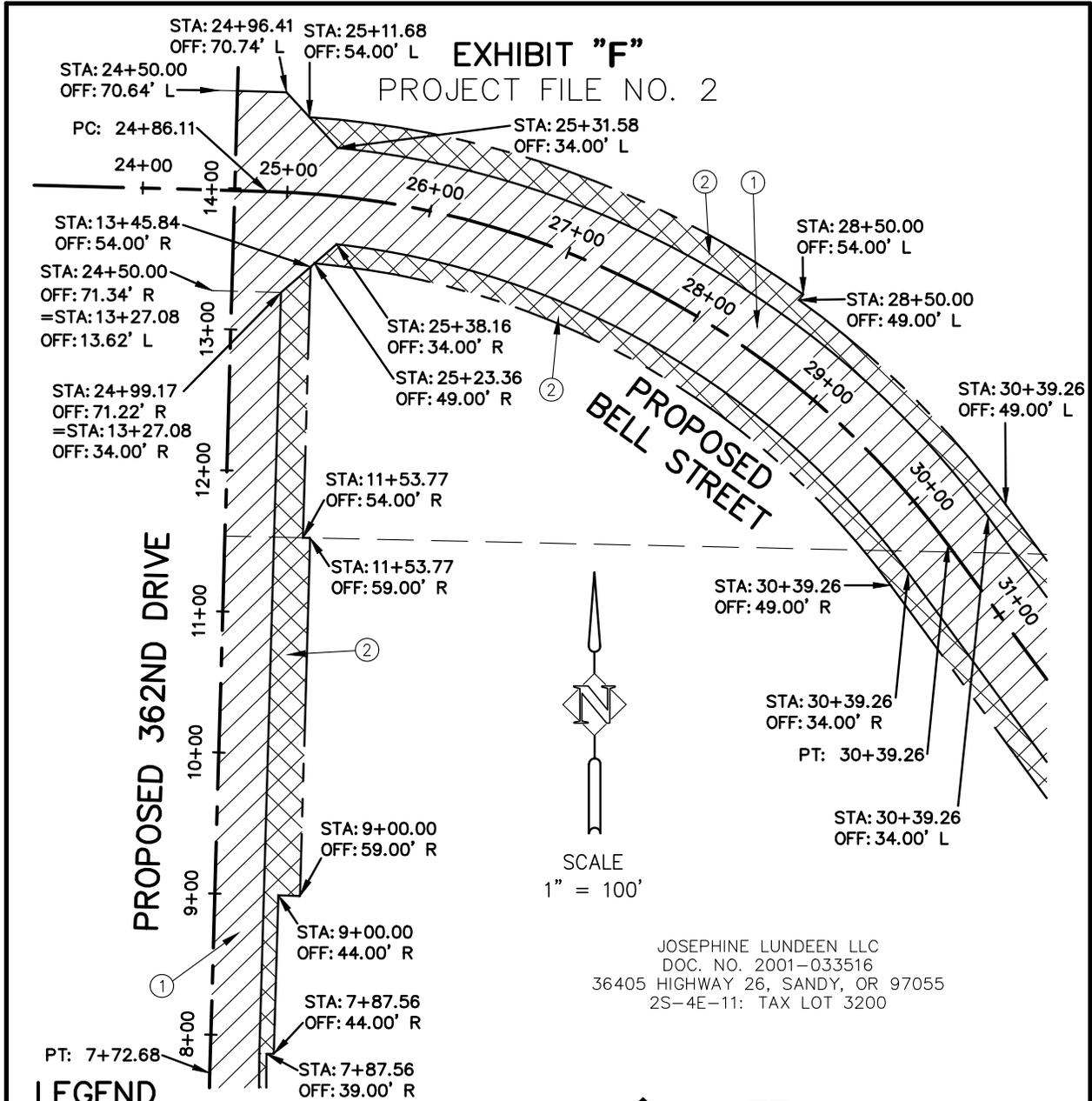
SEE ATTACHED
LEGAL DESCRIPTION



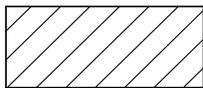
**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS
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phone: 503.221.1131 www.hhpr.com fax: 503.221.1171
SDY-06 TMW 07/13/2021 PAGE 1 OF 4

EXHIBIT "F"
PROJECT FILE NO. 2



LEGEND



① RIGHT-OF-WAY DEDICATION
± 185,897 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 55,105 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



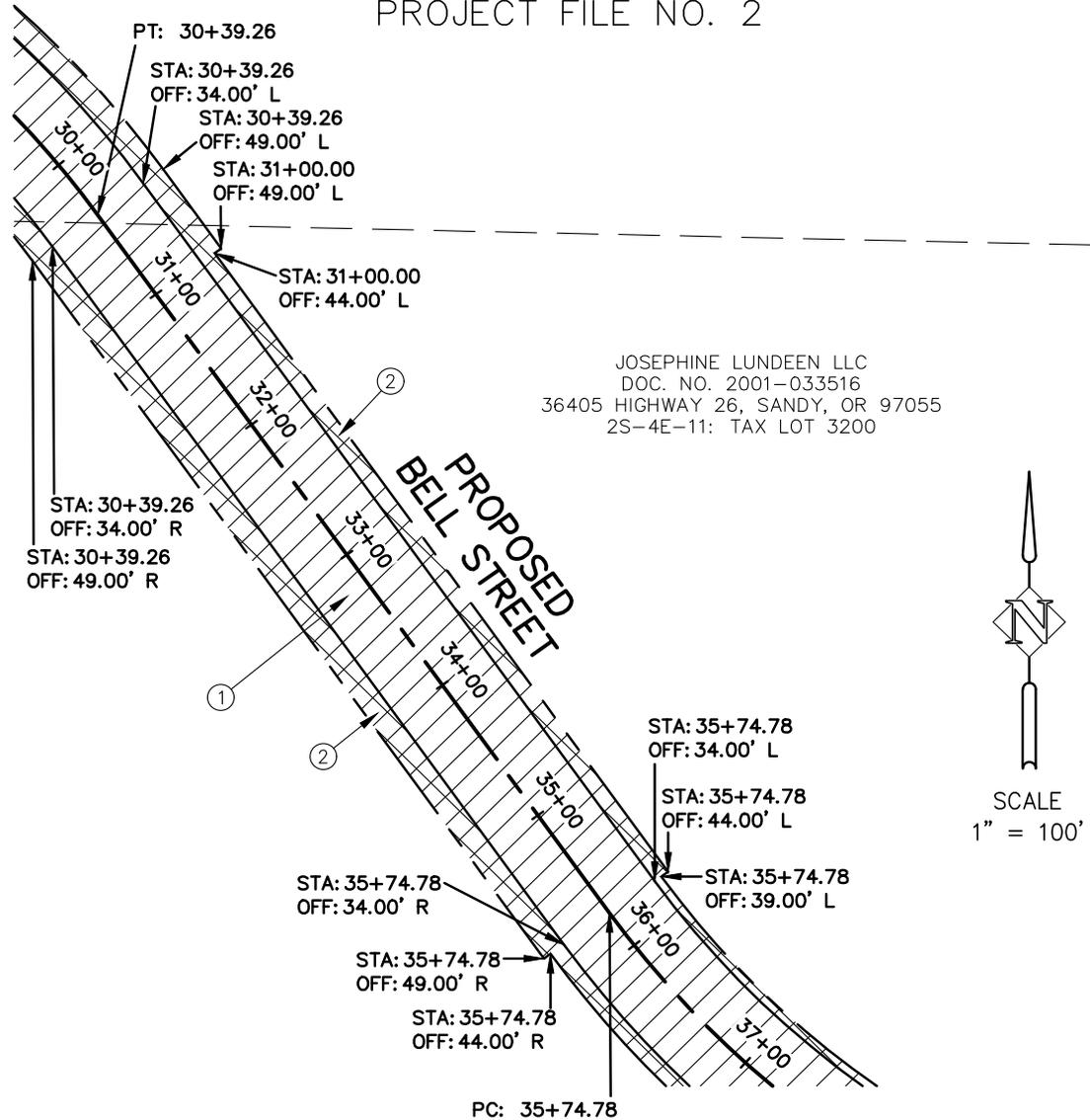
**Harper
Houf Peterson
Righellis Inc.**

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LANDSCAPE ARCHITECTS ♦ SURVEYORS

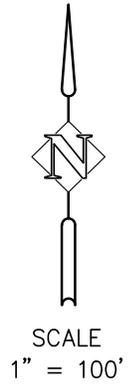
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SDY-06 TMW 07/13/2021 PAGE 2 OF 4

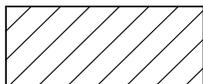
EXHIBIT "F"
PROJECT FILE NO. 2



JOSEPHINE LUNDEEN LLC
DOC. NO. 2001-033516
36405 HIGHWAY 26, SANDY, OR 97055
2S-4E-11: TAX LOT 3200



LEGEND

-  ① RIGHT-OF-WAY DEDICATION
± 185,897 SQ.FT.
-  ② PERMANENT SLOPE
EASEMENT
± 55,105 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



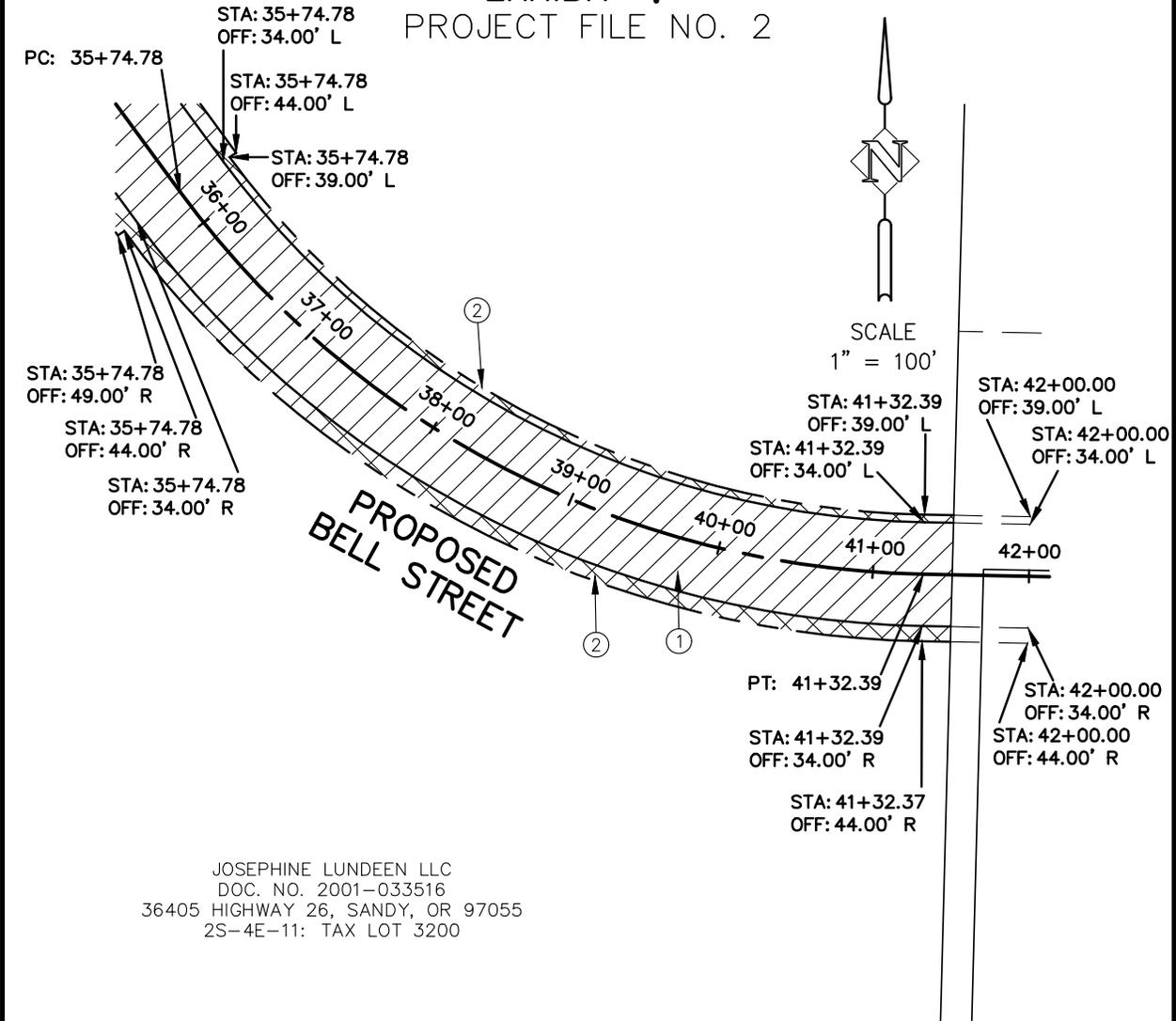
**Harper
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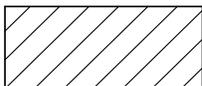
SDY-06 TMW 07/13/2021 PAGE 3 OF 4

EXHIBIT "F"
PROJECT FILE NO. 2



JOSEPHINE LUNDEEN LLC
DOC. NO. 2001-033516
36405 HIGHWAY 26, SANDY, OR 97055
2S-4E-11: TAX LOT 3200

LEGEND



① RIGHT-OF-WAY DEDICATION
± 185,897 SQ.FT.



② PERMANENT SLOPE
EASEMENT
± 55,105 SQ.FT.

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

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SDY-06 TMW 07/13/2021 PAGE 4 OF 4