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Skagit County Auditor

After recording return document to:

Port of Skagit County
15400 Airport Drive
Burlington, WA 98233

REVIEWED BY
SKAGIT COUNTY TREASURER
DEPUTY Lisa Thompson
DATE 9.28.26

Document Title: **Avigation Easement**

Reference Number of Related Document: _____

Grantor(s): **Farm to Market Industries LLC, a Washington Limited Liability Company**

Additional Grantor(s) on page ____ of document.

Grantee(s): **Port of Skagit County**

Additional Grantee(s) on page ____ of document.

Abbreviated legal description:
Ptn Lot 3, SP 7-89 AF #8903020017, a Ptn SW NW S9-T34-R3E WM
Lot 8, BSP PL07-0187 AF #201108100067, and
Lot 1, Survey AF #200905290102, a Ptn NW SW S9-T34-R3E WM

Additional legal description(s) on page(s) 6, 7 and 8 of document.

Assessor's tax/parcel numbers: **P21284 / 340309-2-005-0009**
P130706 / 8087-000-000-0008
P21293 / 340309-3-005-0007

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AVIGATION EASEMENT

This easement made this 22nd day of September, 2026 between FARM TO MARKET INDUSTRIES LLC, a Washington Limited Liability Company (hereafter "Grantor"), and the Port of Skagit County, a municipal corporation within the County of Skagit of the State of Washington (hereafter "Grantee"), provides that:

RECITALS

The parties hereto acknowledge the following:

A. Grantor owns certain real property in Skagit County, Washington, described on Exhibit A and depicted on Exhibit B (the "Property"). All exhibits mentioned herein and attached hereto are incorporated herein as if set forth in full.

B. Grantee is the owner and operator of the Skagit Regional Airport ("Airport"), an identified essential public facility pursuant to the Washington Growth Management Act, Chapter 36.70A RCW. The Airport is operated pursuant to federal law and Title 53 RCW and RCW 36.70A.510 and RCW 36.70.547 and legally described in Exhibit C and depicted in Exhibit D hereto.

C. The Airport is the principal airport in Skagit County, serving both recreational and commercial aircraft, including freight and passenger carriers. The Airport represents a public asset currently valued at over $132,230,000.00. The Airport provides an essential transportation service and facilitates economic growth in Skagit County.

D. Skagit County has identified undeveloped property in the vicinity of the Airport as part of an Urban Growth Area in which urban development is planned to occur. Unless carefully managed, urban development in the vicinity of airports leads to incompatible uses. Persons owning or occupying property within the vicinity of airports experience noise, exhaust fumes, illumination, smoke, vibration and loss of quiet enjoyment due to aircraft overflights associated with landing and taking off ("Overflight Effects"). In response to Overflight Effects, some persons are prone to assert legal claims or to exert other pressures to limit or terminate airport operations. The occurrence of urban development in the vicinity of the Airport therefore could, unless mitigated, have a harmful effect on Airport operations, limit the usefulness of an essential public facility and be contrary to the public interest and the requirements of the Growth Management Act.

E. Portions of the Property lie within the Skagit Regional Airport Safety Overlay Zones established by the Washington State Department of Transportation's Aviation Division as set forth in Airport Land Use Compatibility Study, prepared by Reid Middleton and published in 2000 and on file with Skagit County. Portions of the Property also lie within certain aircraft noise contours established in the Airport Maser Plan, 1995, prepared by W & H Pacific and on file at the Port of Skagit County. These zones and contours are depicted on maps comprising a portion of the Skagit County UDC Airport Environs Overlay Map Portfolio.

F. The Property has been continuously subject to aircraft overflights, either directly above the Property or over adjacent properties for an uninterrupted period in excess of ten years. These overflights, known to Grantor and/or Grantor's predecessors, by aircraft either landing at or taking off from the Skagit Regional Airport have subjected the Property to Overflight Effects. Grantee has not sought, nor has either Grantor nor Grantor's predecessors granted, permission to operate the Airport or to cause Overflight Effects upon the Property.

G. The term "Average sound level" as used herein shall mean the level, in decibels, of the mean-square, A-weighted sound pressure during a specified period, with reference to the square of the standard reference sound pressure of 20 micropascals.

H. The term "Day-night average sound level" or "DNL" as used herein shall mean the 24-hour Average Sound Level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m., and between 10 p.m., and midnight, local time.

I The Federal Aviation Administration has determined that noise from Overflight Effects is incompatible with ground uses when in excess of sixty-five (65) DNL.

J. Urban Development in the vicinity of the Airport upon which noise from Overflight Effects is sixty-five 65 DNL or less poses minimal risk of harmful effects on the Airport.

K. Pursuant to Section 14.16.210 of the Skagit County Code, Grantor must grant to Grantee an avigation easement for the portions of Grantor's real property within the Skagit Regional Airport Safety Overlay Zones,

L. Grantor is willing to grant Grantee an easement with respect to Grantor's real property in accordance with the terms and conditions of this Agreement as a condition of development approval by Skagit County.

CONVEYANCE OF EASEMENT

1. The GRANTOR for and in consideration of fulfillment of a condition of a Skagit County project approval, does hereby grant to Grantee, its successors and assigns, a perpetual and assignable easement in, near, upon and over the Property (legally described in Exhibits "A" and "B") for the free and unrestricted passage and flight of aircraft of the class size and category as is now or hereinafter may be operationally compatible with the Skagit Regional Airport ("Aircraft"), across and about the airspace above an imaginary plane, as such plane is defined by Part 77 of the Federal Aviation Regulations, over or in the vicinity of the Property (the "Airspace").

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2. The aforesaid easement described in Paragraph Number 1 above includes but is not limited to:

a. For the use and benefit of the public and Grantee, the continuing right to fly, or cause or permit the flight by any and all persons of Aircraft in, through, across or about any portion of the Airspace hereinabove described; and

b. The right to cause or create, or permit or allow to be caused or created upon the Property, Overflight Effects as may be inherent in the proper operation of Aircraft.

c. *Provided,* that the rights conveyed to Grantee pursuant to this Avigation Easement shall be limited to those operations of the Skagit Regional Airport that meet noise level classification sixty-five (65) DNL.

3. The easement herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which now or hereinafter constitutes the Skagit Regional Airport, and shall further be deemed in gross, being conveyed to the GRANTEE for the benefit of the GRANTEE, and any and all members of the general public who may use said easement taking off from, landing upon, or operating such aircraft in or about the Airport, or in otherwise flying through said Airspace.

4. This grant of avigation easement shall not operate to deprive the GRANTOR, its successors or assigns, of any rights that it may otherwise have from time to time against any individual or private operator for negligent or unlawful operation of aircraft.

5. It is understood and agreed that these covenants and agreements run with the land and shall be binding upon the heirs, representatives, administrators, executives, successors, an assigns of the GRANTOR, and that for the purposes of this instrument, the Property shall be the servient tenement and the Airport shall be the dominant tenement.

6. The avigation easement, covenants and agreements described herein shall continue in effect until the Airport shall be abandoned or shall cease to be used for public airport purpose, at which time this easement shall terminate.

GRANTOR: FARM TO MARKET INDUSTRIES, LLC

9-22-2026

By Loren Ness, Its Manager Date

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STATE OF WASHINGTON)
) ss
COUNTY OF SKAGIT)

On this 22nd day of September, 2026, before me, the undersigned Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared LOREN NESS, to me known to be the MANAGER of FARM TO MARKET INDUSTRIES, LLC, the Washington Limited Liability Company that executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they was duly authorized to execute the same and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto the day and year in this certificate first above written.

M C HAYES
Commission Expires
04-28-2029
NOTARY
PUBLIC
License Number 192507
STATE OF WASHINGTON

(signature)
MCHayes
(print name)
NOTARY PUBLIC in and for the State of Washington,
residing at Mount Vernon
My appointment expires: 4-28-2029

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Exhibit A

LEGAL DESCRIPTION

P21284 / 340309-2-005-0009

(21.5100 ac)(DR 19) THE SOUTH 966 FEET OF LOT 3 SHORT PLAT NO 7-89, APPROVED MARCH 1, 1989, AND RECORDED MARCH 2, 1989 IN VOLUME 8 OF SHORT PLATS, PAGES 112 AND 113, UNDER AF#8903020017, RECORDS OF SKAGIT COUNTY, WASHINGTON; BEING A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 34 NORTH, RANGE 3 EAST, W.M., EXCEPT THE EAST 210 FEET THEREOF, AND EXCEPT ANY PORTION LYING NORTHEASTERLY OF A LINE DRAWN PARALLEL WITH AND 25 FEET SOUTHWESTERLY OF THE SOUTHWESTERLY BANK OF THE EXISTING DRAINAGE DITCH MAINTAINED BY DRAINAGE DISTRICT NO 19, RUNNING ALONG THE TOE OF THE HILL. AND ALSO EXCEPT THAT PORTION CONVEYED TO SKAGIT COUNTY FOR ROAD BY DEED RECORDED JUNE 17, 1999, UNDER AF#9906170004.

P130706 / 8087-000-000-0008

(3.7300 ac)(DR 19) LOT 8, BINDING SITE PLAN NO PL07-0187, DAHLSTEDT FAMILY PROPERTIES BINDING SITE PLAT, APPROVED AUGUST 10, 2011, RECORDED AUGUST 10, 2011 UNDER AF#201108100067, RECORDS OF SKAGIT COUNTY, WASHINGTON; BEING A PORTION OF THE NORTHWEST QUARTER SECTION 9, TOWNSHIP 34 NORTH, RANGE 3 EAST, W.M.

P21293 / 340309-3-005-0007

(28.9600 ac) (DR19 DK12) LOT 1, SHORT PLAT NO. 94-035, APPROVED MAY 24, 1995, RECORDED MAY 26, 1995 IN VOLUME 11 OF SHORT PLATS, PAGES 207 AND 208, UNDER AF#9505260005, AND BEING A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 34 NORTH, RANGE 3 EAST, W.M. TOGETHER WITH THAT PORTION OF LOT 2, SKAGIT COUNTY SHORT PLAT NO. 94-035, APPROVED MAY 24, 1995, AND RECORDED MAY 26, 1995, IN VOLUME 11 OF SHORT PLATS, PAGES 207 AND 208, UNDER AF#9505260005, RECORDS OF SKAGIT COUNTY, WASHINGTON; BEING A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 34 NORTH, RANGE 3 EAST, W.M., LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 36'55' WEST 237.14 FEET ALONG THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 12 DEGREES 21'12' WEST 36.76 FEET TO A NON-TANGENT POINT OF CURVATURE; THENCE SOUTHERLY ON SAID CURVE TO THE LEFT (CONCAVE TO THE EAST) HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 10 DEGREES 34'53' WEST, THROUGH A CENTRAL ANGLE OF 35 DEGREES 54'11', AN ARC DISTANCE OF 368.96

FEET; THENCE SOUTH 89 DEGREES 36'55' EAST 161.97 FEET TO THE WESTERLY LINE OF SAID LOT 2 AND THE TERMINUS OF SAID LINE. EXCEPT THAT PORTION OF SAID LOT 1, SKAGIT COUNTY SHORT PLAT NO. 94-035, LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF LOT 2 OF SAID SHORT PLAT; THENCE NORTH 89 DEGREES 36'55' WEST 237.14 FEET ALONG THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 12 DEGREES 21'12' WEST 36.76 FEET TO A NON-TANGENT POINT OF CURVATURE; THENCE SOUTHERLY ON SAID CURVE TO THE LEFT (CONCAVE TO THE EAST) HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 10 DEGREES 34'53' WEST, THROUGH A CENTRAL ANGLE OF 35 DEGREES 54'11', AN ARC DISTANCE OF 368.96 FEET; THENCE SOUTH 89 DEGREES 36'55' EAST 161.97 FEET TO THE WESTERLY LINE OF SAID LOT 2 AND THE TERMINUS OF SAID LINE. ALSO EXCEPT THAT PORTION OF SAID LOT 1, SKAGIT COUNTY SHORT PLAT NO. 94-035, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2, SHORT PLAT NO. 94-035; THENCE SOUTH 89 DEGREES 33'10' WEST 237.14 FEET (CALLED NORTH 89 DEGREES 36'55' WEST IN SAID SHORT PLAT) ALONG THE NORTH LINE OF SAID LOT 2; THENCE NORTH 11 DEGREES 43'29' EAST 74.79 FEET; THENCE NORTH 20 DEGREES 41'53' EAST 71.71 FEET; THENCE NORTH 89 DEGREES 33'10' EAST 196.82 FEET PARALLEL WITH THE NORTH LINE OF SAID LOT 1 (CALLED SOUTH 89 DEGREES 36'55' EAST IN SAID SHORT PLAT) TO THE EAST LINE OF SAID LOT 1; THENCE SOUTH 00 DEGREES 05'32' WEST 140.00 FEET ALONG SAID EAST LINE (CALLED SOUTH 00 DEGREES 56'12' WEST IN SAID SHORT PLAT) TO THE POINT OF BEGINNING. ALSO EXCEPT THAT PORTION OF SAID LOT 1, SKAGIT COUNTY SHORT PLAT NO. 94-035, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2, SHORT PLAT NO. 94-035; THENCE SOUTH 89 DEGREES 33'10' WEST 237.14 FEET (CALLED NORTH 89 DEGREES 36'55' WEST IN SAID SHORT PLAT) ALONG THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 11 DEGREES 32'02' WEST 36.76 FEET (CALLED SOUTH 12 DEGREES 21'12' WEST IN PREVIOUS DESCRIPTIONS) TO A NON-TANGENT POINT OF CURVATURE; THENCE SOUTHERLY ON SAID CURVE TO THE LEFT (CONCAVE TO THE EAST) HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 09 DEGREES 44'01' WEST (CALLED SOUTH 10 DEGREES 34'53' WEST IN PREVIOUS DESCRIPTIONS), THROUGH A CENTRAL ANGLE OF 35 DEGREES 54'11', AN ARC DISTANCE OF 368.96 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 33'10' EAST 161.97 FEET (CALLED SOUTH 89 DEGREES 36'55' EAST IN PREVIOUS DESCRIPTIONS), TO THE WESTERLY LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 05'32' WEST 202.17 FEET ALONG SAID WESTERLY LINE (CALLED SOUTH 00 DEGREES 56'12' WEST IN SAID SHORT PLAT) TO A POINT ON SAID NON-TANGENT CURVE EXTENDED; THENCE NORTHWESTERLY ON SAID CURVE TO THE RIGHT (CONCAVE TO THE NORTHEAST) HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF NORTH 51 DEGREES 28'00' WEST, THROUGH A CENTRAL ANGLE OF 25 DEGREES 17'50', AN ARC DISTANCE OF 259.97 FEET TO THE TRUE POINT OF BEGINNING; TOGETHER WITH THAT PORTION OF SAID LOT 2, SHORT PLAT NO. 94-035, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2, SHORT PLAT NO. 94-035; THENCE SOUTH 89 DEGREES 33'10' WEST 237.14 FEET (CALLED NORTH 89 DEGREES 36'55' WEST IN SAID SHORT PLAT) ALONG THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 11 DEGREES 32'02' WEST 36.76 FEET (CALLED

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SOUTH 12 DEGREES 21'12' WEST IN PREVIOUS DESCRIPTIONS) TO A NON-TANGENT POINT OF CURVATURE; THENCE SOUTHERLY ON SAID CURVE TO THE LEFT (CONCAVE TO THE EAST HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 09 DEGREES 44'01' WEST (CALLED SOUTH 10 DEGREES 34'53' WEST IN PREVIOUS DESCRIPTIONS), THROUGH A CENTRAL ANGLE OF 35 DEGREES 54'11'; AN ARC DISTANCE OF 368.96 FEET; THENCE NORTH 89 DEGREES 33'10' EAST 161.97 FEET (CALLED SOUTH 89 DEGREES 36'55' EAST IN PREVIOUS DESCRIPTIONS), TO THE WESTERLY LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 05'32' WEST 202.17 FEET ALONG SAID WESTERLY LINE (CALLED SOUTH 00 DEGREES 56'12' WEST IN SAID SHORT PLAT) TO A POINT ON SAID NON-TANGENT CURVE EXTENDED AND THE TRUE POINT OF BEGINNING OF SAID LINE; THENCE SOUTHEASTERLY ON SAID CURVE TO THE LEFT (CONCAVE TO THE NORTHEAST) HAVING A RADIUS OF 588.80 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 51 DEGREES 28'00' EAST, THROUGH A CENTRAL ANGLE OF 03 DEGREES 38'17', AN ARC DISTANCE OF 37.38 FEET TO THE EAST LINE OF SAID LOT 2 AND THE TERMINUS OF SAID LINE. ALSO KNOW AS LOT 1 OF SURVEY RECORDED MAY 29, 2009, UNDER AF#200905290102.

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Exhibit B

DEPICTION

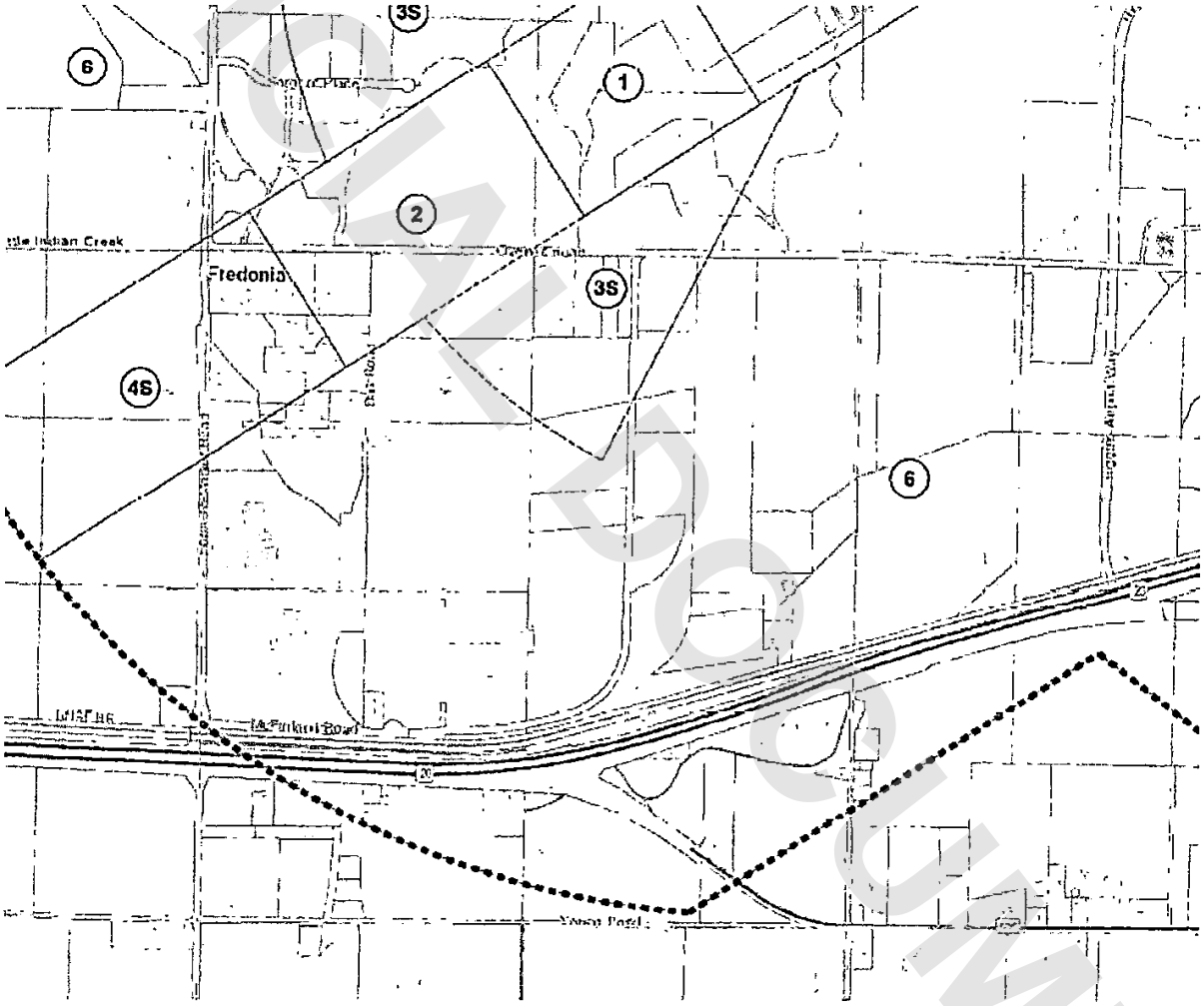

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Exhibit C
BAYVIEW AIRPORT—PERIMETER DESCRIPTION

Those portions of Sections 33 and 34, Township 35 North, Range 3 East, W.M., and of Sections 3, 4 and 10, Township 34 North, Range 3 East, W.M., described as follows:

Beginning at the intersection of the South line of the County Road along the North line of section 34, Township 35 North, Range 3 East, W. M, and the West line of said Section 34;

thence East, along said South line of the County Road, a distance of 208 feet;

thence South to a point 300 feet North of the South line of the North ½ of the North ½ of the Northwest ¼ of said Section 34;

thence East, along a line which is 300 feet North of said South line, a distance of 291 feet to the East line of the West 499 feet of the North ½ of the North ½ of the Northwest ¼ of said Section 34;

thence South, along the East line of said West 499 feet, a distance of 300 feet to the South line of said North ½ of the North ½ of the Northwest ¼ of said Section 34;

thence East, along said South line, to the East line of the Northwest ¼ of said Section 34;

thence South, along said East line, to the center of said Section 34;

thence East, along the East/West center line of said Section 34, to the East line of the West ½ of the Southeast ¼ of said Section 34;

thence South, along said East line, and along the East line of the West ½ of the East ½ of Section 3, Township 34 North, Range 3 East, W.M., 4,240 feet, more or less, to the Northeast line of the Southeast Runway Protection Zone for Skagit Regional Airport Runway 10/28, as referenced as the "RPZ" and "Potential RPZ" on the survey map recorded under Skagit County Auditor's File No. 200408180088; thence Southeasterly along said Northeasterly Runway Protection Zone line 1,180 feet, more or less, to the Southeasterly line of said Runway Protection Zone; thence Southwesterly along said Southeasterly Runway Protection Zone line 1,693 feet, more or less, to the West line of the East half of the Southeast quarter of said Section 3; thence along said West line 775 feet, more or less, to the North line of Ovenell Road.

thence West, along the North line of Ovenell Road, a distance of 100 feet;

thence Northwesterly to a point on the North line of the Southwest ¼ of the Southeast ¼ of said Section 3 that is 150 feet West of the Northeast corner thereof;

thence West, along the North line of the Southwest ¼ of the Southeast ¼ to the Northwest corner thereof;

thence South, along the North/South center line of said Section 3 and the North/South center line of Section 10, Township 34 North, Range 3 East, W.M., to the Southeast corner of the Northeast ¼ of the Northwest ¼ of said Section 10;

thence South 0°21'30" West, along the East line of the Southeast ¼ of the Northwest ¼ of said Section 10, a distance of 379.7 feet to the center of Higgins Slough;

thence South 83°45' 00" East, along the center of said slough, a distance of 56.1 feet;

thence South 77°49'00" East a distance of 171.0 feet;

thence South 54°30'00" East a distance of 67.0 feet;

thence South 46°17'30" East a distance of 479.0 feet to the Northerly line of the Burlington Northern Railway right-of-way;

thence South 73°20'30" West, along said Northerly line, to the North/South center line of said Section 10;

thence Southwesterly, along said Northerly right-of-way line, to the East line of the West 687.7 feet, as measured along the North line, of the Southeast ¼ of the Northwest ¼ of said Section 10;

thence North, along said East line of the West 687.7 feet, to the North line of said Southeast ¼ of the Northwest ¼;

thence West, along the North line thereof, a distance of 687.7 feet to the Northwest corner thereof;

thence North, along the West line of the Northeast ¼ of the Northwest ¼ of said Section 10, to the North line thereof, which point is also the South line of Section 3, Township 34 North, Range 3 East, W.M.;

thence West, along the South line of Sections 3 and 4 of said Township 34 North, Range 3 East, W.M., to the Southeast corner of Skagit Regional Airport Binding Site Plan Alteration, Phase 2, Division 5, according to the map thereof, recorded under Skagit County Auditor's File No. 201802150081; Thence in a generally northerly direction, along the east line of said Phase 2, Division 5, Binding Site Plan Alteration, also being the adjusted boundary line described in deed recorded under Skagit County Auditor's File No. 201712130006, to the south line of a tract conveyed to PACCAR Inc., a Delaware corporation, by deed recorded December 21 , 1979, under Auditor's File No. 7912210064;

thence East, along the South line of said PACCAR, Inc. tract, a distance of 61 feet, more or less, to the Southeast corner thereof;

thence North 0°37'03" East, along the East line of said PACCAR, Inc. tract, a distance of 3,159.99 feet;

thence North 88°39'12" West a distance of 120.01 feet;

thence North 0°37'13" East a distance of 320.36 feet to the North line of said Section 4;

thence North 88°37'12" West, along the North line of said Section 4, a distance of 2,601.20 feet to the Northwest corner of said Section 4;

thence North, along the West line of Section 33, Township 35 North, Range 3 East, W.M., to the North line of the South ½ of the North ½ of the North ½ of said Section 33;

thence East, along said North line, to the East line of said Section 33;

thence North, along said East line, to the point of beginning.

EXCEPTING THEREFROM those portions above described which lie within the rights-of-way of the County Roads known as Ovenell Road, Farm-to-Market Road, Josh Wilson Road, Peterson Road and Higgins Airport Way.

Situate in the County of Skagit, State of Washington

END OF EXHIBIT C

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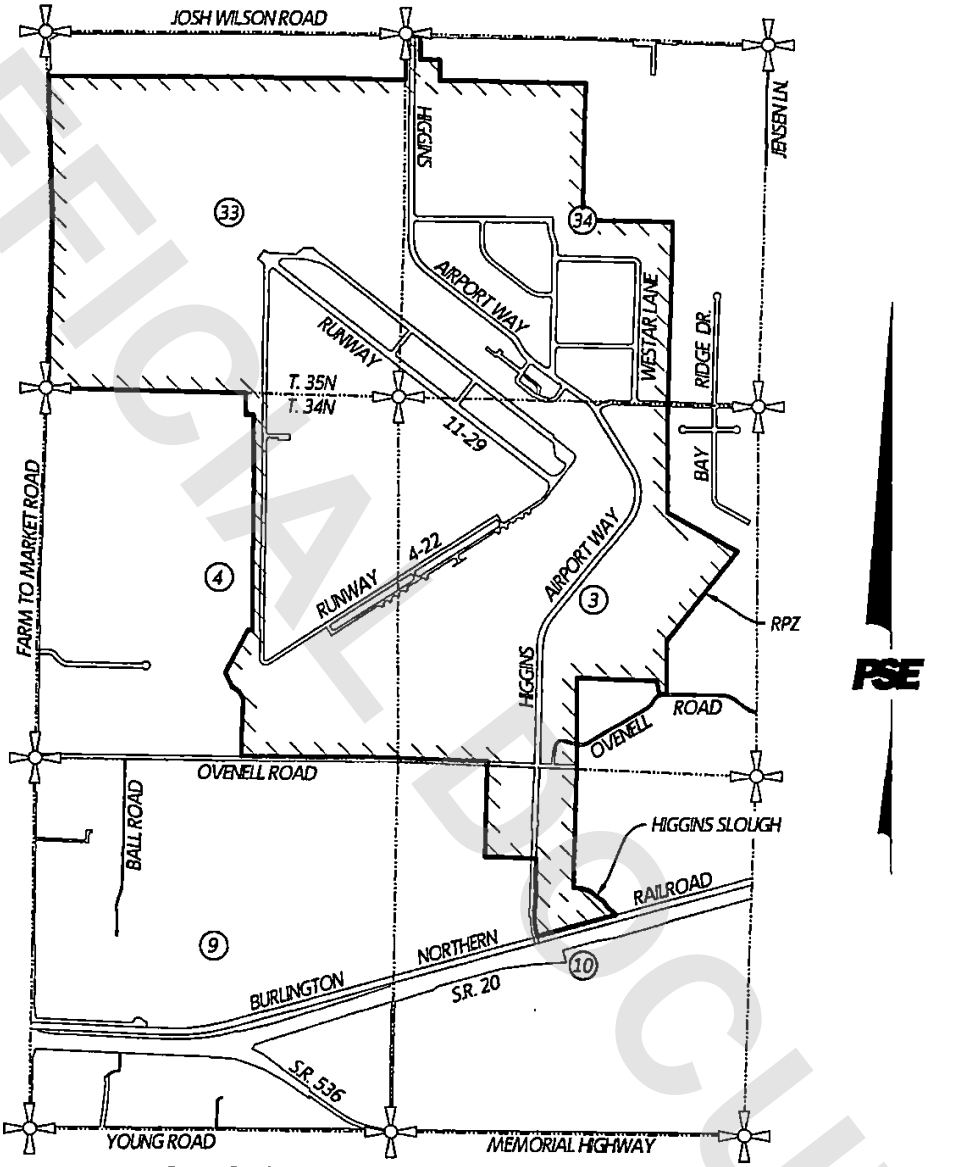
EXHIBIT 'D'

SITUATE IN A PORTION OF SECTIONS 33 & 34, TOWNSHIP 35 NORTH & A PORTION OF SECTIONS 3, 4 & 10 TOWNSHIP 34 NORTH, RANGE 3 EAST, W.M., SKAGIT COUNTY, WASHINGTON



PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

= SKAGIT REGIONAL AIRPORT BOUNDARY

0 2500
1250 5000

DWG: 2021092_svE_Exhibit.dwg DATE: 5.20.2021 JOB#: 2021092 SCALE: 1"=2500' SHEET: 1 OF 1