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Chelan Co, WA

Filed for and return to:

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118387

REAL ESTATE EXCISE TAX
EXEMPT
Chelan County Treasurer
David E. Griffiths, C.P.A.

By *[Signature]* 6-3-03
Deputy

81261 LA

The information contained in this boxed section is for recording purposes only pursuant to RCW 36.18 and RCW 65.04, and is not to be relied upon for any other purpose, and shall not affect the intent of or any warranty contained in the document itself.

Grantor(s): Peshastin Hi-Up Growers, a non-profit Washington corporation
Grantee(s): Port of Chelan County, a Washington municipal corporation
Reference Number(s) of Documents Assigned or Released: N/A
Abbreviated Legal Description: Ptn of Gov't Lots 8, 9, 10, S17, T24N, R18 EWM, Chelan County, WA
Complete or Additional Legal Description on Exhibits "A" and "B" of Document.
Assessor's Parcel Number(s): ~~24-18-17-100-050~~ 24-18-17-772-010 Ptn. of

STATUTORY WARRANTY DEED

THE GRANTOR, PESHASTIN HI-UP GROWERS, a non-profit Washington corporation, for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, in hand paid, convey and warrant to the PORT OF CHELAN COUNTY, a Washington municipal corporation, for purposes of an access road referenced in Binding Site Plan 21, records of Chelan County Planning Department, the following described real property, situated in the County of Chelan, State of Washington:

See Exhibits "A" and "B" attached hereto and incorporated herein by this reference.

SUBJECT TO rights, restrictions, reservations, covenants, and easements of record.

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EXHIBIT "A"

That portion of Government Lots 8, 9 and 10 of Section 17, Township 24 North, Range 18 East, Willamette Meridian, Chelan County, Washington, lying Southwesterly of the right of way of the Burlington Northern Santa Fe Railroad and Northeasterly of the following described line:

Beginning at the Northeast corner of said Section 17, a 5/8" rebar described in land corner record recorded under Auditor's File No. 9110170016; thence South 89°59'42" West, along the north line of said Section 17, 1766.63 feet to a point which is 897.37 feet east of the north quarter corner of said Section 17; thence South 0°00'18" West 1784.44 feet to a 5/8" rebar as shown on survey recorded in book 29 of surveys at page 46 and 47 records of said county; thence North 89°59'40" East along the south line of tract A as shown on said survey 81.88 feet to the True Point of Beginning of said described line; thence along a non-tangent curve to the left with a radius of 1315.44 feet a length of 411.77 feet, the chord bearing South 11°41'43" East 410.09 feet; thence South 20°39'46" East 212.38 feet; thence along a curve to the left with a radius of 1030.00 feet a length of 216.17 feet; thence South 32°41'16" East 206.84 feet; thence along a curve to the left with a radius of 18790.25 feet a length of 553.08 feet; thence South 49°37'54" East 168.88 feet to the northwesterly corner of the right of way described in the following Exhibit B; thence northeasterly along the northerly line of said Exhibit B to the westerly line of said railroad right of way and end of said described line.



EXHIBIT "B"

Description of new right-of-way in that portion of former Burlington Northern Railroad right-of-way adjacent to Tract 4 and 5 of Peshastin Land Company Plat of Peshastin Orchards as recorded in Volume 2 of Plats, Page 46, records of Chelan County, Washington, lying in Government Lots 10 and 11, Section 17, Township 24 North, Range 18 East, W.M., further described as follows:

Commencing at the Southeast corner of Section 17, a found brass cap monument marked USGLO Survey 1937; thence North $00^{\circ}16'54''$ East 1128.30 feet along the East line of Section 17, basis of bearing being Washington State Grid North Zone, that survey recorded in Book 37 of Surveys, Page 29 of said county records; to the TRUE POINT OF BEGINNING thence continuing North $0^{\circ}16'54''$ East 54.49 feet Thence North $46^{\circ}56'56''$ West 21.35 feet; thence following new right-of-way along a non tangent curve to the right with a chord bearing of North $19^{\circ}16'08''$ East a chord length of 26.24 feet, a radius of 179.18 feet, a delta angle of $8^{\circ}23'59''$, an arc length of 26.27 feet to a point of reverse curve to the left with a chord bearing of North $11^{\circ}45'22''$ West a chord length of 127.31 feet, a radius of 110.36 feet, a delta angle of $70^{\circ}27'00''$, an arc length of 135.70 feet; thence North $46^{\circ}58'52''$ West 7.45 feet; thence North $40^{\circ}33'26''$ East 12.51 feet; thence North $46^{\circ}58'52''$ West 874.97 feet; thence North $50^{\circ}18'41''$ West 91.95 feet; thence South $39^{\circ}41'19''$ West 11.81 feet; thence North $49^{\circ}37'54''$ West 70.73 feet to road, Station 16+36 and the end of current construction; thence North $40^{\circ}22'06''$ East 55.40 feet to the North right-of-way; thence along said right-of-way South $46^{\circ}58'52''$ East 1110.27 feet to a curve to the right, a chord bearing of South $00^{\circ}42'49''$ East, a chord distance of 139.57, a radius of 170.36 feet, a delta angle of $48^{\circ}21'53''$, an arc length of 143.81 feet to a point of reverse curve; thence along a curve to the left with a chord bearing of South $12^{\circ}21'18''$ West, a chord length of 45.95 feet, a radius of 119.18 feet, a delta angle of $22^{\circ}13'41''$, an arc length of 46.24 feet to a point of compound curve, continuing to the left with a chord bearing South $62^{\circ}51'51''$ East, a chord length of 48.58 feet, a radius of 27.00 feet, a delta angle of $128^{\circ}12'37''$, an arc length of 60.42 feet; thence North $53^{\circ}01'50''$ East 111.17 feet to the Northwesterly right-of-way of the existing county road; thence South $42^{\circ}26'57''$ West 223.43 feet along said right-of-way to the East right-of-way of county road known as Main Street; thence North $00^{\circ}16'54''$ East parallel and 20.00 feet Easterly of the East line of Section 17, a distance of 107.24 feet along said right-of-way, thence South $59^{\circ}08'17''$ West 23.65 feet along the Northerly right-of-way as vacated Oct. 30, 1939 file No. 222 to the Point of Beginning.