

**EXHIBIT A
PROPERTY DESCRIPTION**

LEGAL DESCRIPTION FOR MOUNT VERNON STORE:

PARCEL "A":

Those portions of the Southwest quarter of the Southwest quarter of Section 17, Township 34 North, Range 4 East, W.M., described as follows:

- 1) From the Section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M., thence run North $0^{\circ} 58'$ East along the Section line common to said Sections 17 and 18 a distance of 490.41 feet; thence North $65^{\circ} 40'$ East for a distance of 117.70 feet to the true point of beginning of this description; thence North $65^{\circ} 40'$ East for a distance of 329.4 feet to a point 10 feet Westerly of and at right angles to the center-line of the existing Great Northern Railway Spur to the Standard Oil Company of California Plant; thence Southwesterly parallel to and 10 feet distant from the center-line of said spur on an $11^{\circ} 45'$ curve to the left a distance of 61.5 feet to a point of tangency; thence South $26^{\circ} 25'$ West along said tangent and parallel to and 10 feet Northwesterly of the center-line of a proposed railroad spur for a distance of 81.0 feet to the point of curvature of $15^{\circ} 52'$ curve to the right; thence along said $15^{\circ} 52'$ curve to the right and parallel to and 10 feet Northwesterly of the center-line of said proposed spur for a distance of 174.79 feet, more or less, to a point that is South $44^{\circ} 08'$ East and 172.24 feet distant from the true point of beginning; thence North $44^{\circ} 08'$ West a distance of 172.24 feet to the true point of beginning.
- 2) From the Section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M., thence run South $89^{\circ} 23' 30''$ East along the section line common to Sections 17 and 20 for a distance of 200.0 feet; thence North $0^{\circ} 58'$ East parallel to the West line of Section 17 a distance of 202.48 feet to an intersection with a diagonal line bisecting the Southwest quarter of said Section 17 from the Southwest to the Northeast corners thereof; thence North $45^{\circ} 26' 10''$ East along said bisecting line a distance of 172.57 feet to a point which is the true point of beginning of this description; thence North $45^{\circ} 26' 10''$ East along said bisecting line for a distance of 386.37 feet; thence North $43^{\circ} 07'$ West for a distance of 123.01 feet; thence North $55^{\circ} 34'$ West for a distance of 40.83 feet; thence South $65^{\circ} 40'$ West for a distance of 34.04 feet to a point 10 feet Southeasterly of and at right angles to the centerline of the existing Great Northern Railway spur to the Standard Oil Company of California plant; thence Southwesterly parallel to the center-line of said railroad spur and 10 feet distant therefrom for a distance of 154.6 feet to the end of a $12^{\circ} 15'$ curve to the left; thence South $19^{\circ} 38'$ West along a tangent parallel to said spur center line and 10 feet Easterly therefrom a distance of 83.3 feet to the beginning of an $11^{\circ} 45'$ curve to the right; thence continuing parallel to the center-line of said spur and 10 feet distant therefrom, on the $11^{\circ} 45'$ curve to the right a distance of 134.4 feet, more or less, to a point that is North $44^{\circ} 08'$ West and 51.23 feet distance from the true point of beginning; thence South $44^{\circ} 08'$ East a distance of 51.23 feet to the true point of beginning.
- 3) Beginning at a point on the North line of Fir Street which extends along the South line of said Section, 200 feet East of the West line of said Section; thence East along the North line of said Road a distance of 210.3 feet; thence due North 120 feet; thence East 180 feet; thence due North to intersect with a line drawn diagonally from the Southwest corner to the Northeast corner of said Southwest quarter of the Southwest quarter; thence Southwesterly along said diagonal line to a point which is 200 feet due East of the West line of said Southwest quarter of the Southwest quarter; thence due South to the place of beginning.
- 4) Beginning at the most Southerly corner of Parcel "A" above described; thence Northeasterly along the Southeasterly boundary line of said Parcel "A" to the Northeasterly terminus of the course described in said boundary as having a bearing of South $26^{\circ} 25'$ West and a distance of 81.0 feet; thence leaving said Southeasterly boundary line and run Southwesterly along a line that is 20 feet Northwesterly, measured radially and at right angles from the Northwesterly boundary of Parcel "B" above described to a point on a line that has a bearing of South $44^{\circ} 08'$ East and is the Southeasterly prolongation of the Southwesterly line of said Parcel "A" and the Northwesterly prolongation of the Southwesterly line of said Parcel "B"; thence North $44^{\circ} 08'$ West along said line

to the point of beginning.

EXCEPT from Tracts (2) and (3) described above, that portion thereof lying Easterly of the following described line:

Beginning at the Southwest corner of said Southwest quarter of the Southwest quarter; thence South $89^{\circ} 23' 30''$ East along the South line of said Subdivision a distance of 200.00 feet; thence North $0^{\circ} 58' 00''$ East parallel to the West line of said Subdivision, a distance of 30.00 feet to a point on the North line of that City Street known as Fir Street; thence South $89^{\circ} 23' 30''$ East along the North line of said Fir Street a distance of 176.13 feet to the true point of beginning of said line.

Thence North $0^{\circ} 38' 10''$ East along a line which is parallel to and 0.43 feet Easterly of the East edge of an existing concrete retaining wall, a distance of 400.41 feet to a point 10.00 feet Easterly of and at right angles to the centerline of the existing spur line to Western Farmer's Association; thence Northerly on a curve to the right, parallel to the centerline of said existing spur line to the Western Farmer's Association and 10.00 feet distant therefrom, said curve having a degree of curvature of $12^{\circ} 46' 46''$ and a radius of 449.28 feet, an arc distance of 300.92 feet to a point on the North line of that tract designated as Tract "B" and conveyed to the Washington Co-operative Farmers Association by that Instrument dated May 31, 1949 and recorded July 8, 1949, under Auditor's File No. 433464, said point being the terminus of said line.

PARCEL "B":

An easement for purposes of ingress and egress to and from Parcels "A" and "B" above described, over and across the following described Tracts (1) and (2):

TRACT 1:

From the Section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M., thence run South $89^{\circ} 23' 30''$ East along the section line common to said Sections 17 and 20 for a distance of 200.00 feet; thence North $0^{\circ} 58'$ East parallel to the West line of said Section 17 for a distance of 202.48 feet to an intersection with a diagonal line bisecting the Southwest quarter of said Section 17 from the Southwest to the Northeast corners thereof; thence North $45^{\circ} 26' 10''$ East along said bisecting line for a distance of 172.57 feet; thence North $44^{\circ} 08'$ West a distance of 51.23 feet to the true point of beginning of this description; thence North $44^{\circ} 08'$ West a distance of 79.44 feet; thence Northeasterly on a $15^{\circ} 52'$ curve to the left, parallel to the center-line of a proposed spur and 10 feet Northwesterly thereof to a point 40 feet distant at right angles to the initial North $44^{\circ} 08'$ West course of this parcel; thence South $44^{\circ} 08'$ East to a point 10 feet Southeasterly measured at right angles to center-line of the existing Standard Oil Company of California spur, thence Southwesterly on an $11^{\circ} 45'$ curve to the right and parallel to said spur to the true point of beginning. EXCEPT that portion thereof lying within the boundaries of Parcel "E" hereinafter described.

TRACT 2:

From the Section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M., thence North $0^{\circ} 58'$ East along the section line common to Section 17 and 18 a distance of 490.41 feet; thence North $65^{\circ} 40'$ East for a distance of 447.1 feet to the true point of beginning; thence North $65^{\circ} 40'$ East a distance of 40.9 feet; thence Southwesterly on a $12^{\circ} 15'$ curve to the left, parallel to and 10 feet Southeasterly of the center-line of the Great Northern Railway railroad spur into the Standard Oil Company of California plant, to a point which bears South $44^{\circ} 08'$ East from the point of beginning; thence North $44^{\circ} 08'$ West to the true point of beginning.

PARCEL "C"

An easement for ingress and egress over and across the spur track as it existed on September 5, 1974 over and

across the following described tracts:

TRACT 1:

Beginning at the Southwest corner of said Southwest quarter of the Southwest quarter, thence South 89° 23' 30" East along the South line of said Subdivision a distance of 200.00 feet; thence North 0° 58' 00" East parallel to the West line of said Subdivision, a distance of 30.00 feet to a point on the North line of that City Street known as Fir Street; thence South 89° 23' 30" East along the North line of said Fir Street a distance of 176.13 feet to the true point of beginning of this description; thence North 0° 38' 10" East along a line which is parallel to and 0.43 feet Easterly of the East edge of an existing concrete retaining wall, a distance of 400.41 feet to a point 10.00 feet Easterly of and at right angles to the centerline of the existing spur line to Western Farmers Association; thence Northerly on a curve to the right, parallel to the centerline of said existing spur line to the Western Farmer's Association and 10.00 feet distant therefrom, said curve having a degree of curvature of 12° 46' 46" and a radius of 449.28 feet, an arc distance of 300.92 feet to a point on the North line of that Tract designated as Tract "B" and conveyed to the Washington Co-operative Farmers Association by that Instrument dated May 31, 1949 and recorded July 8, 1949, under Auditor's File No. 433464; thence North 65° 40' East a distance of 2.99 feet; thence South 55° 34' East a distance of 40.83 feet to an intersection with a line bearing North 44° 05' 20" West from a point which is South 89° 56' East along the Section line a distance of 590.3 feet and North 0° 25' 33" East, a distance of 597.64 feet from the Southwest corner of said Section 17; thence along said line North 44° 05' 20" West to the Southeasterly right of way line of the Puget Sound and Cascade Railway; thence Southwesterly along said right of way line to a point that bears North 43° 11" West from the true point of beginning; thence South 43° 11" East to the true point of beginning.

PARCEL "D"

That portion of the Southwest 1/4 of the Southwest 1/4 of Section 17, Township 34 North, Range 4 East, W.M., described as follows:

Beginning at the Southwest corner of the Southwest 1/4 of the Southwest 1/4 of Section 17, Township 34 North, Range 4 East, W.M.;

Thence North a distance of 519.5 feet; Thence North 53° 14' East 481.7 feet;

Thence South 43° 11' East to an intersection with the line drawn diagonally from the Southwest corner of the Northeast corner of said Southwest 1/4 of the Southwest 1/4 of Section 17, aforesaid;

Thence in a Southwesterly direction along said diagonal line to a point 200 feet directly East of the West line of said Southwest 1/4 of the Southwest 1/4 of said Section 17;

Thence due South to the South line of the said Southwest 1/4 of the Southwest 1/4; Thence West to the place of beginning;

EXCEPT State Highway running along the West side thereof (now known as Riverside Drive) AND EXCEPT Fir Street running along the South line thereof as the same exist and are built on the ground AND EXCEPT the following described tracts:

(1) Beginning at a point on the Southwest 1/4 of the Southwest 1/4 of Section 17, Township 34 North, Range 4 East, W.M., which point is 541.8 feet North and 30 feet East of the corner, to Sections 17, 18, 19 and 20, in Township 34 North, Range 4 East, W.M.;

Thence North 53° 14' East, a distance of 444.3 feet;

Thence South 43° 11' East, a distance of 128 feet, be the same more or less to a point 50 feet distant from and at right angles to the center line of the Puget Sound and Cascade Railroad, as now laid out over and across said land embraced in this description;

Thence in a Southwesterly direction a distance of 490.0 feet be the same more or less to a point on the East margin of the Pacific Highway (Permanent Highway No. 4), Which point is 37.4 feet South of the place of beginning;
Thence Northerly along the East margin of the Pacific Highway (Permanent Highway No. 4), a distance of 37.4 feet to the place of beginning.

(2) Beginning at the section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M.; Thence North 0° 58' East along the section line common to said Sections 17 and 18, a distance of 490.41 feet; Thence North 65° 40' East for a distance of 117.70 feet to the true point of beginning of this description;
Thence North 65° 40' East for a distance of 329.4 feet to a point 10 feet Westerly of and at right angles to the center line of the existing Great Northern Railway spur to the Standard Oil Company of California Plant;
Thence Southwesterly parallel to and 10 feet distant from the center line of said spur on an 11° 45' curve to the left a distance of 61.5 feet to a point of tangency; Thence South 26° 25' West along said tangent and parallel to and 10 feet Northwesterly of the centerline of a proposed railroad spur for a distance of 81.0 feet to the point of curvature of 15° 52' curve to the right; Thence along said 15° 52' curve to the right and parallel to and 10 feet Northwesterly of the centerline of said proposed spur for a distance of 174.79 feet, more or less, to a point South 44° 08' East and 172.24 feet distant from the true point of beginning; Thence North 44° 08' West a distance of 172.24 feet to the true point of beginning.

(3) From the section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M.; Thence South 89° 23' 30" East along the Section line common to Section 17 and 20 for a distance of 200.00 feet;
Thence North 0° 58' East parallel to the West line of Section 17, a distance of 202.48 feet to an intersection with a diagonal line bisecting the Southwest 1/4 of said Section 17 from the Southwest to the Northeast corners thereof;
Thence North 45° 26' 10" East along said bisecting line a distance of 172.57 feet to a point which is the true point of beginning of this description;
Thence North 45° 26' 10" East along said bisecting line for a distance of 368.37 feet; Thence North 43° 07' West for a distance of 123.01 feet;
Thence North 55° 34' West for a distance of 40.83 feet;
Thence South 65° 40' West for a distance of 34.04 feet to a point 10 feet Southeasterly of and at right angles to the centerline of the existing Great Northern Railway spur to the Standard Oil Company of California plant;
Thence Southwesterly parallel to the centerline of said railroad spur and 10 feet distant therefrom for a distance of 154.6 feet to the end of a 12° 15' curve to the left;
Thence South 19° 38' West along a tangent parallel to said spur centerline and 10 feet Easterly therefrom a distance of 83.3 feet to the beginning of an 11° 45' curve to the right;
Thence continuing parallel to the center line of said spur and 10 feet distant therefrom, on the 11° 45' curve to the right a distance of 134.4 feet, more or less, to a point North 44° 08' West and 51.23 feet distant from the true point of beginning;
Thence South 44° 08' East a distance of 51.23 feet to the true point of beginning.

(4) Beginning at the most Southerly corner of Tract "A", as said Tract "A" is described in that certain grant from Standard Oil Company of California to Washington Cooperative Farmers Association, dated May 31, 1949 and recorded July 8, 1949, in Volume 234 of Deeds, Page 757, under Auditor's File No. 433464, Records of Skagit County, Washington (Exception No. 2 above);

Thence Northeasterly along the Southeasterly boundary line of said Tract "A" to the Northeasterly terminus of the course described in said boundary as having a bearing of South 26° 25' West and a length of 81.0 feet;

Thence leaving said Southeasterly boundary line, Southwesterly along a line that is 20 feet Northwesterly, measured radially and at right angles from the Northwesterly boundary line of Tract "B" (Exception No. 3 above), as said Tract "B" is described in said grant dated May 31, 1949, to a point on a line that has bearing of South 44° 08' East and is the Southeasterly prolongation of the Southwesterly line of said Tract "A" and the Northwesterly prolongation of the Southwesterly line of said Tract "B";

Thence North 44° 08' West along said prolongation to the point of beginning.

EXCEPT from all of the above that portion thereof lying within the boundaries of that certain Survey recorded June 16, 1983 under Auditor's File No. 8306160001 in Volume 5 of Surveys, Page 22, Records of Skagit County, Washington.

(5) That portion of the Southwest 1/4 of the Southwest 1/4 of Section 17, Township 34 North, Range 4 East, W.M., described as follows:

Beginning at the section corner common to Sections 17, 18, 19 and 20, Township 34 North, Range 4 East, W.M.; Thence South 89° 23' 30" East along the Section line common to Sections 17 and 20 for a distance of 200.00 feet; Thence North 0° 58' East parallel to the West line of Section 17, a distance of 202.48 feet to an intersection with a diagonal line bisecting the Southwest 1/4 of said Section 17 from the Southwest to the Northeast corners thereof; Thence North 45° 26' 10" East along said bisecting line a distance of 540.94 feet; Thence North 43° 07' West for a distance of 123.01 feet; Thence North 55° 34' West for a distance of 40.83 feet; Thence South 65° 40' West for a distance of 34.04 feet to a point 10 feet Southeasterly of and at right angles to the centerline of the existing Great Northern Railway spur to the Standard Oil Company of California Plant, and the true point of beginning;

Thence Southwesterly parallel to the centerline of said railroad spur and 10 feet distant therefrom for a distance of 154.6 feet to the end of a 12° 15' curve to the left; Thence South 19° 38' West along a tangent parallel to said spur centerline and 10 feet Easterly therefrom a distance of 83.3 feet to the beginning of an 11° 45' curve to the right; Thence continuing parallel to the center line of said spur and 10 feet distant therefrom, on the 11° 45' curve to the right a distance of 134.4 feet; Thence North 44° 08' West a distance of 20.34 feet to the most Southerly corner of that certain tract conveyed from Standard Oil Company of California to Western Farmers Association dated January 20, 1961, recorded February 1, 1961 under Auditor's File No. 603702, said Tract being hereinafter referred to as Tract "B"; Thence Northeasterly, along the Southeasterly line of said Tract "B", and distant 10 feet Northwesterly, measured radially and at right angles from the centerline of said spur, to the most Easterly corner of said Tract "B", said point also being on the Southeasterly line of Tract "A" as described in the aforesaid conveyance dated May 31, 1949; Thence Northeasterly, along said Southeasterly line, to the most Easterly corner of said Tract "A"; Thence North 65° 40' East a distance of 40.9 feet to the true point of beginning.

LEGAL DESCRIPTION FOR SEDRO-WOOLLEY STORE:

Lot 1, Short Plat No. SW-04-83, approved August 16, 1983 and recorded August 19, 1983 in Book 6 of Short Plats, Page 76 under Auditor's File No. 8308190031, being a portion of Government Lot 2, Section 19, Township 35 North, Range 5 East, W.M.;

TOGETHER WITH a strip of land 20.02 feet in width described as follows:

That portion of Lot 3, Short Plat No. SW-04-83, approved August 16, 1983 and recorded August 19, 1983 in Book 6 of Short Plats, Page 76 under Auditor's File No. 8308190031, lying Northerly of the Easterly extension of the South line of Lot 1, of said Short Plat No. SW-04-83; all being in a portion of Government Lot 2, Section 19, Township 35 North, Range 5 East, W.M.;

TOGETHER WITH a non-exclusive easement for ingress and egress over a strip of land 10 feet in width contiguous to the West line of said Lot 1.

ALSO TOGETHER WITH a non-exclusive easement for ingress, egress, access and utilities over a strip of land 20

feet in width over the North 20 feet of the West 182.00 feet of Lot 2 of said short plat.

AND TOGETHER WITH that part of the following described property lying Southerly of a line drawn parallel with and 75 feet Southerly, when measured at right angles and/or radially, from the SR 20 line survey of SR 20, Sedro Woolley Easterly;

That part of Government Lot 2, Section 19, Township 35 North, Range 5 East, W.M., Skagit County, Washington, described as follows:

Beginning at a point 1,387.7 feet North and 30 feet East of the West 1/4 corner of said Section 19;

Thence North $86^{\circ} 11'$ East 624 feet;

Thence Southerly parallel with now existing State Highway 70 feet; Thence South $86^{\circ} 11'$

West 24 feet to the initial point;

Thence South $02^{\circ} 53'$ West 332.4 feet to the intersection with the Northerly line of the Great Northern Railway Company right-of-way;

Thence South $53^{\circ} 31'$ West along said right-of-way line 250 feet; Thence North $02^{\circ} 53'$ East 455 feet;

Thence North $86^{\circ} 11'$ East 200 feet to the initial point;

EXCEPT any portion of said described area previously conveyed to the State of Washington for highway purposes;

Tax Parcel Nos.: P25591; P25534; P25590; P25588; P39444 and P115435