Item 7

CITY COUNCIL REPORT



Meeting Date:

June 17, 2014

General Plan Element:

Land Use

General Plan Goal:

Coordinate Planning to Balance Infrastructure

ACTION

The Reserve 12-AB-2010

Request to consider the following:

1. Adopt Resolution No. 9783 modifying the condition of previously approved Resolution No. 9207 Abandoning portions of Roadway and Public Utilities Easements located within "The Reserve" subdivision plat; along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; along the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment; along the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; along the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment; along the N. 120th Street alignment, between E Rio Verde Drive and the E. Dixileta Drive alignment; and along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment, with Single-Family Residential Districts, Environmentally Sensitive Lands (R1-190/ESL) zoning, Single-Family Residential Districts, Environmentally Sensitive Lands (R1-130/ESL) zoning, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning, located at the northeast corner of N. 118th Street and E. Rio Verde Drive.

Key Items for Consideration

- Modifies the conditions of abandonment resolution No. 9207 for payment of improvements in lieu of construction.
- The McDowell Sonoran Preserve is located along the northern and eastern boundary of the site.
- All existing necessary easements dedicated by "Sierra Reserve" (formerly The Reserve "Eco-Resort") subdivision plat will remain intact.
- City Council approved the resolution No. 9207 with a unanimous vote of 7-0 on June 18, 2013.

city council approved the resolution i	10. 5207 With a dilaminous vote of 7 0 on same 10, 2015.
OWNER	E DIXILETA DR
To Come	H.S.
To Come	DSITE N EIDALE UN
	E RIO VERDE DR
Action Taken	General Location Map

APPLICANT CONTACT

DAVID GULINO
LAND DEVELOPMENT SERVICES
602-330-5252

LOCATION

Northeast corner of N. 118th Street and E. Rio Verde Drive (E. Dynamite Boulevard)

BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Resort/Tourism which provides for the flexibility of Resort/Tourism Land Uses to be located within this area of the community by means of the colored-coded resort "star" designations on the Land Use Map as well as the Land Use Element description that accompanies such map designations which states: "A star on the land use map means that an exact location for the use has not yet been determined, but the need for that use has been identified in the general area."

Character Area Plan

The property is located within the Dynamite Foothills Character Area boundary. The Dynamite Foothills Character Area is designed to preserve the natural and visual qualities of the Sonoran Desert by using design qualities, building materials, and construction techniques that are sensitive to the desert environment. Projects located within the Dynamite Foothills Character Area should preserve natural open space areas, scenic and vista corridors, and support trail links and connections.

Zoning

The subject site is zoned Single-Family Residential, Environmentally Sensitive Lands (R1-190/ESL) District, Single-Family Residential, Environmentally Sensitive Lands (R1-130/ESL) District, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning district. Both the R1-190/ESL and R1-130 zoning districts allow single-family residential uses and have an Environmentally Sensitive Lands zoning overlay. The R-4R/ESL zoning district allows resorts, hotels, townhomes, and municipal uses, and also has an Environmentally Sensitive Lands zoning overlay.

Context

The subject site is located along the north side of E. Rio Verde Drive and between N. 118th Street and N. 122nd Street. The subject site was created from a previously approved subdivision plat, The Reserve. The McDowell Sonoran Preserve is immediately located to the north and east of the subject site. The Golf Club Scottsdale golf course abuts the subject site to the northeast.

Related Policies, References:

36-ZN-1984, 113-ZN-1984, 55-ZN-1990, 5-GP-1999, 11-TA-2000#3, 5-PP-2004, 2-AB-2005, 4-GP-

City Council Report | The Reserve (12-AB-2010)

2010, 6-ZN-2010, 11-GP-2011, 17-ZN-2011, and 2-PP-2012

1999 Dynamite Foothills Character Area Plan 2001 City of Scottsdale General Plan 2003 Scenic Corridor Design Guidelines 2004 Trails Master Plan 2004 Environmentally Sensitive Lands Ordinance 2008 Transportation Master Plan

APPLICANTS PROPOSAL

Goal/Purpose of Request

This request is to abandon those portions of Roadway and Public Utilities Easements located within the "Sierra Reserve" (formerly The Reserve "Eco-Resort") subdivision plat. The roadway and public utilities easements will no longer be necessary to provide access to properties located within the subdivision. The parcels located outside the "Sierra Reserve" (formerly The Reserve "Eco-Resort") subdivision boundary, will continue to have access through existing right-of-way or easements.

The subject Roadway and Public Utilities easements running from east to west are as follows: fifty-five (55) feet along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; thirty (30) feet along the northern portion of the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment, and thirty (30) feet along the southern portion of the Morning Vista Drive alignment, between N. 118th Street and the N. 119th Street alignment; forty (40) feet along the northern portion of the E. Via Dona Road alignment, between N. 118th Street and the N. 119th Street alignment, and forty (40) feet along the southern portion of the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; thirty (30) feet along the northern and southern portion of the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment.

The subject Roadway and Public Utilities easements running from north to south are as follows: fifty-five (55) feet along the eastern and western portion of the N. 120th Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment and the western fifty-five (55) feet of the N. 120th Street alignment between the E. Morning Vista Road alignment and E. Dixileta Drive; and thirty (30) feet along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment.

Development Information

Existing Use: The "Sierra Reserve" (formerly The Reserve "Eco-Resort").

Approved Use: Resort/Townhomes (Approved through 4-GP-2010 and 6-ZN-2010)

Parcel Size: 216.5 acres

Building Height Allowed: 26 feet (Approved through 4-GP-2010 and 6-ZN-2010)

Open Space Required: 76.0 +/- acres
 Open Space Provided: 76.0 +/- acres

IMPACT ANALYSIS

Traffic/Trails

Design of the internal streets, for the approved "Sierra Reserve" (formerly The Reserve "Eco-Resort") subdivision plat, conforms to ESL local residential, 40-foot tract width. Additionally, a minimum 40-foot wide Emergency and Service Access Vehicle Easement is provided over all internal streets. The owner provided a 100-foot Scenic Corridor Easement and Non-Motorized Public Access Easement along E. Rio Verde Drive (E. Dynamite Boulevard) for public trails. The Transportation Department confirmed their previous support of the subject abandonment with the recordation of The" Sierra Reserve" subdivision plat, case 2-PP-2012, in September of 2013.

Public utilities

The associated plat will provides public utility access to all lots created through the "Sierra Reserve" subdivision plat. All utility companies support the abandonment.

Open space, scenic corridors

Open space and Scenic Corridor Easements are reserved with the Sierra Reserve subdivision plat. The owner provides a 100-foot Scenic Corridor Easement along E. Rio Verde Drive (E. Dynamite Boulevard) and the required Natural Area Open Space with the approved plat.

Community Involvement

The applicant and staff conducted a mailing to property owners within 750 feet of the proposed roadway easement abandonment. City staff received some general inquiries by telephone and one email to the case online folder. Please see Attachment #3 for the submitted email.

Please see Attachment #3 for additional public involvement conducted through the previously related cases in conjunction with this request.

Community Impact

No properties will be denied access as a result of this abandonment.

OTHER BOARDS & COMMISSIONS

Planning Commission:

The Planning Commission heard this case on August 22, 2012 and recommended approval with a unanimous vote of 6-0.

City Council:

The City Council heard this case on June 18, 2013 and approved the abandonment of the subject right-of-way with a unanimous vote of 7-0

Recommendation to Planning Commission:

Staff recommends approval subject to the following stipulations:

- Fencing, gating, pedestrian, and utilities access improvements within and along the N. 118th
 Street alignment.
- Consideration for the abandonment areas as described in Resolution No. 9783.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 9783 modifying the condition of previously approved Resolution No. 9207 Abandoning portions of Roadway and Public Utilities Easements located within "The Reserve" subdivision plat; along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; along the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment; along the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; along the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment; along the N. 120th Street alignment, between E Rio Verde Drive and the E. Dixileta Drive alignment; and along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment, with Single-Family Residential Districts, Environmentally Sensitive Lands (R1-190/ESL) zoning, Single-Family Residential Districts, Environmentally Sensitive Lands (R1-130/ESL) zoning, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning, located at the northeast corner of N. 118th Street and E. Rio Verde Drive.

RESPONSIBLE DEPARTMENT

Planning, Neighborhood and Transportation

Current Planning Services

STAFF CONTACTS (S)

Jesus Murillo Senior Planner 480-312-7849

E-mail: jmurillo@scottsdaleAZ.gov

APPROVED BY

Jesus Murillo, Report Author

Tim Curtis, AICP, Current Planning Director 480-312-4210, tcurtis@scottsdaleaz.gov

6/2/2014

Randy Grant, Administrator

Planning, Neighborhood and Transportation 480 312-2664, rgrant@scottsdaleaz.gov

Date

ATTACHMENTS

- 1. Resolution No. 9783
- 2. Resolution No. 9207 (Previously Approved Resolution)
- 3. June 18, 2013 City Council Report (for Reference)
- 4. "Sierra Reserve" (formerly The Reserve "Eco-Resort") Final Plat (for Reference)

RESOLUTION NO. 9783

A RESOLUTION OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, MODIFYING PRIOR RESOLUTION NO. 9207 ABANDONING, SUBJECT TO CONDITIONS AND RESERVATIONS, CERTAIN INTERESTS IN A PORTION OF THE PUBLIC RIGHT-OF-WAY FOR VARIOUS STREETS AND EASEMENTS LYING WITHIN AN AREA GENERALLY BOUNDED BY DIXILETA DRIVE AND RIO VERDE DRIVE BETWEEN 118TH STREET AND 122ND STREET

(12-AB-2010)

WHEREAS:

- A. On June 18, 2013, the city council of the City of Scottsdale ("City") adopted Resolution No. 9207 (the "Original Resolution") relating to abandonment of certain right-of-way described in the Original Resolution.
- B. Paragraph 3 of the Original Resolution provided that the Original Resolution would be void unless certain conditions (collectively the "Conditions") occurred within one year after the date of the Original Resolution.
 - C. City desires now to modify the Original Resolution in certain respects.
- D. Capitalized terms not defined in this resolution have the meanings established in the Original Resolution.

NOW THEREFORE, BE IT RESOLVED by the city council of the City of Scottsdale, Arizona, as follows:

- 1. Modification. The Original Resolution is hereby modified as follows:
 - 1.1 Add the following to the end of paragraph 3.2 of the Original Resolution:

In lieu of constructing such work, the owner of the Subject Parcel may elect to pay to City the amount of \$15,320.00

- 1.2 The City Clerk is directed to immediately mark the Original Resolution to indicate that it has been modified by this resolution.
- 1.3 If and when the Original Resolution is recorded, this resolution shall be recorded with the Original Resolution.

12376727v2

Page 1 of 2

Resolution 9783

PASSED AND ADOF	PTED by the City Council of the City of Scottsdale this day of 0
	CITY OF SCOTTSDALE, an Arizona municipal corporation
ATTEST:	W. J. "Jim" Lane, Mayor
By: Carolyn Jagger, City C	
APPROVED AS TO FORM:	4
OFFICE OF THE CITY ATTO	PRNEY R. Kelly Ward
By: Brue Washburn City	/ For

Memo Regarding Abandonment Resolution

To:

City Clerk

From:

Project Coordinator

Re:

Abandonment Resolution No. 9783 (regarding prior Resolution No. 9207)

for the areas of Dixileta and 118th (abandonment case no. 12-AB-2010)

I am the project coordinator for this abandonment.

This resolution is related to prior abandonment resolution No. 9207.

This resolution modifies resolution No. 9207 and should be recorded with it when the conditions in both resolutions are satisfied.

According to paragraph 3 of old abandonment resolution No. 9207, which was approved June 18, 2013, the old resolution was not to be recorded until certain conditions were satisfied.

This new abandonment resolution is to modify the old resolution to change the conditions. I will continue to monitor the conditions and coordinate with you as outlined in my memo to you at the time of the old resolution.

If you have any questions, please do not hesitate to call me. Thank you.

Jesús Murillo - extension 2-7849

RESOLUTION NO. 9207

A RESOLUTION OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, ABANDONING, SUBJECT TO CONDITIONS AND RESERVATIONS, CERTAIN INTERESTS IN A PORTION OF THE PUBLIC RIGHT-OF-WAY FOR VARIOUS STREETS AND EASEMENTS IN AN AREA GENERALLY BOUNDED BY DIXILETA DRIVE AND RIO VERDE DRIVE BETWEEN 118TH STREET AND 122ND STREET

(12-AB-2010)

WHEREAS:

- A. A.R.S. Sec. 28-7201, et seq., provide that a city may dispose of a public roadway or portion thereof that is no longer necessary for public use.
- B. After notice to the public, the City of Scottsdale ("City") planning commission and City Council have held hearings on the proposed abandonment of certain street right-of-way and other interests (collectively the "Abandonment Right-of-way").
- C. The Abandonment Right-of-way lies within a large parcel (the "Subject Parcel") composed of the following parcels according to the plat (the "First Plat") of Goldie Brown Pinnacle Peak Ranch Unit 3, recorded at Book 197 of Maps, page 24 of the public records of Maricopa county, Arizona:

<u>Parcels</u>

20

27 (west ½ only, and south 40 feet of east ½ only)

28 (south 40 feet only)

36

37

44

45

The Subject Parcel is depicted on **Exhibit "A"** attached hereto.

D. Various real estate interests in the Subject Parcel were dedicated to City by the First Plat as public street right-of-way, public utility easements and other interests (collectively the "First Dedications")

10183673v6

- E. Thereafter, a second plat (the "Second Plat) affecting the Subject Parcel was recorded for The Reserve according to Book 882 of Maps, page 48 of the public records of Maricopa County, Arizona.
- F. The Second Plat also dedicated various interests to City (collectively the "Second Dedications").
 - G. The Owners of the Subject Parcel propose to record a new plat (the "Third Plat").
- H. Among other things, the Third Plat will dedicate streets and utility and other easements, rights-of-way and interests (collectively the "Third Dedications") within the Subject Parcel.
- I. Portions of the Third Dedications will overlap prior dedications within the Subject Parcel.
- J. The Abandonment Right-of-way consists of City's street right-of-way and public utility easement interests within the Subject Parcel, but only to the extent that all of the following are true as to each particular portion of such street right-of-way and public utility easement:
- 1. The street right-of-way or public utility easement was dedicated by the First Dedications.
- 2. The street right-of-way or public utility easement is not the same as or included within the rights and interests dedicated or proposed to be dedicated to City through the Second Dedications or the Third Dedications.
- 3. The street right-of-way and public utility easements exceed City's interests under the Second Dedications and City's interests proposed to be dedicated to City through the Third Dedications.
- 4. The street right-of-way or public utility easement lies within the hatched areas marked and described on **Exhibit "B"** attached hereto.
- K. The purpose of this resolution is to abandon the Abandonment Right-of-way, subject to certain limitations and reservations.
- L. The City Council finds that, subject to the conditions, requirements, reservations and limitations of this resolution, the Abandonment Right-of-way is no longer necessary for public use.
- M. The City Council has considered the City expenditure authorized by this resolution and the direct consideration that City will receive and finds that there is a clearly identified public purpose for City's expenditure and that City will receive direct consideration substantially equal to its expenditure.
- N. The City Council finds that consideration and other public benefit commensurate with the value of the interests in the Abandonment Right-of-way being abandoned, giving due consideration to its degree of fragmentation and marketability, will be provided to City by the owners of the abutting property.

 10183673v6

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

Annual Conference of the Conference

- 1. <u>Abandonment</u>. Subject to the reservations and conditions below, City's interests comprising the Abandonment Right-of-way are hereby abandoned.
- 2. <u>Reservations</u>. City reserves to itself and excludes from this abandonment all of the following cumulative, perpetual interests:
- 2.1 All interests in the Abandonment Right-of-way to the extent they include or duplicate any interest created or to be created by the Second Dedications or the Third Dedications.
- 2.2 Any and all interests in the Abandonment Right-of-way that this resolution or any related application, zoning case, plat, lot split, use permit, or other land use regulatory process or requirements may require to be dedicated to City.
- 2.3 Any of the following in favor of City that may already have been imposed on the Abandonment Right-of-way prior to this resolution, if any:
 - 2.3.1 Any V.N.A.E. or other vehicular non-access easement or covenant.
 - 2.3.2 Any N.A.O.S. or other open space or similar easement or covenant.
 - 2.3.3 Any scenic corridor, setback or similar easement or covenant.
 - 2.4 An easement for all existing utilities, if any.
- 2.5 Such rights and interests, if any, as are required to be reserved by A.R.S. Sec. 28-7210 and A.R.S. Sec. 28-7215.
- 3. <u>Effective Date</u>. This resolution shall not be recorded or become effective until all of the following conditions are satisfied in accordance with all applicable laws, regulations and policies and at no expense to City:
- 3.1 The owners of the Subject Parcel (and all lenders, tenants, and other interest holders in such parcels) shall obtain City approval for and record the Third Plat covering the Subject Parcel and the Abandonment Right-of-way, and shall dedicate to City such rights-of-way and other real property interests in connection therewith as City may require, and shall create such private easements and other interests as City may require. Without limitation, the Third Plat must provide permanent street and utility access to any and all parcels within the Subject Parcel. The Third Plat shall be substantially as shown on Exhibit "C". The Third Plat shall bear these words: "This plat includes parcels upon which the City of Scottsdale currently holds existing right-of-way or other real property interests. No deeds, liens or other conveyances of any property covered by this plat shall occur until City Council resolution No. 9207 is recorded abandoning some or all of such interests. In addition to all other dedications made by this plat, this plat includes dedication and rededication, as applicable, of all interests described in City Council resolution No. 9207."

3.2 The owner of the Subject Parcel shall cause to be completed the shade structure improvements and other work described on **Exhibit "D"** attached hereto.

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- 3.3 The owners of the Subject Parcel pay to City the combined total amount of Ten Thousand and No/100 Dollars (\$10,000.00) in addition to any application fee or other amounts relating to this resolution and in addition to any other amounts payable to City.
- 3.4 The zoning administrator executes the certificate at the bottom of this resolution indicating that the above conditions have been satisfied.
- 3.1 If any of the foregoing conditions are not satisfied within one year after the date of this resolution, or if this resolution is not recorded prior to the end of that period, then the city clerk shall mark this resolution to indicate that this resolution is void.

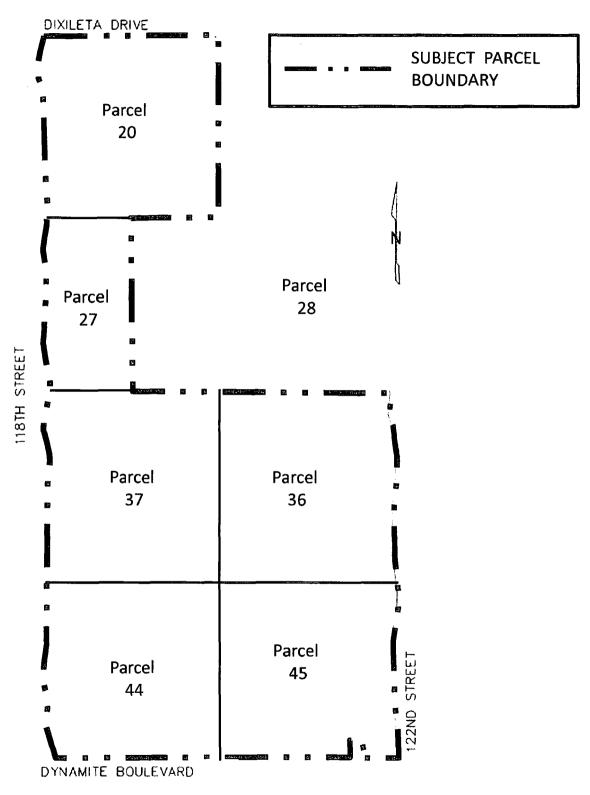
clerk shall mark this resolution to indicate that t	nis resolution is void.
PASSED AND ADOPTED by the Cou June, 2013.	ncil of the City of Scottsdale this <u>/8+</u> day of
Cit	y of Scottsdale, an Arizona municipal corporation
. W	J. "Jim" Lane, Mayor
ATTEST:	J. Jill Lane, Mayor
By: Carolyn Janger, City Clerk	
APPROVED AS TO FORM:	
OFFICE OF THE CITY ATTORNEY RKelly War	d
Bruce Washburn, City Attorney	

CERTIFICATE

I am the zoning administrator of the City of Scottsdale. I certify that I have confirmed that the conditions stated in paragraph 3 of the abandonment resolution above have been fulfilled and the resolution is ready to be recorded and become effective.

DATED this day of	, 20
	signature
10183673v6	name printed

Page 4 of 4



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EXHIBIT "A" Resolution No. 9207 Page 1 of 1

ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 20 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 55 feet, the East 55 feet, and the South 30 feet of said Parcel 20.

Except the West 30 feet of said Parcel 20.



EXHIBIT "B" RESOLUTION HO 9207 PAGE 1 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR

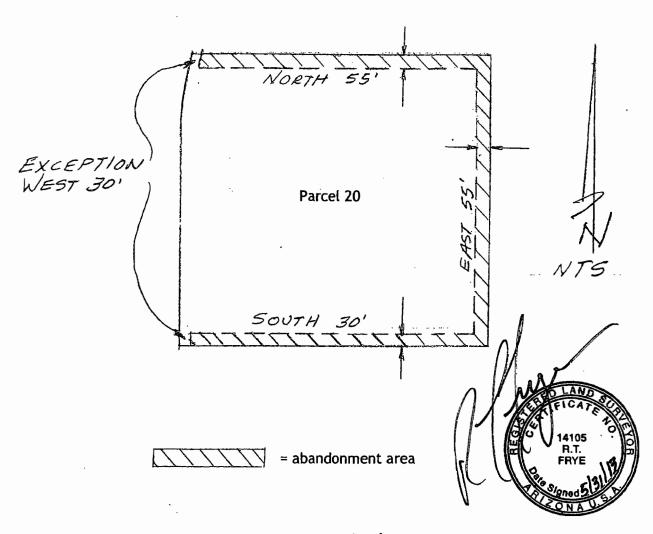


EXHIBIT "B"
RESOLUTION 140. 9207
PAGE 20F 14

ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 27 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 30 feet of the West half of said Parcel 27

Except the West 30 feet of said Parcel 27

And,

The South 40 feet of said Parcel 27

Except the West 30 feet of said Parcel 27

And,

The South 75 feet of the East 55 feet of said Parcel 27

ONLY SOUTHERN 40' INLLUDED OF THE EAST HALF OF PARCEL 27

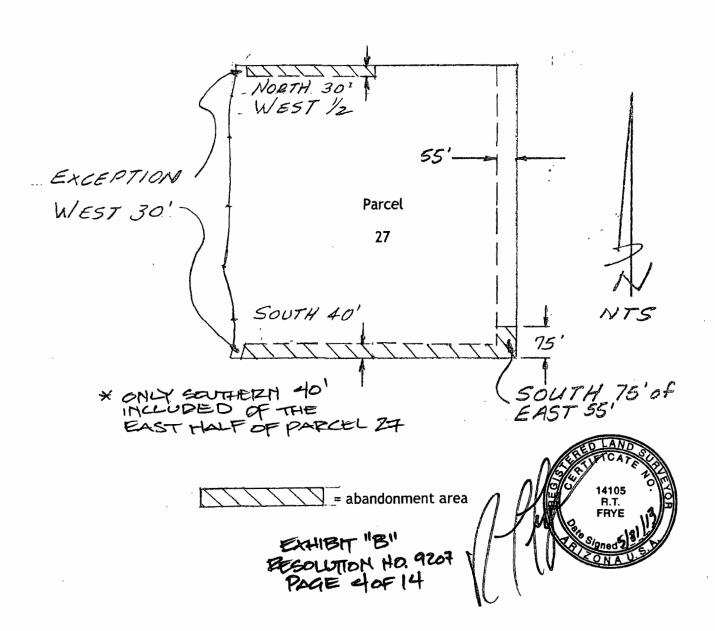


EXHIBIT "B" RESOLUTION NO. 9207 PAGE 8 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR



ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 28 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The South 40 feet of said Parcel 28

And,

The South 75 feet of the East 30 feet of said Parcel 28

And,

The South 75 feet of the West 55 feet of said Parcel 28

ONLY SOUTHERN 40' INCLUDED OF PARCEL 28



The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR

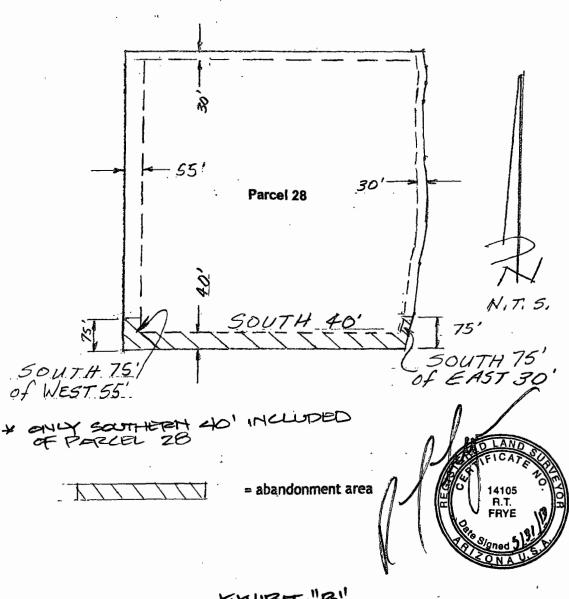


EXHIBIT "B" RESOLUTION HO. 9207 PAGE 6 OF 14

ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 36 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 40 feet, South 30 feet, the East 30 feet, and the West 55 feet of said Parcel 36.



EXHIBIT "B" RESOLUTION NO. 9207 PAGE 7 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR

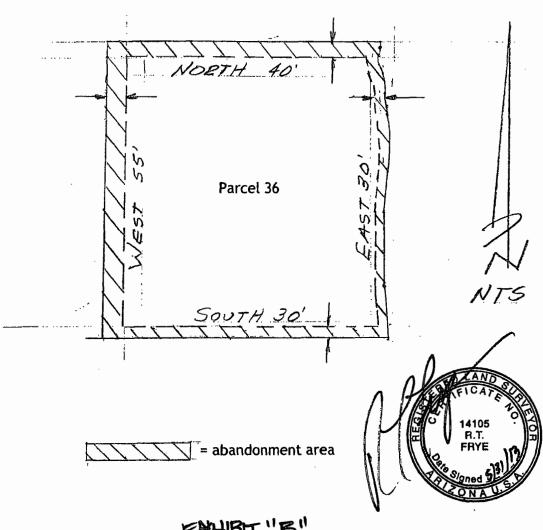


EXHIBIT "B" ESSOUTION HO. 9207 PAGE 8 OF 14

ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 37 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 40 feet, the South 30 feet, and the East 55 feet of said Parcel 37.

Except the West 30 feet of said Parcel 37.



EXHIBIT "B"

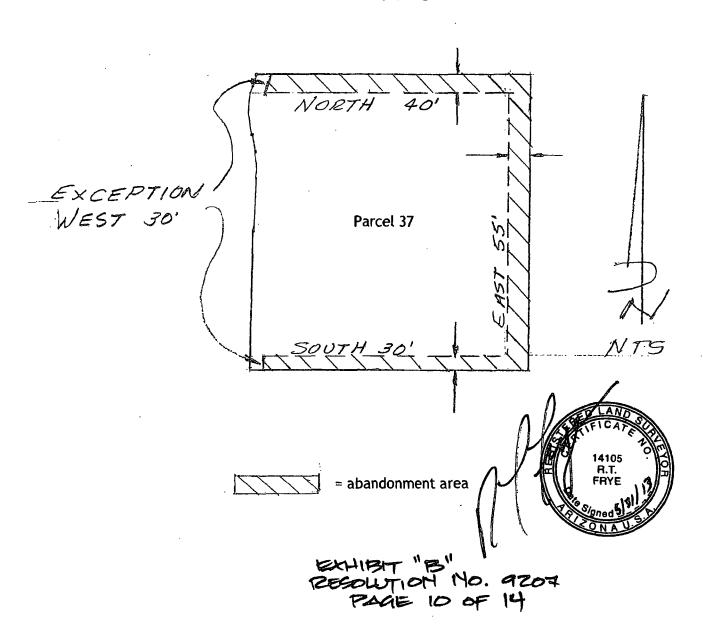
RESCUSTION NO. 9207

PAGE 9 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR



ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 44 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 30 feet, and the East 55 feet of said Parcel 44.

Except the South 55 feet and the West 30 feet of said Parcel 44.

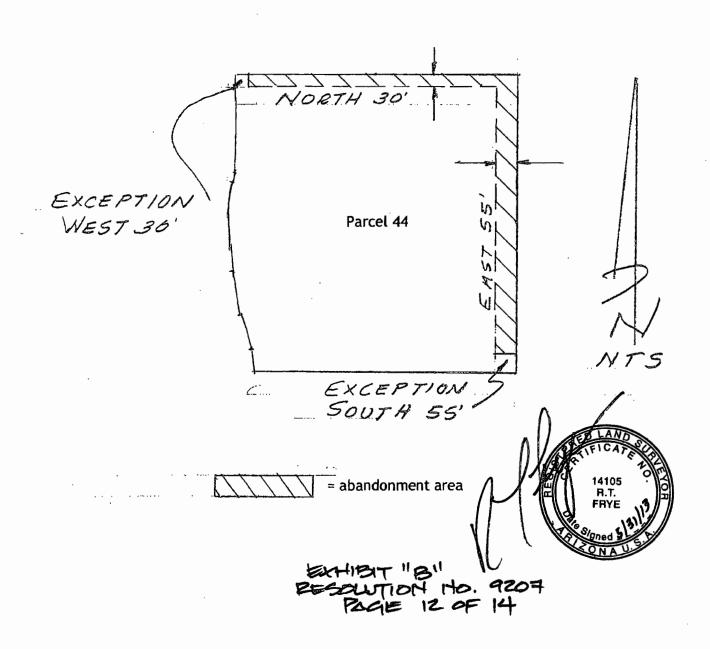


EXHIBIT "B"
RESOLUTION NO 9207
PAGE 11 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR



ROADWAY AND RIGHTS OF WAY FOR UTILITIES

ABANDONMENT

The abandonment of a portion of the Roadway and Rights of Way for Utilities on Parcel 45 of the Goldie Brown Pinnacle Peak Ranch Unit 3, Book 197 of Maps, Page 24 of Maricopa County Records, State of Arizona, described as follows:

The North 30 feet, the East 30 feet, and the West 55 feet of said Parcel 45.

Except the South 55 feet of said Parcel 45.

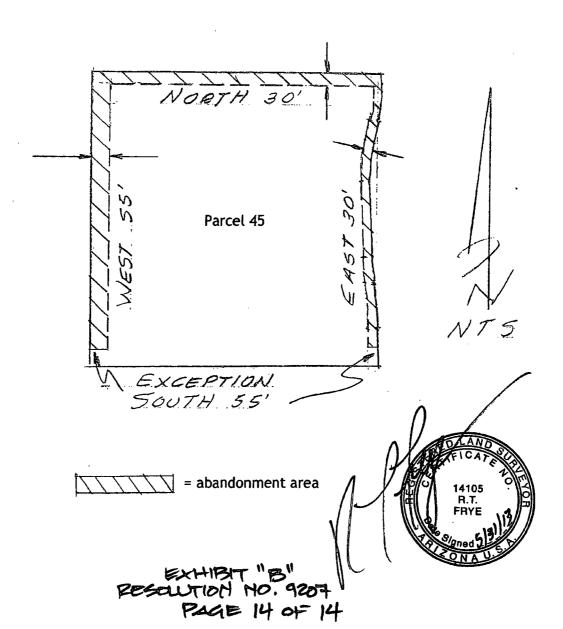


EXHIBIT "B" RESOLUTION HO. 9204 PAGE 13 OF 14

The Goldie Brown Pinnacle

Peak Ranch: Unit Three

Book 197 of maps, Page 24 MCR



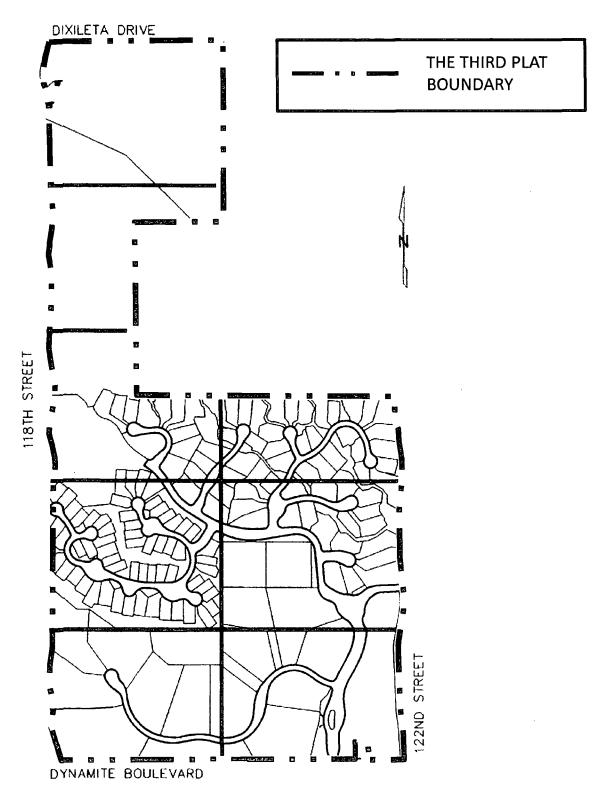


EXHIBIT "C" Resolution No. 9207 Page 1 of 1

STEEL COLUMNS 2' x 8' x 30" BENCH 14' x 22' SHADE SHELTER 8' x 12' CONCRETE SLAB **Steel Beam** Resolution No. 9207 Page 1 of 1 STEEL BENCH
WITH BACK EXHIBIT "D" **Steel Column Concrete Cap Rammed Earth** 30" 2' x 8' x 30" BENCH **Concrete Stem** STEEL COLUMNS **SHADE STRUCTURE ELEVATION SHADE STRUCTURE SITE PLAN**



Current Planning Services

One Civic Center 7447 E Indian School Road, Suite 105 Scottsdale, AZ 85251

MEMORANDUM

TO:

Honorable Mayor and City Council Members

FROM:

Jesus Murillo, Senior Planner

THROUGH: Tim Curtis, AICP, Current Planning Director

DATE:

6/11/2013

SUBJECT:

The Reserve (12-AB-2010-Resolution No. 9207)

Please find an updated Exhibit B, Page 3,4,5,6 of Resolution No. 9207. The legal has been corrected to be consisted with the resolution request.

CITY COUNCIL REPORT



& SITE

E RIO VERDE DR

General Location Map

E DALE UN

Meeting Date:

June 18, 2013

General Plan Element:

Land Use

General Plan Goal:

Coordinate Planning to Balance Infrastructure

ACTION

The Reserve 12-AB-2010

Request to consider the following:

1. Adopt Resolution No. 9207 Abandoning portions of Roadway and Public Utilities Easements located within "The Reserve" subdivision plat; along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; along the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment; along the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; along the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment; and along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Dixileta Drive alignment; and along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment, with Single-Family Residential Districts, Environmentally Sensitive Lands (R1-190/ESL) zoning, Single-Family Residential Districts, Environmentally Sensitive Lands (R1-130/ESL) zoning, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning, located at the northeast corner of N. 118th Street and E. Rio Verde Drive.

OWNER

TI 49 Dynamite LLC 480-348-8401

APPLICANT CONTACT

DICK FRYE

TL RESERVE DEVELOPMENT COMPANY INC

480-213-8458

LOCATION

Northeast corner of N. 118th Street and E. Rio Verde Drive (E. Dynamite Boulevard)

ACTION Taken APPROVED ON CONSENT

BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Resort/Tourism which provides for the flexibility of Resort/Tourism Land Uses to be located within this area of the community by means of the colored-coded resort "star" designations on the Land Use Map as well as the Land Use Element description that accompanies such map designations which states: "A star on the land use map means that an exact location for the use has not yet been determined, but the need for that use has been identified in the general area."

Character Area Plan

The property is located within the Dynamite Foothills Character Area boundary. The Dynamite Foothills Character Area is designed to preserve the natural and visual qualities of the Sonoran Desert by using design qualities, building materials, and construction techniques that are sensitive to the desert environment. Projects located within the Dynamite Foothills Character Area should preserve natural open space areas, scenic and vista corridors, and support trail links and connections.

Zoning

The subject site is zoned Single-Family Residential, Environmentally Sensitive Lands (R1-190/ESL) District, Single-Family Residential, Environmentally Sensitive Lands (R1-130/ESL) District, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning district. Both the R1-190/ESL and R1-130 zoning districts allow single-family residential uses and have an Environmentally Sensitive Lands zoning overlay. The R-4R/ESL zoning district allows resorts, hotels, townhomes, and municipal uses, and also has an Environmentally Sensitive Lands zoning overlay.

Context

The subject site is located along the north side of E. Rio Verde Drive and between N. 118th Street and N. 122nd Street. The subject site was created from a previously approved subdivision plat, The Reserve. The McDowell Sonoran Preserve is immediately located to the north and east of the subject site. The Golf Club Scottsdale golf course abuts the subject site to the northeast.

Key Items for Consideration

- The McDowell Sonoran Preserve is located along the northern and eastern boundary of the site.
- All existing necessary easements dedicated by The Reserve subdivision plat will remain intact.
- Other than general inquiries, no comments have been received.
- This abandonment case is in conjunction with a final plat request, case 2-PP-2012.
- Planning Commission recommended approval for a non-major General Plan amendment and rezoning with a unanimous vote of 5-0.

Related Policies, References:

36-ZN-1984, 113-ZN-1984, 55-ZN-1990, 5-GP-1999, 11-TA-2000#3, 5-PP-2004, 2-AB-2005, 4-GP-2010, 6-ZN-2010, 11-GP-2011, 17-ZN-2011, and 2-PP-2012

City Council Report | The Reserve (12-AB-2010)

1999 Dynamite Foothills Character Area Plan

2001 City of Scottsdale General Plan

2003 Scenic Corridor Design Guidelines

2004 Trails Master Plan

2004 Environmentally Sensitive Lands Ordinance

2008 Transportation Master Plan

APPLICANTS PROPOSAL

Goal/Purpose of Request

This request is to abandon those portions of Roadway and Public Utilities Easements located within "The Reserve" subdivision. The roadway and public utilities easements will no longer be necessary to provide access to properties located within The Reserve subdivision. The request is in conjunction with a preliminary plat, 2-PP-2012 The Reserve "Eco-Resort," which will provide access to the properties located within The Reserve boundary. The parcels located outside "The Reserve" subdivision boundary will continue to have access through existing right-of-way or easements.

The subject Roadway and Public Utilities easements running from east to west are as follows: fifty-five (55) feet along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; thirty (30) feet along the northern portion of the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment, and thirty (30) feet along the southern portion of the Morning Vista Drive alignment, between N. 118th Street and the N. 119th Street alignment; forty (40) feet along the northern portion of the E. Via Dona Road alignment, between N. 118th Street and the N. 119th Street alignment, and forty (40) feet along the southern portion of the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; thirty (30) feet along the northern and southern portion of the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment.

The subject Roadway and Public Utilities easements running from north to south are as follows: fifty-five (55) along the eastern and western portion of the N. 120th Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment and the western fifty-five (55) feet of the N. 120th Street alignment between the E. Morning Vista Road alignment and E. Dixileta Drive; and thirty (30) feet along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment.

As stated before, this abandonment request is in conjunction with the proposed subdivision plat, The Reserve "Eco-Resort." The abandonment shall be contingent on the approval of the proposed The Reserve "Eco-Resort" subdivision plat (2-PP-2012).

Development Information

Existing Use: The Reserve Subdivision (vacant lands)

Approved Use: Resort/Townhomes (Approved through 4-GP-2010 and 6-ZN-2010)

Parcel Size: 216.5 acres

Building Height Allowed: 26 feet (Approved through 4-GP-2010 and 6-ZN-2010)

Open Space Required: 76.0 +/- acres
 Open Space Provided: 76.0 +/- acres

IMPACT ANALYSIS

Traffic/Trails

Design of the internal streets, for the proposed The Reserve "Eco-Resort" subdivision plat, will conform to ESL local residential, 40-foot tract width. Additionally, a minimum 40-foot wide Emergency and Service Access Vehicle Easement will be provided over all internal streets. The owner will provide a 100-foot Scenic Corridor Easement and Non-Motorized Public Access Easement along E. Rio Verde Drive (E. Dynamite Boulevard) for public trails. The Transportation Department supports this abandonment with the approval and recordation of The Reserve "Eco-Resort" subdivision plat, case 2-PP-2012.

Public utilities

The associated plat will provide public utility access to all lots created through the Reserve "Eco-Resort" subdivision plat. All utility companies support the abandonment.

Open space, scenic corridors

Open space and Scenic Corridor Easements shall be reserved with the proposed Reserve "Eco-Resort" subdivision plat. The owner shall continue to provide a 100-foot Scenic Corridor Easement along E. Rio Verde Drive (E. Dynamite Boulevard) and the required Natural Area Open Space with the proposed preliminary plat.

Community Involvement

The applicant and staff conducted a mailing to property owners within 750 feet of the proposed roadway easement abandonment. City staff received some general inquiries by telephone and one email to the case online folder. Please see Attachment #10 for the submitted email.

Please see Attachment #11 for additional public involvement conducted through the previously related cases in conjunction with this request.

Community Impact

No properties shall be denied access as a result of this abandonment.

OTHER BOARDS & COMMISSIONS

Planning Commission:

The Planning Commission heard this case on August 22, 2012 and recommended approval with a unanimous vote of 6-0.

Recommendation to Planning Commission:

Staff recommends approval subject to the following stipulations:

- The replat of "The Reserve" subdivision plat to record modifications to Tracts "A."
- Fencing, gating, pedestrian, and utilities access improvements within and along the N. 118th Street alignment.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 9207 Abandoning portions of Roadway and Public Utilities Easements located within "The Reserve" subdivision plat; along the southern portion of E. Dixileta Drive, between the N. 118th Street alignment and the N. 120th Street alignment; along the Morning Vista Drive alignment, between N. 118th Street and the N. 120th Street alignment; along the E. Via Dona Road alignment, between N. 118th Street and the N. 122nd Street alignment; along the E. Dale Lane alignment, between N. 118th Street and the N. 122nd Street alignment; along the N. 120th Street alignment, between E Rio Verde Drive and the E. Dixileta Drive alignment; and along the western portion of the N. 122nd Street alignment, between E Rio Verde Drive and the E. Via Dona Road alignment, with Single-Family Residential Districts, Environmentally Sensitive Lands (R1-190/ESL) zoning, Single-Family Residential Districts, Environmentally Sensitive Lands (R1-130/ESL) zoning, and Resort/Townhouse Residential, Environmentally Sensitive Lands (R-4R/ESL) zoning, located at the northeast corner of N. 118th Street and E. Rio Verde Drive.

RESPONSIBLE DEPARTMENT

Planning, Neighborhood and Transportation

Current Planning Services

STAFF CONTACTS (S)

Jesus Murillo Senior Planner 480-312-7849

E-mail: jmurillo@scottsdaleAZ.gov

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Tim	Curis, AICP, Current Planning Director	Date
	312-4210, tcurtis@scottsdaleaz.gov	
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Plan	ning, Neighborhood and Transportation	
	312-2664, rgrant@scottsdaleaz.gov	
AT'	TACHMENTS	
1.	Resolution No. 9207	
2.	Context Aerial	
3.	General Plan Map	
4.	Zoning Map	
5.	LAIPs Plan	
6.	Requested Abandonment Areas Plan	
7.	Existing The Reserve Subdivision Plat	
8.	Proposed The Reserve "Eco-Resort" Subdivision Plat	

Public Correspondence

Community Involvement
City Notification Map

August 22, 2012 Planning Commission Minutes

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FINAL PLAT FOR SIERRA RESERVE

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ENGINEER & SURVEYOR
WOOD, PATEL & ASSOCIATES, INC.
2051 WEST NORTHERN AVENUE
SUITE 100 PHOENIX, AZ 85021 PHONE: (802) 335-8500 CONTACT: MR. DARRELL, SMITH P.E.

THERE IS HEREBY DEDICATED TO THE CITY OF SCOTTSDALE, A MUNICIPAL CORPORATION:

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CHARLES DUBROFF, MANAGER

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MEMBER CHALLED MELL CHARLES DUBROFF, MANAGER

IN WITNESS WHEREOF:

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CHARLES DUBROFF, MANAGER

OWNERS/DEVELOPER
RESERVE DEVELOPMENT COMPANY, LLC
8777 MORTH CANEY CENTER ORIVE, SUITE 205
SCOTTSDALE, AZ 85228

PASQUALE POLICASTRO AND ANTONIA POLICASTRO, AS TRUSTEES UOT DATED DECEMBER 2, 1994

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DESCRIPTION OF THE UNDERSCHED DUTY AUTHORIZED

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RATIFICATION AND APPROVAL

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COUNTY OF MARICOPA

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9/4/2013 DATE THIS SUBDIVISION HAS BEEN REVIEWED FOR COMPLIANCE WITH THE DEVELOPMENT THE ADDRESS OF THE DIT OF SCOTTEDALE'S DEVELOPER WITH THE DEVELOPMENT REVER BOARD (ORB) CASE NO.

STIPULATIONS.

BY

PLAT/CORDINATOR

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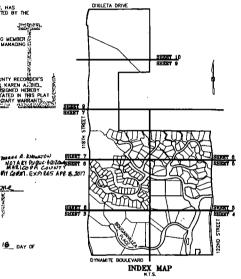
N.A.O.S. REQUIREMENTS TABLE (SHOWN IN SQUARE FEET)

	PARCEL 1	PARCEL 2	PARCEL 3	PARCEL 4	PARCEL 5
TOTAL	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
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2,317,392	292,309	98,996	1,368,529	220,942	336,616
994,039	407,368	39,176	184,864	184,972	177,659
3,311,431	699,677	138,172	1,553,393	405,914	514,275
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TOTAL N.A.O.S. REQUIRED 76.00 ACRES - 3,310,560 S.F. TOTAL N.A.O.S. PROPOSED TO BE PROVIDED 76.02 ACRES - 3,311,431 S.F. AREMAINING MAOS PROVIDED FOR LOTS 1-18 AND PARCELS 4 & 5 TO BE DEDICATED WITH FUTURE SITE PLANS. NAOS IS FROM DWNERS APPROVED NAOS EXHIBIT

G.L.O. DIXILETA DRIVE 23 22 21 25 FOUND ALCIMINITIE SITE LOT 1 .19 42 43 RIO VERDE DRIVE DYNAMITE BOULDEVARD FOUND M.C. BRASS CAP FOUND M.C. BRASS CAP

VICINITY MAP N.T.S.



BASIS OF BEARING

THE BASIS OF BEARING IS THE NORTH LINE OF THE NORTHEAST CORNER OF SECTION 27, T.SN., R.SE., USING A BEARING OF SOUTH 89' 41' 10" WEST.

CERTIFICATION

I, THOMAS R. GETTINGS, OF WOOD, PATEL & ASSOCIATES, INC. HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR REGISTERED TO PRACTICE IN THE STATE OF ARIZONA; THAT THIS PLAT CONSISTING OF FOURTEEN FIFTEEN (15) MEETS THE "MINIMUM STANDARDS FOR PROVIDENT PRICES IN MEETS THE MINIMUM STANDARDS FOR MARZONA LAND BONDARY SHEETS, THAT THE SURVEY AND DIVISION OF THE SUBJECT PROPERTY DESCRIBED AND PLATTICE MEETON MEET. AND DIVISION HER WORLD SHEET IS TIME AND COMMETE AS SHOWN. THAT THE BOUNDARY MONMONTS SHOWN ADVIALING AS SHOWN ON THE BOUNDARY MONMONTS SHOWN ACTUALLY DOST AS SHOWN ON THE MEET SHOWN AND SAID MONMONTS ARE SUFFICIAL TO EMARLE THE SHEET TO BE REFRACED.

THOMAS R. GETTINGS
REGISTERED LAND SURVEYOR #27239
WOOD, PATEL & ASSOCIATES, INC.
2051 WEST NORTHERN AVENUE, SUITE 100

TOTAL NUMBER OF LOTS = 145/2 PARCELS ZONING = R1-130 ESL, R1-190 ESL AND R-4R ESL ACREAGE = 215.78 ACRES



12:

OFFICIAL RECORD ARICOPA COUNTY 1 HELEN PURCE! 130818856 09/11/7 BOOK 1159 PAK

SERVE

SIERRA

PLAT RE

WOOD/PATEL

CIVIL ENGINEERS 2051 West Northern Suite 100 Phoenix, AZ 65021 Phone (602) 536-8600 Pax (602) 536-8560

STERRA RESERVA

CHECKED BY CSR/TRC SCALE OH/COE MIS DATE

1 OF 15

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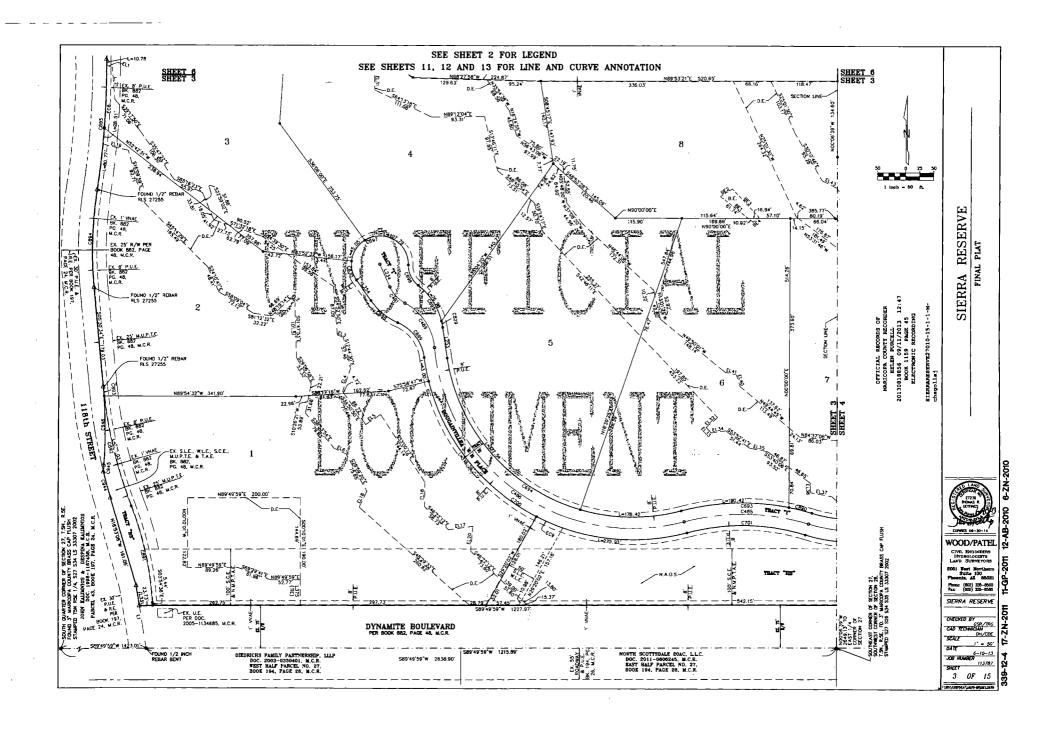
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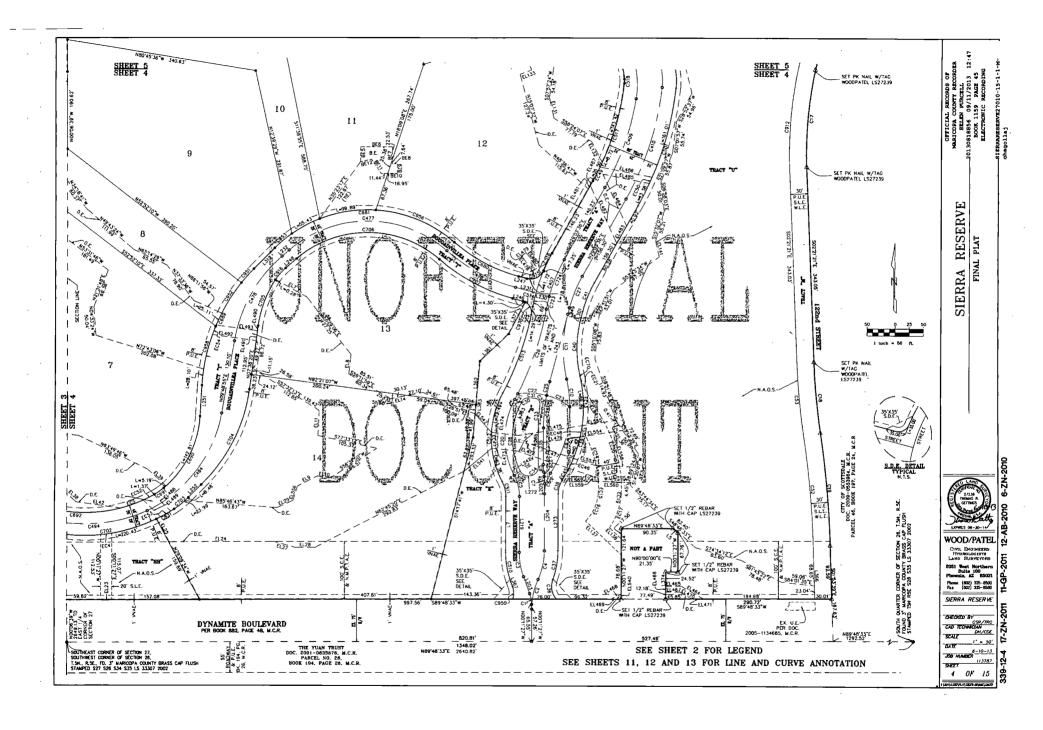
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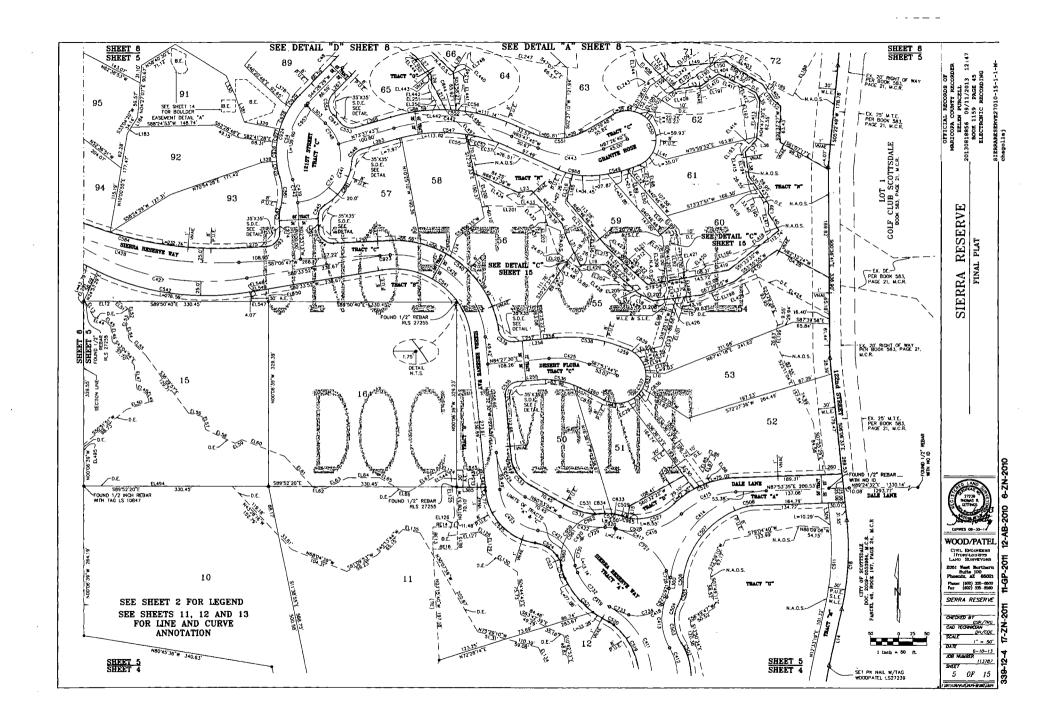
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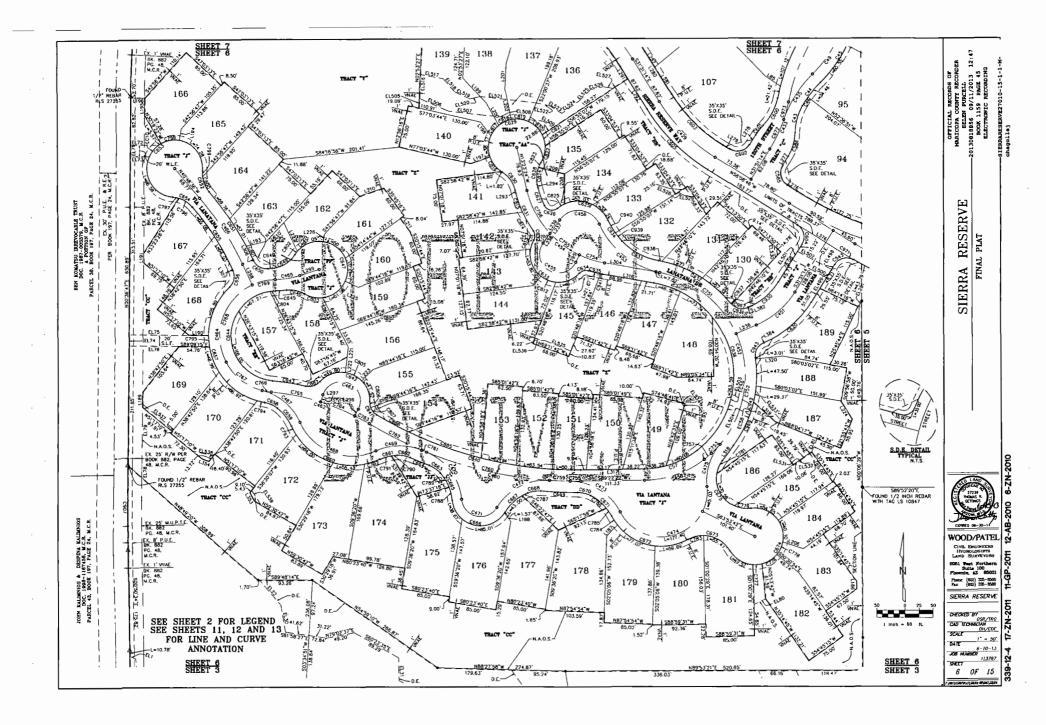
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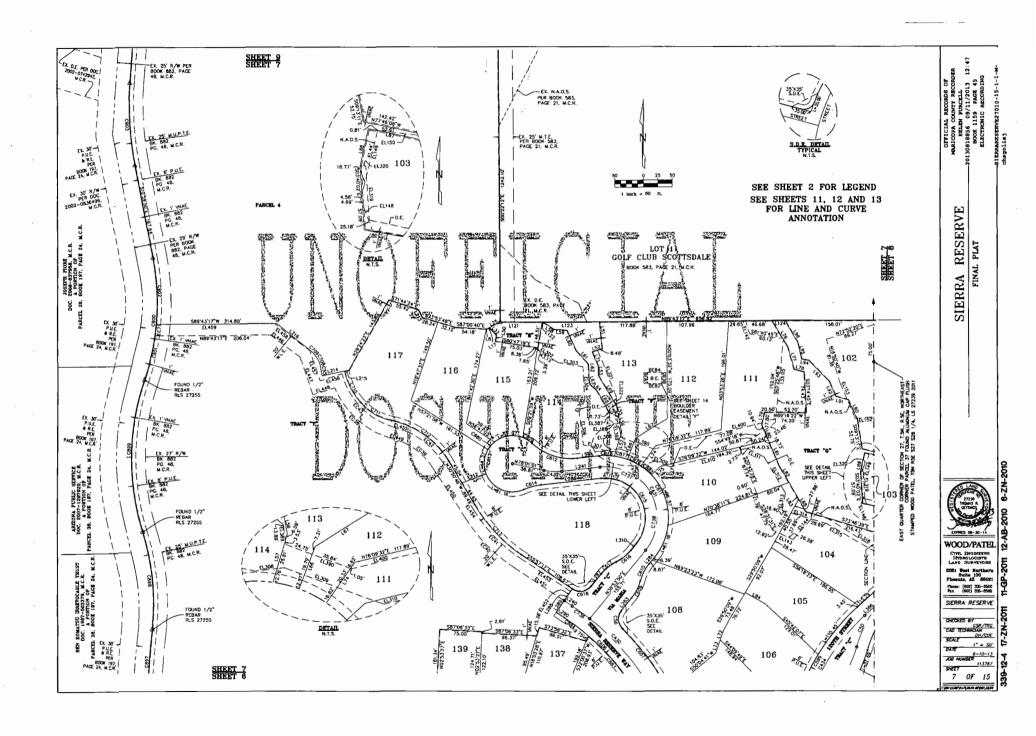
2 OF 15

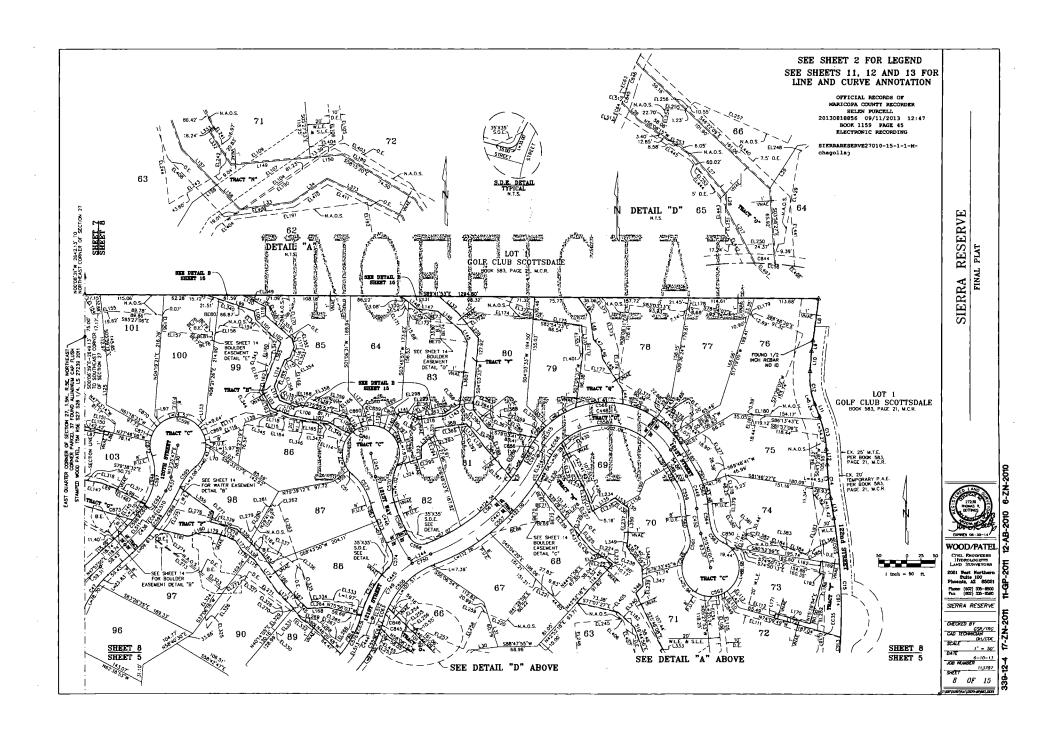


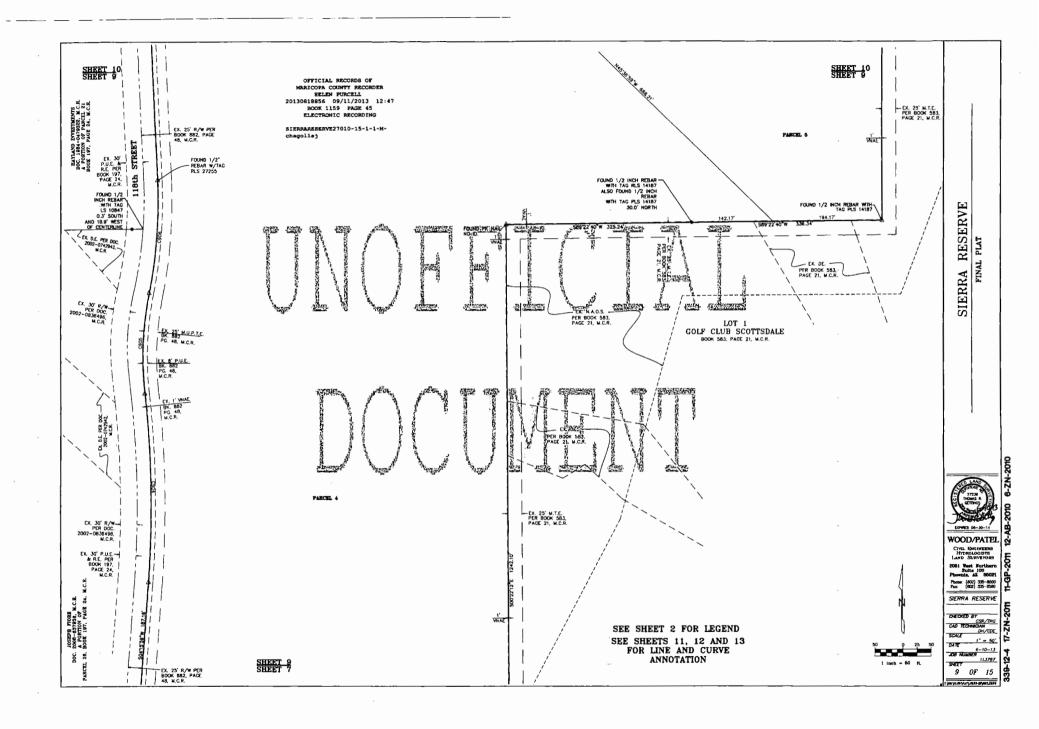


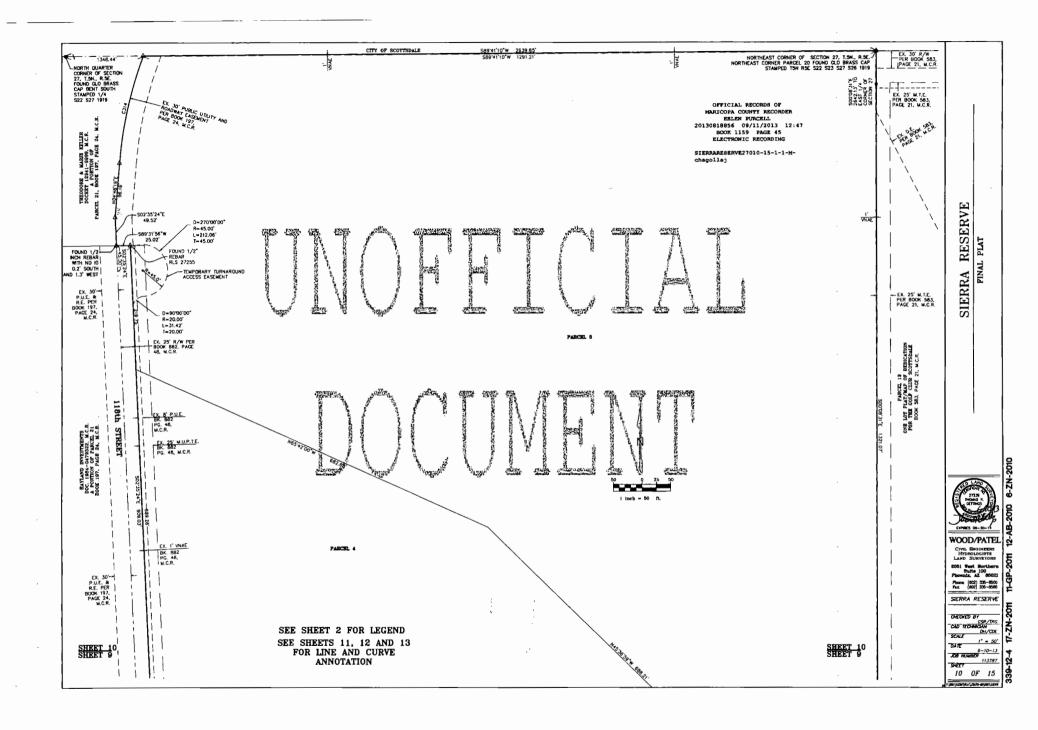












LINE TABLE	LINE TABLE	LINE TABLE	LINE TABLE	EASEMENT LINE TABLE	EASEMENT LINE TABLE	EASEMENT LINE TABLE LINE BEARING DISTANCE	LINE BEARING DISTANCE	LINE BEARING DISTANCE
L1 N0919'52"W 112.13'	L104 S68'45'27"E 13.59	LINE BEARING DISTANCE	LINE BEARING DISTANCE L316 S79'53'14"E 90.67'	LINE BEARING DISTANCE FL47 S07'25'40"E 45.24'	LINE BEARING DISTANCE EL159 S81'22'44'E 90.24'	LINE BEARING DISTANCE EL260 NB7'53'35'E 38.84'	EL360 N87'24'28 E 72.89	EL473 N83'41'39'W 44.26'
LINE BEARING DISTANCE L1 N09'19'52'W 112.13' L5 N49'42'15'W 11.16'	UNE BEARING DISTANCE L104 568'45'27'C 13.59' L105 568'45'27'E 19.84' L108 578'51'40"E 35.77'	1,206 N72 00 07 W 37.63	L317 S89'22'22"W 111.33"	EL48 S6274'05"E 19.02' EL49 S17'52'27"E 15.53'	EL160 S07:35'04"W 66.38"	FL261 NB3'55'49"E 9.02' EL262 NB3'55'49"E 15.83'	EL361 N87'24'28 E 8,71' EL362 S57'32'14' E 9.15'	EL474 S83'41'38"6 47.68"
L8 S87'00'40"E 0.50" L7 N00'00'00"E 97.09"	L106 S78'51'40'E 35.77'	L207 S39'25'30'W 21.20' L208 N00'10'25'E 52.10'	L318 S36'24'08"W 32.31" L319 N47'42'28"W 51.09"	EL49 S17 52 27 E 15.53	EL161 S19"27"01"E 9.87" EL162 S11"43"09"W 30.58"	EL262 NB3'55'49 E 15.83'	EL362 S573214 1. 9.15 EL363 NB2'06'57"E 45.32'	
L8 NO7'27'52'E 75.59'	U107 S83'37'29'E 31,80' U108 S59'16'06'E 28.55' U109 S65'49'40'E 17.43'	L209 N75 56 34 W 46 79	L320 S83'40'28'W 48.31'	E1.50 \$72.06'09" w 43.00' EL51 \$52'16'06" E 22.93' EL52 \$05.54'04" E 11.98'	EL162 51143.09 W 30.58 EL163 5172052°E 42,91' EL164 58073.732°E 47,76' EL165 582'08'22°C 55,41' EL166 N52'18'43°C 33.95'	EL264 S88"55'29"E 70.89"	EL364 N5812'49"E 32.17'	EL476 S80'S3'24'W 86.76' EL477 S71'23'25'E 78.08' EL478 N35'35'25'W 46.87'
L8 N07'27'52'E 75.59' L9 N07'27'57'E 19.97'	L109 565'49'40 E 17.43	L210 N72'14'28"E 44.25"		EL52 S05'54'04"E 11.98"	EL164 S80'33'32"E 47.76"	EL265 S06'04'50"W 43.98' EL266 S34'19'35"W 29.80'	EL365 N81 55'00"E 59.90"	EL478 N35'35'25"W 46.87"
L10 N04'02'40"E 35.66'	L110 N30'57'17"W 27.36' L111 S69'37'47"W 10.39'	L211 S35'45'16"E 28.77" L212 S68'55'38"W 45.82"	L322 S49 50 35 W 31.57 L323 S0011 25 E 21.82 L324 S72 40 32 W 45.25	EL53 S17'00'18'W 20.07'	EL165 S82'08'22'6 55.41'	EL266 S3479 35 W 29.80 EL267 N59'55'13 W 16.92'	EL366 S39'34'35'E 19.85' EL367 S67'08'28'E 16.93'	EL 479 N54 24 35 E 10.00 EL 480 S35 35 25 E 46.25
L12 N03'02'19"W 27.52'	L112 N67'39'12"W 32.21'	L213 S25"25"53"E 15.68" L214 N77"39"55"E 40.00"	L324 S72 40 32 W 45 25	FL54 S13'31'08'E 23.39' FL55 S46'12'29'E 40.82'	IEL167 NB8'55' L4" W 76.48"	EL268 N42 07 44 W 39.68	EL368 N83'17'00"E 25.06'	EL481 N29 03 36 E 6.94
L13 S09'12'04'E 36.54'	L113 N20'17'19"W 27.30'	L214 N77'39'55"E 40.00' L215 N77'39'55"C 8.00'	L328 N8417'21"E 27.21" L329 578'58'46"E 63.72" L330 524'51'22"E 39.32"	EL56 S76'37'30"E 24.69' EL57 S16'11'50"E 24.74'	EL168 N88'15'55'W 10.88' EL169 N04'17'07'W 97.05' EL170 N05'47'47'W 83.31'	CL269 NB0'54'08'W 24.30' CL270 N59'24'47'W 31.40'	EL369 S72'51'49'E 52.91' EL370 S50'21'34'E 18.96'	EL482 S24'32'27"E 111.82" EL483 N29'03'36"E 35.10"
L14 S12'33'19"W 101.32'	L114 N21'18'55"E 49.80" L115 N85'53'09"E 10.22"	L215 N77'39 55 C 8.00 L216 S50'42'17'E 71.17'	L329 578 58 46 E 63.72	EL58 S84"52"50"F 57.93"	EL170 ND5'47'47'W 83.31'	EL271 N5315 58 W 94.32	EL371 S70 52 37 E 73.70	EL483 N2903 36 E 35.10 EL484 N24'32'25'W 99.52'
L15 S10'42'44'W 21,19' L16 N87'20'42'W 33,15' L17 N84'22'59'E 5.78'	LI16 N21'04'07"E 20.50	L217 S27 54'59"E 54.04"		EL59 N61'24'25"E 13.50' LL60 S68'36'35"E 80.84'	EL170 1805 4' 47 W 85.31 EL171 282 29' 47' E 47.23 EL172 188359' 4' E 93.35 EL173 1875 75' 41' E 36.66' EL174 188536' 44' E 89.15' EL175 188033' 8' C 94.87'	EL272 S59 35 03 W 48.92	EL372 S35'57'45"E 29.88'	EL485 \$78 53'48 E 82.37'
L17 N64'27'59'E 5.78'	L117 N14 24 40 W 15.66	1218 S82'06'57"W 48.22'	L332 N33 04'25"W 35.18'	LL60 568'36'35'E 60.84'	EL172 S83 59'14'E 93.35'	EL273 N52'55'34"W 148.61" EL274 N41'30'27"E 36.19' EL275 N29'10'16"E 29.59'	EL373 S13'59'15'E 74.20'	EL486 N78'53'48"W 92.48" EL487 S29'03'36"W 9.67"
L18 N63'58'26"W 28.81" L19 S89'01'21"W 45.54"	L118 N48'41'31"W 62.82' L119 N00'30'42"E 15.59' L120 N63'11'38"W 45.69'	L219 N00'00'00"E 97.09" L221 S06'16'35"W 18.99"	1 338 NA5 54 48 W 32.42	EL61 S42'51'59'E 74.54' EL62 S64'35'46'E 21.64'	EL174 S85'36'44"E 89.15'	EL275 N2910'16'E 29.59'	EL374 S01'30'15'E 54.17' EL375 S59'12'15'E 96.22'	EL488 S46'39'02"E 41.80"
L20 N25'58'21"W 24.89"	L120 N63'11'38"W 45.69"	L222 S0616 35 W 26.70 L223 S4553 17 W 27.72 L224 N3215 24 W 37.57	L339 N74'47'33"W 48.42' L345 N39'52'05"W 23.10'	EL63 N63'28'20"E 42.98' EL64 N89'74'39"C 55.75'	EL175 S80'03'18"E 94.87"	EL276 S77 17 26 E 67.74	EL376 S5513'46'E 91.63' EL377 S29'54'34'E 46.33' EL378 S10'52'54'E 74.83'	EL489 N46 39 02 W 42 91
L21 N25'58'21"W 29.45'		L223 S45'53'17"W 27.72'	L345 N39 52 05 W 23.10 L346 N45 53 16 E 17.57	EL64 N89'74'39'C 55.75' EL65 S59'30'42'E 48.05'	EL176 S02'00'34"W 77.23	EL277 S45'59'15"E 19.23' EL278 S69'55'17"E 38.58'	EL377 S29'54'34"E 46.33'	EL490 S07'38'20"W 8.79' EL491 S07'38'20"W 17.50'
L22 N18'44'38'W 24.88'	L121 N89*43*17*€ 2.39* L122 N89*43*17*€ 98.31* L124 N89*43*17*€ 22.46* L125 504*19*21*W 51.88*	L225 N65 12 22 W 25.09	L347 N0318'44"W 19.95'	EL66 S8210'35'E 9.70'	EL175 50200 34 W 77.25 EL177 58141'40'E 61.40' EL178 N614635'E 15.82' EL178 N7071'17'E 23.60' EL180 58833'24'W 30.73' EL181 51732'09'W 19.03' EL181 51732'09'W 19.03'	EL278 N79'16'35'E 19.45'	EL379 S04'08'41"W 20.65'	EL491 S07 38 20 W 17,50 EL492 N8215'00'W 78.31'
L24 S18'22'45'W 33.97	L124 N89'43'17"E 22.46'	L226 NO8'24'10"E 12.96"	L347 N03'18'44"W 19.95' L348 N03'18'44"W 13.20'	EL67 N59'28'38"E 73.09'	EL179 N70'11'17"E 23.60'	EL280 N2810'48"E 48.20'	EL380 S30'35'27"E 25.75"	F 49 3 S8245'00'E 73 98'
L25 N64'22'59'E 21.11	L125 50419 21 W 51.88	L227 N24'43'09"W 55.97" L228 S38'54'01"E 56.20"	L349 N09'50'03'E 13.02' L350 N01'51'01'E 54.21'	EL71 N00'36'47'E 20.00' EL72 S89'23'13'E 49.81' EL73 N89'23'13'W 33.91'	EL180 588'33'24" W 30.73"	EL281 N33"24"41"E 11.33" EL282 N01"49"08"E 43.86"	EL381 S48"22"28"E 19.86"	CL494 N89'52'20'W 266.26' EL495 N00'06'39'W 73.46' EL496 S44'52'07'E 74.88' EL497 N44'52'07'W 62.59' EL498 S31'51'14'W 10.08'
L26 S43'47'17'E 21.13' L27 S39'48'59'E 44.13'	L126 N14'44'05"W 30.95' L127 N41'25'55"W 41.27'	L229 N06'03'34"W 7.98	L353 S28'37'06'E 17.48'	EL73 N89'23'13'W 33.91'	CLIBE S36'47'55'F 33.62'	FL283 S69'48'16'E 5.38'	EL382 S68'04'47'E 51.26' EL383 S82'24'43'E 25.45'	EL 496 S44'52'07"F 74 88'
1.20 500,40,00,0 12.11,	L128 N07'50'22"F. 30.45' L129 N62'23'41"E 39.57'	1 2 3 0 N 7 5 1 0 2 3 W 3 6 1 8 1	L354 N68 49 08 W 13.32	EL74 N00'36'47"E 20.00	FELTB31S19'49'28'WT 87.59' I	£L283 S69'48'16'£ 5.38' £L284 S69'48'16'£ 31.55'	EL384 S69'27'12"E 34.41"	EL497 N44 52 07 W 82.59
L29 N32'33'24"E 45.61' L30 N83'50'25"E 52.77'	L129 N62'23'41"E 39.57"	L231 N7510'23'W 24.90' L232 S49'03'43'W 16.54'	L355 S53'56'08"E 74,36'	EL75 S89'09'15'E 107.75'	EL184 N69'34'41"W 112.39"	EL285 S53'04'06'E 79.04'	EL385 N6013'05'E 32.43'	EL498 S31 51 14 W 10.08
L30 N83"50"25"E 52.77" L31 S17"43"44"E 81.78"	L130 N50'52'20"W 15.87' L131 S89'41'53"E 65.74'	L232 S49'03 43 W 16.54 L234 N23'30'03"W 44.34'	L356 S17'15'29'W 18.30' L357 N43'40'41'W 49.38'	EL76 N89'09'15"W 88.95' EL78 N00'30'29"E 21.43'	EL185 S22'40'02"W 32.15'	EL286 S30 55'49"W 70.00" EL287 N46'31'27"W 12.94"	EL386 N7612'48'E 28.99' EL387 S01'13'34'W 13.82'	EL499 SJ1 51'14"W 17.13' EL500 N52'37'01"W 68.21'
L32 S42'49'56"E 18.94'	L132 S4819 05 E 46.31	1 2 16 1 00 00 00 C CP 20'	L359 S5278'17'W 33.24'	F) 29 NOO'36'47"F 102 24'	EL186 S13'24'48"W 51.19' EL187 NQ119'54"W 39.46'	EL288 N1616'52"W 46.36"	EL388 S52'08'58"E 22.22"	EL501 N31 51 14 E 17 13
L33 N82'11'36 E 45.95'	L133 N46 22 22 E 17.76	1236 S6872879 W H308.52 1237 N3536511 E 8027 1238 N3536511 E 21.08	L36045064518 W 116:543	EL80 N63245) 2 22.09 1 172 EL81 N215543 24.46	EL188 978106777W 92:9374 (1977) EL188 N82111067W 140.03 (1978) EL190 S56109527W 113.63 (1978) EL191 N823918 C 124.18 (1978)	ELZES M6510'52'W 46.36' ELZES M6510'Y W 2446'9' ELZES M6510'W 18.47'; ELZES M6510'W 18.47'; ELZES M6510'W 17.42'S ELZES M5510'W 17.4	EL389 S07'27'11"E 17.42' FL390 S69'33'30"E 61.65'	EL502 S62'37'01 E 68.21
L34 N5615'46"E 37.36" L35 S2410'25"E 16.27"	L134 S16'44'24'E 27.17 L135 N59'06'53'E 46.29' L136 S39'34'35'E 42.74'	1338 N353631°F PLOS	L.361 S45 59 94 W 69.97 L.362 S04 50 52 W 76.89 L.363 S04 50 52 W 135.85 L.363 S04 50 52 W 135.85 L.364 S40 09 25 E 73.77 L.365 N20 46 24 E 93.51	SI EL84, N31'04'59'W 33.13'	EL190 SECTOS W 11 CE C	FI 291 N f4 (2'50'W 11 74'8	EL400 N76'09'32"E 195.35'	EL503 S62'09'15"E 41.37" EL504 N62'09'15"W 40.52"
L36 S04'47'30"W 5.81'	L136 S39'34'35'E 42.74'	L239 N35'36'11'E 29.19'	1,563 S04'50'52"W 135.85"	EL85 N22'33'58'E 33.69'	EL 191 N82'39'19 C 124.18' E	CL292 532 30 28 W 17.42 4	EL401 N8819'48"E 5.00"	EL505 NG2'53'27"E 18.88"
1 37 C43 ma 40 w 1 28 05'	1117 530 23 40 1 24 56		E364 S40'09'25'E 73.77'	fL86 S67 25 02 E 10.00	ELI91 M82:3910°C 124.181 ELI92 SOS916°C 19.00°C LLI93 SSR034°7°M 20.16 ELI94 SSR1734°C 19.016 ELI95 S2008°6°C 19.961 ELI96 S2008°6°C 19.961 ELI96 S2008°6°C 19.961 ELI96 S2008°6°C 19.00°C ELI97 S08:28'34°C 54.60°C ELI98 S08:28'34°C 54.60°C ELI99 S04:27'30°M 36.17°C	EL293 \$747 702 W 51.513	EL402 N34'09'38"W 62.82' FL403 N58'15'20"W 67.54'	EL506 S66'08'25"E 55.57'
L38 S09'00'18'E 43.70' L39 S01'47'52'W 16.05'	L138 N71'34'00'E 64.65'	L241 S83'39'43"W 87.12", N	[[965 N20'46 24'E 93.51 A	EL87 S22'33'58'W 39.66' [EL88 N36'38'13'W 9.72'	EL193 S38 03 47 W 20.16 G	EL295 S75'38'01'W 49.45'4	FI 404 S84'45'20"W 57.54	EL507 S83'28'24'E 57.26' EL508 S84'10'58'E 109.66'
L40 S31°53'48"E 35.35'	L138 N71'34'00"E 64.65' L139 S36'48'17"E 27.56' L140 N28'32'14"E 37.28'	(241 S83/394.3 67.12) (242 N8259272 1 3) 3.00 4 (243 N1444011 122.75) (244 N33/2531 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$255 N20 46 24 fe 3.5,51 4	EL89 (S10'49'46"E 70.81' EL90 (S10'48'46"E 69.18'	EL195 S20 08 46 E 99 61 4	EL296 N14'05'04'W 55.915	E.405 S42'18'20'W 51.31' E.405 S42'18'20'W 5.00' SE406 S47'41'40'E 16.85' SE407 S19'44'56'F 79.36' E.409 N82'11'36'E 82.0'' E.409 N82'11'36'E 82.0''	EL509 S57 47 06 E 21.58
L41 N6274'18"W 26.25"	L141 N82'41'00"E 13.53' L142 S57'32'14"E 24.08'	U244 N33 2631 W 10 31	6368 NB1*55*04*E 56.17* \$	EL90 (S10'48'46"E 69.18'	EL166 S70 7'44 W 159.68	EL297 N46 58 02 W 21.932	EL406 S47'41'40'E 16.85'	EL510 S56 57 41 E 40.02 EL511 N56 57 41 W 40.20
L42 N35 28 58 W 35.32		1246 S757023 E 19 07	1373 S63:30'40'E 73.80'	EL92 4506'41'20"F 107.69' 1	EL198 N6715'02'F 130 31' 3	EL298 N86*32*26.F 21.73C	SEL 409 S44 24 55 E 79.36	EL511 N56'57 41"W 40.20 EL516 N02'53'27"E 42.11"
L43 \$35'20'21'W 45.55' L44 N03'08'13'W 26.61' L45 N33'14'25'W 82.69'	L145 S2814'33'E 24.09' L146 N50'17'27'W 53.75' L147 N83'41'38'W 36.78'	L248 S45 C33 W 35.16 55 L248 S45 C33 W 35.16 55 L248 S45 C33 W 35.34 55 C34 C34 C34 C35	L374 N00'11'87"W 46.70"	EL92 AS06'41'20"E 107.69' (EL93) S16'25'19"W 119.81'	EL199 S04'27'30"W 36.17	EL298 N86*32*26 E 21.73k; EL300 N73*15*30 E 32.84;	EL409 N8271'36'E 82.07'	EL517 S79 49 11 E 40.96
L45 N35'14'25'W 62.69'	L148 N5017'27"W 53.75	L248 S49 03 43 W 25-34	1.375; NOQ10 01 W 45:51 cc 71	EL94 975 44 59 W 32,99 L EL95 NY5 44 59 E 31.87	P. EL200 S13'35'57 E 120/26's Cro-	EL303 S8034757 51477 See EL303 S8034757 61257 61257 EL303 S8034757 61257	EL410 N5615 16 E 35 61'	FL518 540'59'35'£ 31.15
L46 N09'19'2/'W 20.33'	1148 N50 52'20 W 18.84'	L249 N14 44 01 E 1117 U	L377 S27'40'02'W 62.83'	EL95 N16'25'19'E 104.33'	D 202 S0122 13 E 94 95	EL303 S80:34'57 E 44.21'	EL411 S83 30 30 E 89.11	EL519 S64"37"24"E 28.63"
L47 N38'28'12'W 20.77' L48 N08'03'06'W 44.20'	L148 N50 52 20 W 18.84 L149 N84 46 20 E 70.30	L252 S45'14'50"W 32.21"	L378 S5619'37'E 16.17' L379 N8318'40'E 83.01'	EL97 N06'41'20"W 19.48	EL 203 S88'38'51 E 31.97'	EL304 S02'51'48"E 61.25"	EL413 SQ4'47'30"W 65.33"	EL520 N76'09'51"E 18.50" EL521 S8318'31"E 99.25"
L49 N33'48'48'W 37.36' L50 S10'42'34'W 10.69'		L253 N08 25 17 W 56.02	L379 N8378 40°E 83.01'	EL98 S10'48'46'E 70.74'	LL204 S68'58'25'C 119.16'	EL305 S2512'38 W 22.72'	EL414 S43'08'40"W 29.66"	FL522 S7758 51 E 23.21
L51 S05'47'21"E 48.02	LISO N8446 20°C 28.02° LISI S3472854°C 32.69° LIS2 S50703'46°E 17.30° LIS3 S50726'537°C 18.02° LIS4 S5471547°C 48.21° LIS5 S5326'537°E 12.10° LIS6 N5972'05°E 33.42° LIS6 N5972'05°E 33.42°	(249 H) 4"44 0" E "H117" [25] (25) 30374 03" M 55.45" [252] (252) 36574 50" M 32.21" [253] 3067251" M 56.02 (254) 304751 23" E 44.55" [254] 30472 30" E 45.5" [255] 30472 30" E 55.01" [255] 30472 30" E 75.01" [255] 30472 3	L380 N54'17'10"W 27.86" L381 S19'18'25"E 47.77"	L193 N75'44 59 L 31.87 F196 N16'25'19'E 104.33' F197 N08'41'20' W 19.48 F198 S10'46'46' E 70.74' F199 S40'46'46' E 68.92' F100 S06'41'70' E 112.80' F100 S16'25'19' W 127.55'	E.202 S0172713°E 94.95° E.203 S88'38'51°E 31.97° EL203 S88'38'51°E 131.97° EL204 S88'38'52'5°E 119.16° EL206 S37'33'03'E 26.01°	EL306 S07'35'36"F. 58.90' EL307 S75'24'46"E 39.21'	EL410 S839/30/6 59.11' EL411 S839/30/6 59.11' EL412 S2470/25'E 13.19' EL413 S9447'30'W 65.33' EL444 S4308'40'W 29.66' EL415 S097016'E 47.31' EL416 S5570'45'E 49.80' EL417 S13'4127'E 56.66'	EL523 S58:38:05°E 26.08° EL524 N54°2'39°E 37.57° EL525 N44'33'38°E 28.13'
L52 S72"19"41"W 18.49" L53 S00"53"05"€ 18.01"	L153 S53'26'53"E 18.02"	L256 N84'27'30"E 76.27"	L382 S66'29'25'W 1.12'	EL101 S16'25'19"W 127.55'	EL207 588 25 28 E 27.44	EL308 N83'27'59"E 26.21'	EL417 S13'41'27"E 56.66"	EL525 N44'33'38'E 28.13'
L53 S00:53'05"E 18.01"	L154 S54'21'54'E 48.21'	L757 N84'27'30"E 48.05' L758 N84'27'30"E 28.22'	L382 S66'29'25'W 1.12' L383 N27'36'48"E 3.85' L384 N66'29'25"E 1.12'	EL102 S75'44'59"W 37.28'	EL208 N31'54'21"E 13.33 EL209 N05'49'33"W 76.85"	EL309 S69'40'49"E 93.66' EL310 N76'09'32"E 137.89'	FI 419 S70*54*51*W 48 25*	EL526 N76'44'30"E 23.12' EL527 S77'08'39"E 17.65'
L55 S10 55 45 E 19.14	L156 N5972'05'E 33.42'	L259 S68'00'51"E 14.31"	L385 S89 52'20"E 50.60"	EL104 N5575'00"E 134.79"	EL210 N54 23 50 W 20.74	EL311 S62'59'56"C 33.95'	EL470 S47'13'09"W 9.26' EL421 S79'54'51"W 94.76'	EL528 S63'46'34 E 12.58'
L56 S10"55"45"E 27.80"		L259 S68'00'51'E 14.31' L260 N62'18'39"W 46.93' L261 S87'06'47"W 98.22'	L386 N47'57'05'E 59.31'	EL105 N05 27 53 W 104 50	EL211 S51'01'31"W 47.58'	EL312 S30'25'42"E 74.94" EL313 S11'46'30"W 30.45"	EL421 S79'54'51"W 94.76"	EL529 S83 01 55 E 18.33
L58 S56 46 07 E 23.01	L158 S44'24'55'E 29.44' L159 S55'15'00'W 26.91' L160 N21'31'05'E 27.36'	L261 S87'06'47'W 98.22' L262 N02'53'13'W 21.44' L263 N73'37'43'F. 64'18'4" L265 S00'00'00' 71.46' 1266 S23'37'43'W 64'18' 14'18' 14'18	EASEMENT LINE TABLE	(EL106) S05 77 53 T. 96.59	EL211 S51'01'31"W 47.58' EL212 S49'54'56"W 18.75' EL213 N86'49'11"W 5.69'		EL422 N47-30'00"W 57.35 EL423 N57-43'54 W 46.19'	EL530 N05'27'18'W 22.19' EL531 S71'03'45'E 12.46'
L58 558 46 07 E 73.01 L59 \$87'06'52"C 22.84' L60 \$23'17'40"E 39.79'	L160 N21'31'05'E 27.36'	L263 N73 37 43 F. 64 18 4	LINE BEARING DISTARCE	EL108 S31 38 01 W 148,95	EL215 N7813'06 W 27:06'	J. CL 115 580 44 30 E 153.93	EL424 N62-33'24"W 141.27"	EL532 N81'53'50'E 25.20'
L60 S2317'40'E 39.79'	L161 N59'06'53"E 45.99' L162 S08'13'14"W 19.92'	L265 S00 00 00 W 71.46	ELT 569'32'21'E 1039'	LA EL109 N5515'00'E 12 149'	EL215 N7813'06 W 27:06	EL3 6 S58 54 28 L 159.15	EL425 S67'39'55"W 106.80"	EL533 N39'50'14"W 81.29'
L61 S40'07'58"E 32.89" L62 S02'51'48"E 28.78"	L162 S0813'14'W 19.92'	1267 N44 26 29 F 4 406	EL3 \$67'51'23'E 31.28'	EL 170 S35 28 36 E 31 10 4	EL213 N86*49'11'W 5.69' EL215 N7813'06'W 27:06' EL215 N7813'06'W 19:58' EL215 N00'31'16'W 19:58' FL217 N39'30'28'W 82:70' FL217 N39'30'28'W 82:70'	EL317 N88:10'347W 87.68	EL426 S8318'40'W 78.07' EL427 N63'58'26"W 58.63'	EL534 N35'23'42"W 9.37' EL535 N66'48'28"W 50.46
[L63 S15'17'17"C 8.78"	L163 S74'20'06'E 8.09' L164 S45'54'48'E 27.34' L165 S36'17'57'E 23.13'	1265 5000000 W 71,46 1	EAST-RETT UNE TABLE LINLY IN PRANCE DISTANCE DIS	CLIO2 S72-44-SPW 37.28 CLIO3 S72-44-SPW 37.28 CLIO4 S73-180-18 45.91 CLIO4 S73-180-18 45.91 CLIO4 S73-180-18 45.91 CLIO5 S05-77-53° 69.59 CLIO6 S05-77-53° 69.59 CLIO7 S75-75-78 70.50 CLIO7 S75-75-78 70.50 CLIO7 S75-75 70.50 CLIO7 S75-78 70.50 CLIO7 S05-77-78 70.50 CLIO7 S05-78 70.50 CLIO7 S05-7	% LT 5 M 1 1 40 00 F 40 5 / U € 9	EL14 5/346 39 E 82,77 EL15 558044/307 153.93* EL16 55854282 159.15* EL17 N03/10/34*W 87.68* EL18 N77/29/455W 49.99* EL19 N03/40/02*W 48.72* EL320 58859587W 5.00*	EL 428 NAS'12'27'W 55 16'	EL536 S89'53'16"W 18.82' EL537 N51'17'10 W 71.84'
L64 S49"24"28"E 14.14"	L165 S3617'57'E 23.13' L166 S36'17'57'E 51.58'	L269 S30'53'07'E 24'46'	ELS N55709'10'E \$31.61'	EL113 N35'28'36'W 24.68	EL220 S9797-42	EL320 S88 9 58 W 5.00	EL429 S89 01 21 W 40.21 EL430 N52 56 03 W 53.62	EL537 N511710"W 71.84" EL538 N78 01"55"W 39.39"
L65 S28'35'41'E 44.53'	L166 S36 17 57 E 51.58 L167 S44 30 02 E 53.00	1271 N30'5 V07'W 54'98'	GEL7 560 55 54 E 183.02	EL 1/4 N/018 57 W 26.065 F	EL221 S6508 56 E 37,45		EL431 N18'44'38'W 76.18'	EL538 N78'01'55"W 39.39 EL539 S32'55'30"E 32.06
L66 N20'22'02"E 40.07' L67 N58'00'40"E 64.61'	L168 N87'08'04"E 37.10"	L272 S90'00'00 W 2,94'	RELB S06 19'34 W \$34.37'	EL116 568 57 22 W 79.20 1	EL223 N00 00 00 E 20,71	EL322 S0511'08'E 16.55' EL323 S53'56'08'E 156.38'	LL432 N42 36 40 W 15.07	EL540 N00'11'27"W 8.69"
L68 S30 25 42 E 24.89	[L169 S80 52 59 E 33.14']	L273 N00'00'00'E 99'06'	TEL9 N62'34'13'E 38.92'	EL 07 N88'57'22"F. 84.47' is	EL224 N82'04'39'W 22.04	EL324 S37,06'18 W 47,31' EL325 S08:35'48'E 34.93' EL326 N37:08'16'E 106.15'	[LL433 NB9 00 00 W 33.27	EL541 N49 26 21 E 63 85
L69 N30'03'06 W 64.00' L70 S85'47'33'E 10.43'	L170 N74*20'06"W 6.3.15" L171 S15'39'54"W 6.97" L172 S74'09'49"E 121.54"	11 275 S87 T06'47" W 44.95' A'	EL11 N02 22 28 E 45.07	7 EL123 S53 56'08 F 20.36'	EL225 N400702W 4803	EL325 S0835 48 E 34.93	EL434 N54 43 48 W 95.20 EL435 S25 41 45 E 109.46 EL456 S16 44 24 E 26.30	EL542 S4114 23 E 43.47 EL543 N89'52'20"W 50.60' EL544 N00'07'40"E 30.00' ĒL545 S89'52'20"E 47.62'
L71 S21'09'29"E 28.65' L72 S18'46'42 W 18.80'	L172 S74'09'49"E 121.54"	L276 N58'08'46"W 19.80'-1 19.8	EL12 S89'30'40'E 60,70'	EL122 N61'22'17'W 20.00'	EL226 N20'43'12 E 24'21' EL227 N30'12'54'W 1/405'u EL227 N30'12'54'W 1/405'u	EL327 S55'06'23'E 82.80' EL328 S08'43'44'E 13.05'	EL436 S16'44'24"E 26.30"	EL544 N00'07'40"E 30.00"
L72 518'46'42"W 18.80'	[173 S45 08 42 E 40.14	L277 N31'51'14"E 18.22-11" L278 S31'51'14"W 19.91	EL13:1,\$29°48'12"E 31.80°-2"N	EL124 S6721'35'E 412776'	EL225 S47 52 00 W 35:58	EL328 508 43 44 E 13.05 EL329 540 14 05 W 30.14	FI 437 C10-59'39"F 14 99'	EL545 S89 52 20 E 47.62 EL546 S05 32 30 E 30.15
L73 518'46'42"W 25.13" L74 534'27'58'W 43.77"	L174 N35'47'41"W 69.52" L175 N52'40'46"W 9.51" L176 N52'40'46"W 17.82"	1 2 7 9 N 5 8 7 R 4 S W 1 4 3 R	EL16 S0171'37"W 42.73"	EL125 S05'31'54"£ 72.09' EL126 S17'25'55"W 38.72' EL127 N82'57'28"£ 54.69'	EL230 N3053'38"E 83.44"	EL330 S49'45'55'E 22.50' EL331 N40'14'05'E 40.29'	EL438 S39°28°23°E 41.48° EL439 N71°25'43°E 9.66° EL440 S46°22'09°E 181.12° EL441 S03°58°27°E 60.92°	FI 547 N89'50'40"W 30 00'
L75 S46 43 46 W 21.84	L176 N52'40'46"W 17.82"	L280 N31'31'14"W 87.62' L281 N31'31'14"W 55.20'	EL17 N8150'23'E 43.45'	EL127 N82 57'26 E 54.69'	EL230 N30'53'38"E 83.44" EL231 S14'36'45"L 40.52' EL232 S63'26'54"E 21.62'	EL331 N40'14'05"E 40.29"	El.440 S46 22 09 E 181.12	EL548 N00'06'39"W 17.28" EL549 N80'33'52"E 30.40"
L76 530'48'42"E 54.84" L77 514'37'37 E 41.52"	L177 N33'08'39"W 20.80'	1 282 N31'10'14"W 32 42'	EL17 N8150'23'E 43.45' EL18 S25'40'40"W 30.99' EL19 S76'47'09"E 47.10'	EL128 S6015'46"E 17.04"	EL232 S63'26'54'E 21.62'	EL332 S5417'10"E 71.89"	EL441 S03'58'27'E 60.92'	EL550 S00'06'39"F 22.34
178 575 16 02 1 18 6 3	L178 N68'08'59" w 32.09' L179 N63'46'44' w 30.50' L180 S73'72'27" w 26.20'	L283 N38°53′50°€ 28.49° L284 N38°53′50°€ 15.26° L285 S83′39°43°W 38.00° L286 N83′39°43°W 106.59°	EL20 S05'03'33'W 43.66'	EL129 500'40'52"E 26.92' EL130 556'15'18"E 63.18'	EL234 562.12,19,£ 53.62,	EL333 N75'56'03'W 62.82' EL334 587'08'04'W 29.84'	EL442 N27'54'59"W 40.35" EL443 H00'19'09"W 22.34"	EL552 S71'23'25"E 43.71'
L79 S1204'95"W 21.89" L80 S22'36'55"E 29.67" L81 S22'36'55"E 49.72"	L180 S73'72'27'W 26.20'	L284 N38 53 50 E 15.26	EL21 S04'27'24"E 58.87	EL131 S12'55'34'E 36.37' EL132 S26'36'24'E 40.48' EL133 N69'28'26'E 21.69'	EL235 N64'27'11"E 28.17	EL335 N18'28'02"W 53.99' EL336 N49'57'54"W 34.08' EL337 N68'37'57"W 54.03'	EL444 N39'48'59"W 41.61' EL445 N56'08'15"W 75.68' EL446 S51'58'43"E 65.69'	EL553 S71"23"25"E 39.19"
1.80 \$22.36.55 € 29.67	L181 N76'47'48"W 60.88' L182 S47'41'40"E 39.44'	1285 N83'39'43'F 106 59'	El 23 S89 48 33 W 20,00	EL132 S26 36 24 E 40.48	EL236 S51'32'54'E 25.76'	EL336 N49'57'54'W 34.08'	EL445 N56'08'15 W 75.68'	EL554 N80'53'24"E 75.08'
	L183 N33'04'20"E 12.97'	L287 S38 53 50 W 28.21	EL19 \$76-4709°£ 47.10° £129 \$590'333" 43.66° £121 \$0477'24°£ 58.87° £122 \$40'23'9°£ 58.14° £123 \$89.48'33" 9.00° £124 \$89'30'47°£ 187.22° £125 \$29'9'34°£ 45.20° £127 \$75'59'13°£ 38.64° £128 \$189'90'47°£ 33.40° £129 \$189'50'47°£ 33.40° £129 \$189'50'47°£ 33.40° £129 \$189'50'47°£ 33.40° £129 \$189'50'47°£ 33.40° £129 \$189'50'47°£ 48.60°	EL!34 N25'08'34"W 35.26"	EL232 S6326'54'C 21.62' EL233 S0847'44'E 27.10' EL234 S62'15'19'Y, 29.66' EL239 N64'27'11'C 28.17' EL236 S51'32'54'E 29.76' EL237 S06'23'36'W 71.81' EL238 S69'46'10'E 47.12'	FL 338 N45 54 48 W 51 48		EL555 N80'53'24"C 59.68" EL556 N17'27'32"C 26.53'
L83 S30°25'42"E 33.60' L84 S60°09'51"E 41.41'	1 184 N33'04'20"F 21 17"	L287 S38°53'50'W 28.21' L288 S34°02'43'W 25.00' L289 S34°02'43'W 25.00'	EL25 \$29 09 34 E 45.20	Et 135 N78 55 41 W 30.91		EL339 N74'47'33'W 49.53' EL340 S71'09'14'E 82.22'	EL448 N71'46'17"E 40.32"	EL557 S01'40'12"E 52.15'
L84 S60'09'51'E 41.41'	L185 N12'11'25"E 47.53" L186 S00'06'39"E 13.03"		EL28 N89'50'47"E 35.40'	EL137 N47'05'29"W 85.09' EL138 S47'05'29"E 27.81'	EL240 S43'51'42"W 23.91' EL241 S31'40'14"E 102.65'	EL340 S71'09'14'E 82.22' EL341 S44'42'10'E /5.41'	EL449 S71"11"46"E 29.34"	EL558 S87:35'39"E 70.56' EL559 S02'24'17 W 8.75'
L85 S56 78 46 E 31.93 L86 S26 40 21 W 5.16	L187 \$45'21'10'W 26.57' L188 N37'10'37'W 18.51'	L291 S31'31'14"E 25.30' L292 S31'31'14"E 62.32'	EL29 N65'41'35'E 31.07	EL141 \$12'56'45'E 28.77'	EL242 S0374'30'W 29.32' EL243 S59'24'43'W 52.64'	EL342 S02'54'09"W 36.90"	EL451 556'25'23'E 106.21'	EL560 S87'35'43"E 67.28"
LB7 N77'46'08"W 59.26"	L188 N37'10'37"W 18.51"	1292 S31'31'14'E 62.32'	EL30 \$69*52*02*E 48.04* EL31 \$00*46*39*E 39.46* EL32 \$47*57*37*W 26.40* EL33 \$42*02*23*E 12.74*	ELIAI \$1256'45'E 28.77' EL142 \$1702'42'E 24.03' EL143 \$65'49'09'E 39.02' EL144 N42'26'42'E 64.15' EL145 N37'56'08'E 76.05'	EL243 S59'24'43'W 52.64'	EL342 S02'54'09" 36.90" EL343 S20'46'24" 59.39' EL344 S30'16'51"E 38.96'	EL450 S3310'46'E 106.92' EL451 S56'25'23'E 106.21' EL452 N34'02'43'E 20.00' EL453 N56'25'23'W 106.38'	EL561 S04'03'33"W 23.83
L88 S1213'52'W 33.95' L89 S69'52'48'E 23.44'	L189 N00'36'47"E 27.69'	L293 S13'23'24'E 5.52'	EL32 S4757'37'W 26.40'	EL144 N42°26'42°F 64 15'	EL244 N07'00'52"W 119.92' EL245 S85'11'09"W 98.71'	EL344 S3016 51 E 38.96	EL453 N56'25'23"W 106.38' EL454 N33'10'46"W 106.92'	
L90 N24'41'47'W 39.02'	L190 N89'09'15'W 34.36' L191 N00'36'47'E 18.23'	L294 N13'23'24"W 5.52' L295 S25'48'40"W 14.40'	EL33 S42'02'23'E 12.74'	EL145 N37 56 06 E 76.05	EL246 S05 02 03 E 78.49	EL345 \$68'45'27"E 35.61" EL346 \$78'51'40"E 36.42"	EL455 N7111 46 W 30.52	
L9: N7471'47'W 23.04'	L192 S75'44'59"W 49.11"	1 206 N2710'50"E 13 47'	FL 34 (NB2'31'50'F 25'86' 1	EL146 N59'32'56"W 52.31" EL147 N78'47'03"W 51.41"	EL246 S05'02'03'E 78.49' EL247 N80'77'31'W 186.67' EL248 S53'20'30'W 11.35'	EL347 S83'37'29 E 30.93'	EL456 S71'46'17"W 40.37'	
L92 N23'36'22'W 30.39' L93 N44'29'25'W 51.33'	L193 S76'46'38"W 36.44" L194 S10'38'45"W 20.12	1.297 \$17:54*59*W 13.47* 1.298 \$24*48*38*C 40.37* 1.299 \$72*33*28*E 35.66* 1.300 \$07:21*54*W 19.73*	EL35 \$78'37'49"E 32.95' EL36 \$02'31'07"E 17.32'	EL147 N78'47'03'W 51.41' EL148 N20'35'34'W 29.87'	EL248 S53'20'30"W 11.35' EL249 S09'19'53"W 81.08'	EL348 S5916'06 E 43.50 EL349 S6311'38 E 40.37	EL457 N1813'43"W 57.47'	
L94 N80'03'09'W 12.36	1 195 NOO 36'47"F 30 61'	L299 N72'33'28'E 35.66'	EL37 S8014'46"E 38.11"	EL149 N:412'45'E 62.79'	EL250 S89"26"48"W 51.01"	EL349 56311'38'E 40.37' EL350 520'27'38'E 27.10' EL351 548'41'31"E 46.49'	EL458 N51 58'43" W 78.70' EL459 S89'43'17" W 210.63' EL464 N60'28'31" W 44.57'	
L95 N12'49'31'W 31.76'	L196 N89'23'13'W 25.00' L197 S70'26'58'W 35.51'	L300 S0721'54 W 19.73'	EL38 S48'33'18'E 32.64'	EL150 S8373'16"E 61.22" EL151 N09'22'19"E 17.95" EL152 S84"3'15"W 29.01"	EL251 N00°25'17"W 33.49'	EL351 S48'41'31"E 46.49"	EL464 N60'28'31"W 44.57'	
L96 N3010'54'W 45.23' L97 S39'04'34"E 16.40'	L197 S70°26′58″W 35.51′	L301 N14"44"01"E 11.17" L303 S48"03"55"E 46.08"	EL39 N47'48'29"W 44.96' EL40 N17'54'00"W 22.26'	EL151 N09"22"19"E 17.95"	EL252 N35'78'45"W 66.23'	EL352 S14'24'40"E 19.38" EL353 S21'04'07"W 24.50"	EL465 N90'00'00"W 27.32' EL466 S00'11'22"E 10.00'	
L98 S63'10'34"E 63.73'	L199 S42'32'57'E 59.81'	L304 N79*53'14"W 90.67' L306 S24*48'38"E 2.52	EL41 N76'44'32"W 20.34' EL42 582'36'45"E 80.39'	EL153 N23'01'58'W 70.57'	EL254 N13'39'02'E 28.10'	EL354 S65'53'09"W 9.52"	CLAST MOODO'DO'T 24 65"	
1199 57170914"7 88.38	1.200 N2914 57 W 45.06	1.506 S24'48'58"E 2.52	EL42 S82'16'45"E 80.39' EL43 N63'34'20"W 29.52'	EL154 \$241773"E 30.65" EL155 N8109'03"E 36.79"	EL255 583'56'57'T. 18.35'	EL355 S2178 55 W 45.85	EL#68 S6313'48'W 19.43	
L100 50976'03'E 15.34' L101 544'42'10'E 39.39'	L201 S02'53'27"W 45.51'	L307 S24'48'38"E 2.57'	EL44 S69'34'35"E 24.19'	EL155 N81 09'03 E 36.79' EL156 S00'43'00 E 29.21'	EL256 N52'40'00"E 11.78"	EL356 S2017'19"E 23.21'	EL469 NB9'48'33"E 17.37"	
L101 S44 42 10 E 39.39 L102 S52 52 37 E 21.35	L197 S707658 W 35.51 L198 S3770651°C 30.10' L199 S42732'57°E 59.81' \(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\	L307 S24'48'38'E 2.57' L309 N06'06'33'W 33.64' L310 S38'53'50'W 15.26'	EL44 S69'34'35"E 24.19' EL45 S44'29'47"E 11.88'	EL157 S86'05'04"E 93.80"	E1252 N3578 45 W 66.23 E1253 N7032 02 W 21.43 E1254 N1339 02 E 28.10 E1255 N352 40 00 E 11.78 E1258 N32 40 00 E 11.78 SE1258 N32 60 71 E 1258 N32 60 E 1	EL357 S67'39'12'E 28.06' EL358 N69'37'47'E 9.99' EL359 S75'55'57'E 99.97'	EL468 S6313'48'W 19.43 EL469 N89'48'33'E 17.37' EL470 S60'28'31'E 24.41' EL471 N89'48'33'E 20.17'	
L103 S30'16'51'E 34.83'	L204 N00'00'00"E 99.06'	L312 N44 56 23 E 51.80	EL46 S05 25 16 E 27.49	EL158 N28'30'13"E 19.69	EL259 567'07'42"E 11.17"	EL359 \$75 55 57 E 99.97	EL472 N71'23'25"W 96.54'	
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	NUMBER VALUE	CHAIR THOUGH	OUDUS TADUS	OURSE VOI
CURVE TABLE	CURVE TABLE	CURVE TABLE	CURVE, TABLE	CURVE TAB
CHRVE DELLA RABUIS ARC CHRVE BEARING CHRVE	CURVE DELTA RADIUS ARC CHORD BEARING CHORD	CURVE DELTA RADIUS ARC CHORD BEARING CHORD C5/5 29'01'24" 190.00' 96.25' SJ01'4'36"W 95.22'	CURVE DELTA RADIUS ARC CHORD BLARING CHORD C708 31'17'38" 40.00' 21.85' N22'33'26"W 21.58'	CURVE DELTA RADIUS ARC C848 27'32'10 50.00' 24.03'
C1 20'22'28" 55.00' 19.56' \$10'22'41"E 19.46'	C454 66'29'50" 170.00' 197.30' \$46'38'19"E 186.41'	C575 29'01'24" 190.00' 95.25 S30'14'36 W 95.22	C708 31'17'38" 40.00' 21.85' N22'33'26"W 21.58'	C848 27'32'10" 50.00' 24.03'
C2 24'35'21" 125.00' 53.85' N12'05'14"E 53.23'	Color Delta Arc Corrol Bearing Cross Color Delta Color	CSY 290124 90.007 96.25 \$3.014.95 W 95.22	2709 3117'36" 40.00' 21.85' 322'3'26"w 71.56' 2709 12'300'2 85.50' 18.65' 3442'716"w 18.62' C101 2807'07' 130,00' 63.80 326'2'356'' 63.16' C113 372'59' 100.00' 63.80 326'2'356'' 63.16' C12 46'59'25' 155.00' 127.12' 184'20'2'9'w 173.56' C123 64'38'20' 875.00' 127.12' 184'20'2'9'w 173.56' C123 64'38'20' 875.00' 83.60' 831'3'0'' 83.60' C124 41'35'9' 781.00' 63.60' 831'3'' 831''' C125 64'38'20' 64'0'' 64'0'' 64'0'' 64'0'' C126 64'0'' 65'0'' 66'0'' 68'0'' 63'0'' C127 64'0'' 65'0'' 66'0'' 68'7'' 68'0'' 68'0'' C270 478'10'' 56.00' 68'7'' 585'4''' 45.18'' C270 478'10'' 56.00' 60.67'' 531'''' 45.18'' C270 520'''4'' 56.00' 60.67'' 531'3''' 45.18'' C272 478'11'' 56.00' 80.67'' 531'3''' 45.18'' C272 478'11'' 56.00' 80.67'' 531'3''' 45.88'' C272 478'11'' 56.00' 80.68'' 531'3''' 45.88''' C272 478'11'' 64'0'' 68'11' 824'2''' 88.88''	C849 12'33'36' 50.00' 10.96 C850 17'18'21' 50.00' 15.10' C851 10'41'48' 145.00' 27.07' C852 09'04'29' 152.00' 24.07'
02 24 35 11 125.00 55.05 1112 00 14 E 00.25	C456 120'43'47" 40'00' 84'29' MB4'01'56"W 69'54'	C581 10'48'42" 100 00' 53 78' N01'43'08"W 5513'	CZ10 28777077 130 00' 63 80' \$2673 38"F 63 16'	C850 1738'21" 50.00" 15.10"
C3 20 33 93 170.00 43.07 N10 16 37 H 42.04	C130 120 43 47 40.00 04.29 7/04 01.30 4 09.34	0.00 30 40 2 100 00 1 33.70 1 101 43 00 11 33.13	0710 2007 07 130,00 03.00 32023 30 C 03.10	0000 171021 30.00 13.10
C4 24°23°54° 120.00° 51.10 N12°11°57 E 50.71	C458 3747 31 17/0:00 112:13 N/0:28:37 1. 110:11	C382 16 34 25 84.00 24.44 505 24 00 W 1 24.36	C/11 3/22 59 100.00 65.25 559 08 41 E 64.09	C651 10 41 48 145.00 27.07
C5 27'37'16" 80.00' 38.57' N13'48'38"W 38.19'	C460 31'56'35" 700.00' 390.26' 574'39'20"E 385.23'	C583 90'00'00" 25.00' 39.27' N42'06'47"E 35.36'	C712 46'59'25" 155,00' 127,12' N54'20'29"W 173,59'	C852 09'04'29" 152.00' 24.07'
C6 31'37'15" 70.00' 38.63' N15'48'37"E 38.14'	C462 26'04'54" 400.00' 182.08' N71'43'29"W 180.52'	C584 34'44'27" 677,00' 410.49' \$75'30'59"E 404.23'	C713 25'06'31" 275.00' 120.51' S43'24'02"E [119.55']	C853 14'42'03" 152.00' 39.00'
C7 DED 1'14" 125 DO' 11 22' NO 3D1'47"W 13 21'	C463 18975 51" 33 50' 110 56' N67'27'06'W 56 78'	C585 90700'00" 25.00' 39.27' \$1308'46"E 35.36"	C223 04'38'20" 281 00' 22 75' \$12'30'27"W 22 74'	C855 10'21'29" 152 00' 27 48'
C7 06 03 34 125.00 13.22 NO3 01 47 W 13.21	C403 10313 31 33.30 110.00 R07 27 00 W 00.70	0505 30 00 00 23.00 33.27 313 00 40 E 33.30	0724 1493'60" 201.00 22.75 512.50 27 4 22.74	C652 0974/3° 15.00 24.07
CB 06/03/34 125:00 13:22 N03/01/47 W 13:21	C464 174 01 08 100.00 303.72 302 14 37 W 199.73	C366 30 39 12 80.00 43.27 MIG 21 36 E 42.74	C724 14 13 39 761,00 69.60 321 36 37 W 69.67	CB36 10 19 41 132,00 27,40
C9 32'04'28" 225.00' 125.95' N15'35'02' L 124.32	C465 16'41'42 150.00 43.71 N80'54 19 L 43.55	C594 2317 49 380.00 146.38 N361810 E 145.37	C728 32'59 38	C858 21.51.38 50.00 19.08
C10 12'35'46" 225.00' 49.46' N06'45'04"W 49.37'	C466 [15'59'58" 500.00' 139.62' N32'48'37"W 139.17']	C595 25'53'16" 100.00" 45.18" \$37"35'54"W 44.80"	C727 48'02'07" 141.00' 118.21' N49'38'45"W 114.78'	C859 23'03'43" 50.00' 20.15'
C11 27'46'59" 238 00" 115 41" N00'50'32" 114 28"	C467 51'46'08" 100.00' 90.35' N49'35'01"W 87.31'	C596 [249:36:59" 50.00' [217.83' N7415'57"W 82.11'	C729 47'48'19" 56.00' 46.72' S63'45'38"W 45.38'	C860 28'24'51 50.00' 24.80'
010 2670316" 116 11 60 04' 50879'38"F 58 57'	CASE 00'40'15" 100.00" 158.25" SEP'02'04"F 142.25"	C597 53'45' 96" 100 00' 93 77' N07'47'2:"F 90 37'	C730 52'02'43" 56 00' 50 87' S13'50'08"W 49 14'	C861 10"46"45" S0 00" 9.41"
C12 25 02 10 155.17 39.04 308 28 20 C 30.57	0.00 30 40 15 100.00 150.25 305 02 04 E 141.15	C597 5345 % 100.00 93.77 N074721°C 90.37 (598 137756 320.00 74.28 N4187077 74.11 (598 360.00 12.90 0) 52956 01°W 73.50 80 (680 314471 100.00 15.33 14.28 (44.11 10.00 15.33 14.24 14.28 14	C793 9-207-13 9-36.07 90-6 319-30-90-91 481-19- C793 3-1119 141.007 84-12 3-12-32-12-12-12-12-12-12-12-12-12-12-12-12-12	0001 10 40 45 30.00 9.41
C13 175717 189.90 59.51 N127058 W 59.27	C469 4713 09 100.00 82.41 58914 22 W 80.10	C598 1317 36 320.00 74.28 N+118 07 E 74.11	C/32 3411 19 141.00 84.14 342 43 21 E 82.89	C863 US 13 33 420.00 38.31
C14 06'09'45" 557.31' 59,94' 506'07'12"E 59.91'	C470 62'38'24" 100.00" 109.33" N36'33'30"W 103.96"	C599 36'02'08" 380.00' 239.00' S29'56'01"W 235.08'	C733 14'50'21" 141.00' 36.52' S67'14'11"E 36.42'	C864 23'47'11 180.00' 74.73'
C15 14'34'53" 1016.13" 258.60" NO1'54'38"W 257.90"	C471 143 31 07 33.50 83.91 S76 59 52 E 63.63	C600 31'42'11" 100.00 55.33 N27'46'02"E 54.63'	C734 85 29 10 56.00 64.01 N72 36 04 E 60.58	C868 13'28'41" 360.00" 84.69"
C1E 19'10'52" 488 81' 158 58' NO31 3'23"F 157 88'	C472 62:38'24" 100:00" 109:33" 562:33'47"W 103:96"	C601 11'45'54" 104 50' 21 46' 537'44'11'W 21 42'	C738 (04'51'07" 450 00' 38 11' N5 3'31'44"W 38 10'	C869 23'04'28" 50 00" 20 14"
C16 16 35 32 400.01 130.38 NO.13 25 E 137.00	0.777 02.90 24 100.00' 100.00' 107.50' 107.50'	0000 0000000 00 000 70 000 00000000	0733 077707 00 001 100 01 100 101	0070 000757 50 00/ 10 78
C17 14-54-40 654-88 170-43 505-05-59 H 109-85	C4/3 62 13 01 100.00 100.03 M3/ 36 03 W 103.36	C602 90 00 00 23.00 35.27 1170 31 14 E 33.36	C/3/ 10/3/03 90,00 100.71 NOZ 3/ 40 W 100.10	C870 272733 30.00 18.73
C18 [06:09'16"]1178.83' 126.62' S05'25'59"E 126.56')	C474 159 B 14 80.00 222.43 N73 30 18 E 157.40	C603 26'37'32" 275.00" 127.79" \$44'50'00"E 126.65"	C738 673703 90.00 106.71 N0570518 100.16	C871 21 21 03° 50.00° 18.63°
C19 06'36'58" 1730.11" 199.78" N05'12'08 W 199.67"	C475 46 02 14 100.00 80.35 S16 52 18 W 78.21	C604 90°00°00" 25.00" 39.27" N1.3°08'47"W 35.36"	C742 18'43'10" 125.00' 40.84' N12'41'44"W 40.66'	C872 2770'57" 50.00' 23.72'
C20 55"25"50" 147 00" 142 21" NOOD5"39"F 138 73"	C476 26'23'28" 300.00" [138.18" S61'58'39"F [136.96"]	C605 26'37'32" 325.00" 151.03" S44.50'00"E 149.67"	C747 102:36'27" 80:00' 143.27" N34'55'56"F 124.88"	C873 07 07 05" 320 00" 39 75"
C20 0171'50" E50 00' 11 52' N2772'34"5 11 52'	C477 82700'22" 210.00" 501.12" N80'51' 15"W 275.98"	C606 24"26"03" 425 00" 181 24" N43"44"16"W 179 87"	C748 31'41'38" 80 00' 44 25' N327 1'06"W 43 60'	C874 0670'52" 320 00' 34 52'
C2 0:1139 330.00 11.32 N2/12/34 E 11.32	C477 02 03 77 213.00 301.12 1100 31 30 W 270.30	C602 10,46,00, 132 00, 106 16, 117,126,01,00 100 04,	C740 4040'78" 170 00" 171 13" E38508'40"W 119 60"	C978 14*06'52" 140 00' 07 07'
C22 24 23 09 120.00 51.07 586 56 30 C 50.69	C4/6 39 14 46 233.30 1/3.04 329 26 19 W 1/0.2/	C007 12 40 20 475.00 100.10 N37 33 24 W 103.94	C749 40 49 33 170,00 121,13 330 00 42 W 110,39	Ca76 14 03 37 110 00 1 27.07
C16 18/39/22 489.81 198.98 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 10/31/23 1 157.88 1 157.8	C484 54'46'51" 238.44" 227.97 N37'12'20"E 219.38	C609 24'08'49" B0.00 33.72 N26'49'25"E 33.47	C750 12'16'59" 170.00" 36.44" S62'41'59"W 36.37"	C877 12"22"04" 110.00" 23.74"
[C24] 1018'06" 325.00' 58.43' N05'09"03"E _ [58.36'	C485 31'41'41" 400.00" 221.27" N89'06'04"W 218.46"	[C610 24"08"49" 80.00" 33.72" \$26"49"25"W 33.47"	[C751 5414'20" 188.00' 177.97' N50'37'45"W 171.40'	C878 14°20°15° 110.00° 27.53°
C25 104'25'56' 325.00' 25.14' N12'31'04 E 25.13'	C486 100 05 46 350.00 611.45 S54 54 02 E 536.61	C611 13574'07 110.00 259.63 N28'43'14 W 203.43	C752 63 24 00" [188.00" [208.03" NOB 11 25 E [197.58]	C879 2214'27" 50.00' 19.41'
COS 16"25"17" 550 DO" 157 64" N18"23"56"F 157 10"	C489 56'57'40" 100.00' 99.42' N3379'59'W 95.37'	C612 49:38:30 100:00 86:64 S71:31:02 F 83:96	C753 06'46'36" 188 00' 22 24' N43'16'43'E 22 22'	C880 20'35'11" 50 00' 17 96'
220 1000 1000 100 201 1000 2000 1000 2000	C401 78'18'46' 50.00' 40.13' \$43'30'36'5 10.38'	CELL 247'31'04" 50 00' 215 88' C00'36'41"W 83 20'	C754 15'41'54" 170 00' 46 58" C72'02'17"5 46 43"	CHRI 51.14.46. 100.00. 01.61.
CZ/ 19 19 33 Z39.00 38.76 NZI 33 49 C 39.60	0404 4070027 280.00 107.101 107.11 39.30	COLA 12:44:145 100 001 20 021 02:417:005th 20 20	0755 0143'70° 170.00' 04.00' 07.007' 07.00	CHES 1075, 100.00 83.51
C28 54'30'12" 134.00" 127.47" N00'33'27 E 122.72"	C494 40 20 07 280.00 197.12 NB6 34 43 E 193.07	COLT 17 44 34 100,00 30,97 574 47 20 W 30,84	C/33 21 43 30 170.00 64.46 533 19 33 £ 64.07	CODZ 1 1215 47 110.00 23.54
C30 61'21'31 10.00 10.71' N58'05'49"E 10.20'	C501 72'44'53" 545.00" 216.38" N17'41'10"E 214,96"	L015 13574'07" 70.00 165.22" N28'43'14"W 129.45"	C/56 29'04'26" 170.00" 86.26" \$27'55'37"E 85.34"	C883 1717'26" 425.00' 128.26'
C31 06'54'34" 111.00' 13.39' \$87'46'08"E 13.38'	C502 38 32 05 1311.00 174.65 NT2.57.19 W 73:255	1C616:124'08'49" (80.00": 33:72) N60'58'14'E 33.47 (80.00)	C757 U4:54:507 188.00 416.12 N49:07:24 E発記612	C884 07'08'37" 425.00" 52.99"
C32 9128'11 10:00' 15 98' 538'34'46'E 14 32'	C503 39:51'42' 78:00 54:27' \$12:17'30' E . 53.18' 52	Q617 24'08'49" 80,00" 33.724 S50'58'14'W 33.47' X	3/-C758 01:32'02" 700.00 18.74" H S89'51'37"E dl 18 74"	C885 1173'33" 880.00" 135 21"
C11 07:09'19" 334 00' 41 21' S03:34'40"W 41 68"	C504 2171'50 39:00 14343 SIR94'15 W 1 14 15 18	C618 85'08'A3 25'D0' 37.15V NRI'28'VA'F 33.83'A	C759 02 58 85 700 00 36 W 12 S87 W 18 F 1 18 W	C886 05'23'31' 680 00' 64 00'
014 00700000 15 00' 27 55' 04 500' 07 07 12 04	CSOS 1056531 8000 ANGEL MISSTANCE LA CAT	CR20 34-18,11, 184,00, 111 54, 240-10,10,m 1100 55,	C780 1874'18" 700 00' 222 82'12 \$76-50'52'C 1221 80'	C874 O61052 32000 3452
C34 90 00 00 15.00 23.56 545 00 - 0 W 21.21	0000 3130 33 00.00 PRINT HIZBLAN EN 44.03	Gros Inches 601 66-601 104-721 104-721 104-721	C761 001710 700 001 0 001 0 001	0900 0641/014 2000 26.95
C35 63'18'21" 15.00" 16.57" N58'20'49"W 15.74"	LOUB 11.76 19 JY.UU A.79 3; S02:36 27 W 7.77 8	CG23 105'48 52 56'50 104.54 N76'34'28'W 90.143	C/61 00'43 59 /00.00 8.89 1567'30'53'E 31 8.89'	C890 05'43'03" 420.00" 41.91"
C23 214952* 120.00* 45.72* 58.346*59* [45.45*	C507 66'23'34 153,00' 177.29 541'31'23 \tau 167.54'	Q828 103'30'01 15.00' [27.10' \$77'43'53'E 23.56	C/62 08'28'01" 700.00" 103144 1862'55'03 E 3 103.35	
C37 20"15'48" 144.00' 50.93' N10"07"53"E 50.66'	C508 13 10 25 39200 8 97 SA1 18 23 W 8.95 #	C6271:12"35"29" 150,007":32.96" \$19"41"08"E 32.90"	C763 04'08'08" 400.00" 28.87' N60'45'06 W 6 28.67'	
C39 201549 1400 50,93 N1070757 50.667 C39 313715 46.00 50,93 N1070757 55.0667 C39 444017 249.00 184.13 N39779 189.20 C40 774659 214.00 103.77 N005032 102.26 C41 147435 213.00 53.76 N255346 53.62	C476 2672.726 300.00 33.18 567.55.39° 159.96 C478 3971.48 23.3.00 77.66 3972.61'5.58 25.58 C478 3971.48 23.3.00 77.66 3972.61'9.38 770.27 C488 354.65'5 23.64.4 27.97 33.77.20 219.86 C488 50.65'5 23.64.4 27.97 33.77.20 219.86 C488 50.95'6 50.00 611.45 554.50° 219.46 C488 50.95'40 100.00 99.42 33.79.59° 99.3.7 C499 59.57.40 100.00 99.42 33.79.59° 99.3.7 C491 3518 46 60.00 611.45 554.50° 25.66 C491 3518 46 60.00 611.45 554.50° 25.66 C491 3518 46 60.00 611.45 554.50° 25.66 C590 37.97.50 33.87 33.87 33.87 C494 40.2007 28.000 197.12 388.34.43° 193.07 C500 37.97.50 33.80 144.5 33.79.79° 25.25 C500 37.97.50 33.80 144.5 33.79.79° 25.25 C500 27.97.50 33.00 144.5 36.34.13° 14.52 C500 27.97.50 33.00 144.5 36.34.13° 14.52 C500 27.97.50 35.00 37.79° 34.137.23° 47.52 C501 26.79.50 36.00 36.34 36.34.13° 47.52 C501 26.79.50 36.00 36.34 36.34.13° 47.52 C502 27.99.50 36.00 36.34 36.34.13° 47.52 C503 27.99.50 36.00 36.34 36.34.13° 47.52 C504 27.99.50 36.00 36.34 36.34.13° 47.52 C505 27.99.50 36.00 36.34 36.34.13° 47.52 C505 27.99.50 36.00 36.34 36.34.13° 37.77 C505 27.99.50 36.00 36.34 36.34.13° 37.77 C505 27.99.50 36.00 36.34 36.90.57° 37.50 C504 45.99.60 36.00 36.34 36.90.57° 37.77 C505 27.99.50 36.00 36.34 36.90.57° 37.77 C505 27.99.50 36.00 36.90 37.89 37.99 C504 45.99.60 36.50 37.89 37.99 37.99 C505 27.99.50 36.00 36.90 37.89 37.99 37.99 C505 27.99.50 36.00 36.90 37.89 37.99 37.99 C506 37.90 37.90 37.90 37.90 37.90 37.90 37.90 C507 27.90 37.90 37.90 37.90 37.90 37.90 37.90 C508 37.90 37.90 37.90 37.90 37.90 37.90	G628 45'34'23 50,00' (39.77' 509'23'47'W 38.75')	C764 0915'51" 400.00' 84.68' N67'27'06'W 1 64.61'	
C30 44'40'12" 249 00' 1941 1' N09"7"00"F 189 25"	C511 2777716 56 DO 27 OO N1 148 18 W 26 74	C829 271'08'46' 50'00' 236.62' \$76'36'36'W 70 00'	C765 12'40'55" 400 00' 88'54' WN78'25'29" W N 88 16' A	
0.39 44 40 12 245:00 144.13 W04 17 09 C 109.23	CS12 E8-26-60, 124-00, 168-43, 800-26-30-4, 160-06,	CH10 4514'21" 40'00' 10 77" N1510'75"W 19 77"	C766 0017/102 100 00' 6: 27' C8077/00'S 10 21'	
C40 77 46 59 214.00 103.77 NOU 50 52 E 102.76	C512 5525 50 171,00 105,45 300,05 59 W. 1159.00 5	6630 43 34 73 30 00 35.77 N30 10 33 W 36.734	C700 1 09 17 32 100 00 18.23 300 07 00 E 51 10.21 10	
C41 1479'35" 215.00" 53.76" N21"53"49"E 53.62"	C513 160353 528.00 143.48 N394637E\$ 147.00	0831 2207 55 190:00 13.39 52427 22 1 72.947	C787 47:59:53" 100:00 353:77 531:78 08 E 3] 81:34 E	
C43 28:33'35" 100.00' 49.85" N15'08'49"E 49.33"	C514 86'55'04" 20.00' 3034' N3132'51' W \$27.51' \$	0832 6519'40" 15,00' 17.10' N02'51'30"W 16.19' [b.	6788 92'39'33 100.00' 161.72' SI 8'51'35 W 2 144.66' 9	OFFICIAL REC
C44 18'44'45" 180.00' 52.61' N37'47'59"E 52.42"	C515 82'09'45" 25.00' 33'85' N63'44'45"E "132.86' "	0833, 167 23 45 50 00 146.08 N53 53 32 Way 99.40 14	11:C769 24:03:48-1-100.00-142.00 S77:13:16:W-1-41.69-14	HARICOPA COUNT
C41 1419 357 215.00 55.76 4275 3467 55.627 C43 2823 355 100.00 48.825 13508 49.74 59.76 C44 1844 457 180.00 55.261 83774 7597 55.427 C45 30474 55 225.00 118.27 8374 8374 8575 15.427 C46 0546 32 180.00 18.21 8374 3394 857 118.67 C47 323477 180.00 102.31 8333 958 1100.47 C49 30473 750.00 102.31 84277 375 1100.47 C49 30473 750.00 102.31 84277 375 1103.47	C516 06'7.5'44'/('305.00' 34.04) \$25'51'44'W 34:05"	C6346519'40" 45.0017.10" N75-04'25 18.19"	C776 3616 24-1150.00 4 -31.65 N57-37 16 P-41-31.43-13	BELEN PUT
C46 05'46'32" 180 00" 18 14" N32'38'53'E 18 14"	C517 22'31'49" 455 00' 178 92' N17'47'41 F 177 77'	C640 31'40'24" 680 00'1375 91' \$74'47'26"F 371 14"	C777 17'45'52" 50 00' 15 50' N84'38'23"E 15 44'	20130818856 09/1
C46 03 40 32 180.00 18.14 1932 18 33 E 10.14	0517 22 31 49 433.00 170.32 1417 47 41 C 177.77	CO40 514024 000.00 573.91 5744720	0777 1740 32 30.00 10.00 10.00 10.44	20130818856 09/1
C47 32'34'17" 180.00" 102.33" N31'39'56 L 100.95"	C518 10 48 08 39,00 7,35 NOI U7 44 E 7.34	CB41 B2 25 21 25.00 27.24 \$27.44 33 E 25.91	C778 282727 50.00 24.83 N251522 E 24.58	BOOK 1159
C48 04'17'44" 180.00' 13.49' N42'17'37'E 13.49'	C519 45'23'11 128.00 101.39 N26'57'55'W 98.76'	C642 141°51°22° 50.00° 123.79° N67°27°34°W 94.51°	C779 32'05'23" 53.50" 29.96" S81'30'27"E 29.57"	ELECTRONIC F
C49 30'47'33" 200.00' 107.49" N30'46'35 E 106.20"	C520 14'34'17" 39.00' 9.92' N56'56'39"W 9.89'	C643 08'08'53" 420.00' 59.73' N80'41'30"W 59.68'	C781 2616 32 53.50 24.53 N2315 50 E 24.32	
C50 32'34'17' 200.00' 113.70' N35'39'96' L 112.17' C51 11'34'42' 50.00' 10.10' N43'29'04' W 10.09' C52 06'36'59' 1700.11' 196.33' S05'12'08' E 196.22'	C521 38'36'06" 165.00" 111,16" S44'55'44"E 109.07"	C644 174'01'06" 80.00" 242.98" S0214'37"W 159.78"	C783 30'05'52" 53.50 28.10 S75'56'29"W 27.78"	
C51 11'34'42" 50.00' 10.10' N43'29'04"W 10.09'	C522 1775 48 80.00 24.10 S16 59 47 E 24.01	C645 0678'50" 170.00" 19.23" N86'00'44"E 19.22"	C784 11'03'58" 96.50' 18.64' \$32'22'34"E 18.61'	SIERRARESERVE270
CEO 08:18:50* 1700 11 105 11 COS-12'08*E 1188 22'	C523 28:30'01° 39:00' 19:40' N22:36'54'W 19:20'	C646 18705'15" 50.00' 33.24' N7870'53"W 12.63'	C785 1272'40" 83.50' 12.80' N32'58'50"W 12.72'	chagollaj
C52 00 30 39 1700.11 190.33 30372 00 E 190.22	0501 203001 3330 13.40 142.3034 11 13.70	00-10 30 00 00 00 00 00 00 00 00 00 00 00 00	C783 12 12 45 83.30 17.00 N37 30 35 W 17.77	• •
C53 06 09 18 1208.83 129.86 505 25 58 E 129.79	C324 43 30 32 30.00 40.07 N39 37 10 W 144.07	C647 289 25 22 50,00 233.12 N1330 46 W 71.07	C/80 24 09 04 83,30 33.20 N31 07 36 W 34.94	
C54 66'29'47' 125.00' 145.07 S1171'35 W [137.07]	C525 76'49'56" 101.00" 135.44" 543'57'28"E 125.52"	C648 55'19'19" 50,00" 48.28" N59'06'12"E 46.42"	C787 O715 09" 83.50" IO.57" S64 22 17"W 10.56"	
C55 05'25'29" 170.00" 16.10" S09'37'21"E 16.09"	C526 41'44'59" 161.00' 117.32' S67'01'05 W 114.74'	C649 03'29'42" 120.00' 7.32' S85'01'01"W 7.32'	C788 16 25 44 B3.50 23.94 N13 27 10 W 23.86	
CSS 833324 25 00' 36 31' N0242'52'W 33 20'	C527 47700'27" 98.00' 80.40' N69'38'49"F 78.17'	C650 71'55'12" 25.00' 31.38' \$60'46'14"F 29.36'	C/89 2019 32 83 50' 29 62' N31 49 49 W 29 47'	
057 13347 150 00' 00 04' C7070'37'W 07 16'	CS28 1676'08' 19 00' 11 55' C78'21'54"E 11 51'	C651 15'43'59' 520 00' 142 79' N32'40'37'W 142 14'	C/00 06'14'22" 01.50' 0.58' \$81'40'18'W 1.0.57'	
C57 374731 130.00 98.94 570.2837 W 97.16	C326 16 36 06 37.00 11.33 376 21 34 E 11.31	0001 10 40 30 1 520.00 1142.79 NO7 40 37 N 142.34	C790 06 34 22 83.30 9.36 363 40 36 W 9.37	
C314 15"55"40" 700.00" 194.59" \$12'46'09"W 193.97"	C529 04'46'31 165.00 13.75 145A22'16'06'W 13.75	C822414218.41, 1920'DO 978'24 1921/27.19 E \$1.28'25, 125-65	41:C7911(14:45:40: (1:83.50: (21.51~)/(\$7.300:38:W 21.45	
C407 18 52 19" 281.00" 92.55" S19 37 27 W 92.14"	C530 24'33'03" 80.00" 34.28" N86'55'53"W 4-34.02" 5	C653 274 08 40 30.00 238:62 \$49 11 45 Wi 70.00	C792 33:44'18" 116.50' (27.935 N72.79'57"C 27.87'	
C409 19'37'27" 479.00' 184.06' N19'14'52 E 163.26'	C531 16'04'22" 39.00" 10.94" N86'49'47 E 2 10.90"	[C654] 45 \$5 05" [\$0.00'] 40,07' N6 \$25 03"W; [39.01']	C793 DE71 34 116.50 117.00 S2752 43 E 16.98	
C410 22:35'43" 521.00' 205.46' N17'45'45 E 204.13'	C532 2274'57" 128.00" 49.71" S/2'00'33 EF 49.39" %	C655 15 38 52 480.00 131:09 N3338 04 W 1330.68	C/94 05:27:30" 120.00" 113.53" N76 52:20 W 13.52	
C411 6915'09" 150 00' 181 30' N2511'26"W 170 47'	C533 3243'23" 78.00' 44.55' S44'37/23"Rf 43.94' %	1 C656 71'55'12" (25.00" 31638" N11'08'58"6 (29.36' K	C795 08:35:39" 120 00' 120 09" S03:57'05"F 20 07'	
C411 0913 09 130.00 181.30 H23 120 W 170.13	CETA 23,12,13, 10 00, 12 10, Creative to 10 10,	C657 12772'30" 920 00" 26643" Bis 10'46"E 1014 08'N	C705 874 706	
C412 38 37 03 100.00 83.91 N11 30 39 W 02.83	C334 22 37 12 33.00 13.40 310 3100 Bt 13.50	0050 0000000 100 00 75 00 100 00 100 00 100 00 100 00	0707 (00 43.00 30.00 29.42) 337 19 03 E 25.00	
C413 534812 100.00 93.90 S0315 C6 L 90.49	C232 30 00 00 23.00 39.87 239 27/30 # 33.36	9 C030 20 30 07 130.00 22.10 NO3 41 02.W 124.90 123.04	C/97 312 11 59 20.00 10.05 /1 N60 16 36 W 10.63	
C414 80'31'41" 175.00" 245.96" S47'37'45 W 228.21	C536 331352 133350 77.48 N785334 W 76.35 S	PT C659 27'34'02 783.50 4017 N37'28'58'W 739.79 13	C798 S9-22 16 50.00 34.363 S79 57 57 W 33.69	
C415 39'52'07" 150.00" 104.38" S67'57'31"W_[102.28"]	C537 185'42'12" 50.00" 162(06" N24'50'15"8 99.88 3	1 C680 90'40'15" 5)6.50" 184,36" \$69'02'04"E [65.72"] }	C799 1218 44 50.00 10.741 S01 23 17 E 10.72	
C416 5818'44" 120.00" 122.13" N7710'50"E 116.93"	C53B 27'31'39" 236.50' 113.03' N81'48'41"W. 112.54'	C661 21'20'01" (83.50" 31'09' 57677'49"W (30.91" 4	(\$600 \$2.59'57, \$0.00' 28.80'; \$24'02'38'E 28.40'	
C417 49'01'40" 141,00" 120.65" N50'08'31"W 117.01"	C539 86'50'17" 25.00' 37.89' S52'00'22'E', 34.37' &	4;C662 26'58'26" 80.00" 2364" N79'32'58"W 123.32"	(C801 02:51'57" 520.00" 26.012 N26'14'37"W 26.01"	
CA18 130 38 20 56 00 128 01 N39 51 29 F 101 00	C540 8410'59" 185.00" 271.82" N50'47'43'W 1248 02" .8	C663 26'56'26" \$0.00 23.54' N55'26'48'W 123 32'	CB02 08:27'24" B0 00' 7.38'() \$35'40'15"W 7.37'	
0410 40/01/40* 141 00* 120 66* PEO/08*11*E 117.00*	C641 03'51'18" 135 00' 221 23' N90'20'10'W 1-07 20' -	CBS4 0296/15" 1290 00" 38 50" CB7:30'53"C	Cent 12:47:10" 180 00" 130 00" 57970"51"5 10 10"	
0-19 -9 01-0 1-1.00 120.60 50008 31 C 117.01	02-1 33 33 30 10 100 00 120 00 120 120 120 120 120 1	200 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22.38 32.38 32.38 32.38 32.38 32.38	
C420 130 38 20 36.00 128.01 539 31 29 W 101.90	G512 0000'00" 05 00' 10 00 10	COGG, DO 45 17 B3.50 81-53.30 1823-30-30 WEL-32.65 H		
C421 68'47'43" 80.00" 96.06" N46'35'05 W 90.39"	C043 88 26 00 25.00 38.59 N/6 04 14 E 34.87	C000 1143 31 07 50,00 125,24 576 59 52 E 94,98	C805 3717 79" 50.00 37.47 N62'42'57'W 31.90	
C422 31'27'09" 150.00' 82.34' \$76'36'38"C B1.31'	C544 90'00'00" 25.00" 39.27" \$47'53'13"E 35.36"	C667 36'45'17" 83.50" 53.58" S49'37'13"W 52.65"	C806 23'32'24 25.00' 10.27' \$08'18'05'E 10.20'	
C423 75'26'27" 80.00' [105.34' \$43'15'44"£. 97.89']	C545 61"11"42" 25.00" 26.70" \$27"42"38"W 25.45"	C668 26"58"25" 50.00" 23.54" S81"29"04"W 23.32"	C807 38'52'57" 25.00' 16.97' \$39'30'45 E 16.64'	
C424 55'20'34" 100.00' 96.59' S3312'47"E 92.88'	C546 68'53'59" 25.00' 30.06' 539'10'43"W 28.28'	[C669 05'09'11" 720.00' 64.75' S87'36'18"E 64.73'	C812 32'48'18 50.00' 28.63 S68'02'49'E 28.24'	
C425 27'38'46" 150.00' 72 38' N81'43'07"W 71 68'	C547 40'34'32" 280.00' 198.29" N86'05'01"W 194 17'	C670 26'58'26" 50.00' 23.54' N/6'41'41'W 23.32'	CB13 19'46'39' 50.00' 17.26' S19'55'01'W 17 17	
C426 93'53'38" 150 00' 262 20' M52'20'10'W 233 83'	C549 19705'33" 250.00' 83.16" N77'78'37"F 89 78"	C671 36"21"54" 83.50" 53.00" N45"01"11"W 52.11"	CB14 11'28'43" 190 00' 38.06' \$20'46'58*E 39.00'	
C422 417.232 440.00, 313.00, 630.43,03,0 12.000,	C550 18877'03" 50.00' 184 31' N2671'41"W 100 74'	C672 0235'52" 06 50' 155 40' C7250'31"C 120 14"	CB12 10/30/13 100 00, 19 31, 214 214 00 E 19900	
0-27 -17722 140,00 (377,08) 5784727 C (310,28)	OSE 5 5430127 100 001 05 101 101 101 101 101 101 101	0078 36 (3.02 30.00 100.40 372 30.31 E 139.14	CONT. 1780 175 FO CO. 18 CO. 1	
C428 34 44 27 702.00 425.65 S75 30 59 E 419.16	C331 34/32 27 100:00 193:19 N86/36/01'E 191:64"	CO73 69 ZO U3 53.5U 63.51 N/4723 25 W 75.79	Colo 3/79 3/ 50.00 32.57 53812 50 E 32.00	*
C429 26'37'32" 300.00" 139.41" S44'50'00"E 138.16"	C552 40'34'32" 320.00' 226.62' N86'05'01"W 221.91'	C674 [247'52'44" 50.00" [216.32" N26'23'14"E 82.96"	C817 26'32'04" 50.00' 23.16' \$37'27'26"W 22.95'	
C430 24 26 03" 450.00' 191.91' N43 44 16"W 190.45"	C553 68'53'59" 25.00' 30.06' \$71'55'18"E 28.28'	C675 133°57'14" 53.50" 125.08" N30°34'31"W 98.48"	C818 27'57'11" 50.00' 24.39' S64'42'03"W 24.15'	
C431 13574'02' 90.00' 212.43' N28'43'14"W 188.44"	C554 92'08'07" 25.00' 40.20' S01'37'35"F 36.01'	C680 26'23'28" 280 00' 128 97' S61'58' 19"F 1:27 97'	CRIR 3671'56" 50.00" VI 59" NRVI V23"W U 07"	
04.0 1930'16" 100.00" 31.00" CONICTO'S 31.00"	CSES 20042/36* 220 00' 110 24' NIZONE'13*E 100 00'	C681 8616'42" 230.00' 346.34' C0004'44'W 214.54'	0000 300030 0000 31.37 1031323 31.07	
C432 10/19/16 100:00 31:98 S87/10/39 E 31:84	COSS 20 42 35 220.00 110.21 NSU US 11 E 109.09	COOL 00 10 42 X3U.0U 340.34 388 U4 44 W 314.54	CRZU 36 35 35 50.00 33.97 N45'39 38 W 33.32	
C433 20'27'30" 250.00' 89.27' N21'37'29"E 88.79'	C556 53'06'35" 150.00" 139.04" \$42'17'11"W 134.12"	C689 41'32'20" 316.50' 229.46' \$24'10'13"W 224.47"	C821 22'31'10" 50.00' 19.65' N14'56'18"W 19.53'	
C434 36'33'20" 360.00' 229.69' S29'40'25"W 225.81'	C557 4312'19" 370.00' 279.01' N4714'19"E 272.44'	C890 4672'42" 183.50' 148.00' N26'30'24"E 144.02'	CB22 35'51'40' 50.00' 31.29 N14'15'09 E 30.79'	
C435 27"26"48" 200.00' 95.81' N32"26"58"E 94.89'	C558 123'28'44" 112.00' 241.37' S87'72'31"W 197.30'	C691 11'37'17" 100.00' 20.28' N55'25'23"E 20.75'	C823 11'01'00" 50.00' 9.51' \$26'40'29"W 9.60'	
CA36 201619 340 00 120 30 M37 4856 F 110 67	C559 27'57'25" 105.00" 51.23" N16"54'24"W 50.73"	C692 45'30'45" 280'00' (206.53" NR3'59'24"F 20114"	C824 34'33'23" 50.00" 30.16" S03'53'17"W 20.70"	
0130 2010 13 370.00 120.30 N3/ 40 33 E 118.0/	CECO 12706 10 200 00 46 FO CONTOURS (2 10)	0001 314141 400 00 0 10 10 10 10 10 10 10 10 10 10 10	CODE 1490'00' 00 00' 14 00' 00 00 00' 00'	
C437 1574 59 100.00 26.62 N20'03'17 E 26.54'	C560 12'08 38 220.00 46.50' \$08'59'01'E 46.42'	Control Cont	C025 1476'55" 56.50" 14.08" \$57'39'34"W 14.05"	
C439 19"10"06" 125.00" 41.82" N12"28"16"W 41.62"	C561 48'09'17" 38.00' 31.94' N09'02'18"E 31.01'	C694 96'31'38" [330.00' [555.96' \$56'41'05"E 492.50'	C829 05'40'01" 116.50' 11.52' N11'15'17"W 11.52'	
C441 13418'05 80.00 187.52 N19'05'07"E 147.44"	C562 277'31'43" 50.00' 242.19' N74'21'06"E 65.92'	C695 43'31'44" 116.50' 88.51' N30'11'08'W 86,.19'	029 054001 116.60 1152 4111517W 11.52 0250 405851 50.00 35.70 5142157E 35.01 0251 085953 300.00 36.84 N810852E 35.02 0253 085940 80.00 11.39 N84411W 11.39 0253 085940 80.00 11.39 N84411W 11.39 0253 085940 80.00 11.39 S885918W 22.81	
C442 40'34'32" 300 00' 212 45' N86'05'01 W 208 04'	C563 49'52'18" 38.00' 33.08' \$39'28'37"F 32.04'	C696 53'12'52" 45.50' 42.26' \$25'20'34"E 40.76'	C831 06'59'53" 300 00" 36.64" N61'08'52"E 36.62"	
0447 40'46'16' 146 00' 149 74' COOMO'31'S 445 00'	CEE 11.120,40, 180 00, 36 48, COB.41.00, 36 43,	C607 (1607) 4 60 00 158 60 57173 44 W 05 07	C031 0070 00 00 00 00 10 10 00 32 2 30.02	
C++3 40 40 30 140.00 118.34 S8970 33 L 115.08	1 30 40 100.00 30.48 S08.44.05 E 36.42	COST 210 U/14 SU.OU 100.00 5/37214 W 95.07	CG33 08 09 40 80.00 11.39 N/8'44'11 W 11.39'	
C444 28:42:35" 200.00' 100.22" N30'05'11"E 99.17"	C565 27'57'25" 145.00" 70.75" N16'54'24"W /0.05"	C698 31'07'38" 114,50" 52.20" \$50'25'12"E 61,44"	[C834 16 23 23	
C445 53'06'35" 170.00" 157.58" \$42'17'11 W 152.00	C566 123 28 44 152.00 327.58 S87 22 31 W 267.76	C699 58'37'21" 80.00" 81.85 N36'40'20"W 78.33"	C835 05'46'54" 133.50' 13.47' N65'12'06"W 13.47'	
C446 22 38 05 400.00 157 79 522 08 28 C 156 77	C567 43'06'32" 330.00' 248.29' N47'11'25"E 242.47'	C700 97'35'15" 370.00 630.19" S56'09'17"E 556 73"	C836 17 22 42" 50.00" 15.17 N36 26 23 E 15 11"	
C447 43'12'10" 350 00' 26 1 0 5' N4774'10"F 267 72"	C568 82'36'21' 25 00' 36 04' \$89'57'08'E 13 00'	C701 31'41'41" 380 00' 210 21' N89'06'04 W 207 64'	C837 33-51'20" 50.00' 29.54' \$10'49'22"# 20.12'	
CAN 1212044 172 00 203.93 N47 14 18 C 1737.72	CSC0 0057'41 380.00' 50.41' C0400'075 50.33'	C702 40'05'51" 300 00' 257 02' 1029 45'51'C 246 0-1	CR10 147051037 50 001 10 701 50000010075 10 001	
C448 123 28 44 132.00 284.48 587 22 31 W 232.53	0570 4330002 100 00 75 001	0702 49 00 01 300.00 (207.07 M8211 5) E (249.28)	COST 14 US 23 SUUU 12.30 SBUSB U9 E 12.26	
C449 27'57'25" 125.00" 80.99" N16'54'24"W 60.39"	C570 43'32'26" 100.00" 75 99" S02'04'57"W 74.18"	C/U3 12"24"05" 150.00" 32.47" N51"26"53"E 32.40"	C635 0946 54 133.50 13.47 M957206 W 13.47 C638 172247 50.00 15.17 M3576727 15 15.17 C638 7327247 50.00 19.54 75.04 75.27 15.18	
C450 12'44'19" 200.00' 44.47' S09'17'51'E 44.37'	C571 253 07 35 50.00 220.89 S7717 22 W 80.32	C704 37'36'30" 296.50' 194.62" N26'26'35"E 191.14"	C845 03'18'14" 220.00' 12.69' N17'73'01"E 12.68'	
C451 34'38'11" 150.00' 90.68' N49'10'19"E 89.30'	C572 32'48'46" 100.00" 57.27 N32'52'02 W 56.49"	C705 25'41'47" 193.50" 86.78" 520'29'14"W 86.06"	C846 0973'14" 150.00' 24.14" \$20"20"31"W 24.11"	
C452 11128'05" 188 00" 431 30" NIATIO"11"W 342 78"	0022 (2000) of 001 00 001 00 001	C706 82'09'22" 190 00' 272 44" NR9'51' 36"W 240 60"		
[C432 [131 20 03 [160.00 [431.30 [1814 03 11 17 [342/0]				
	C573 1305 48 120.00 96.00 523 00 33 E 95.80	0.00 05.02 100.00 1443.40 50 50 11 513.03		
C453 54'04'53" 150.00" 141.58' S50'42'28"F. 136.39"	C574 7418'46 25.00 32.43 NO7'35'55'F 30.20'	C707 26°23'28" 320.00' 147.40" S61'58'39"E 146.10"		
CSD 32/34/17 200.00 113/07 N3/13/95/6* 112.17	CS29 0.469.1 95.00 11.55 S782154°C 11.51 CS29 0.469.1 165.00 17.75 17.75 17.75 18.75 18.00 18.00 17.75 17.75 17.75 18.75 18.00 18.00 17.75 17.75 17.75 18.00 18.00 18.75 17.75 17.75 17.75 17.75 18.00 18.75 17.75	C691 113717 100 001 20.28 185275237 20.75		

	CURVE TABLE					
CURVE						
C848	27'32'10	50,00"	24.03	S19 70 52 W	23.80	
C849	12'33'36"	50.00*	10.96	N60'47'51 E	10.94	
C850	17"18"21"	50.00	15.10	N55'45'35"W	15.04	
C851	10'41'48"	145.00	27.07	N25'32'13"W	27.03	
C852	09'04'29"	152.00	24.07	N3575'21"W	24.05	
C853	14'42'03"	152.00	39.00	N47"18"37"W	38.89	
C855	10.51,55	152.00	27,48	S41'08'35"W	27.44	
C856	10'19'41"	152.00	27.40	S34'41'41'W	27.37	
C858	21'51'38"	50.00	19.08	N61'37'52"W	18.96	
C859	23 03 43	50.00	20.15	N84700'33"W	19.99	
C860	28'24'51"	50.00	24.80	N707510E	24.54	
C861	10'46'45"	50.00	9.41	N50'39'22 E	9.39	
C863	05'13'33"	420.00	38.31	N19'04'25"W	38.29	
C864	23'47'11"	180.00	74.73	\$2815'09"W	74.19	
C868	13'28'41	360.00	84.69	N31'43'29"E	84,49	
C869	23'04'26"	50.00	20.14	N21*02'38*W	20.00	
C870	21'27'53"	50.00'	18.73	S40'11'29"W	18.62	
C871	21 21 03	50,00	18.63	S18'47'01"W	18.52	
C872	2770'57*	50.00	23.72	S05'28'59 E	23.50	
C873	07'07'05"	320.00	39.75	N44"23"32"E	39.73	
C874	0610'52"	320.00	34.52	N37'44'34 E	34.50	
C876	14"05'57"	110 00'	27.07	N62'35'00"W	27.00	
C877	12'22'04"	110,00	23.74	N75'49'00'W	23.70	
C878	14'20'15"	110.00	27.53	N891010 W	27.45	
C879	22'14'27"	50.00	19.41	N57'19'01"W	19.29	
C880	20'35'11"	50.00	17.96	540'03'54 W	17.87	
C881	53 34 46	100.00	93.51	N31'31'06 E	90.14	
C882	1215 47	110.00	23.54	N49'24'08"W	23.50	
C863	171726	425.00	128.26	N40'09'58'W	127.77	
C884	07'08'37"	425.00	52.99"	N52'22'59"W	52.95	
C885	1173'33"	660.00	135.21	\$70'02'33"E	134.99	
C886	057333	680.00	64.00	S61'39'00 E	63.97	
C887	61'46'11"	25.00	26.95	N72 79 51 E	25.67	
C890	05'43'03"	420.00	41.91	S76 06 45 E	41.89	

RECORDS OF OUNTY RECORDER PURCELL 09/11/2013 12:47 59 PAGE 45 IC RECORDING

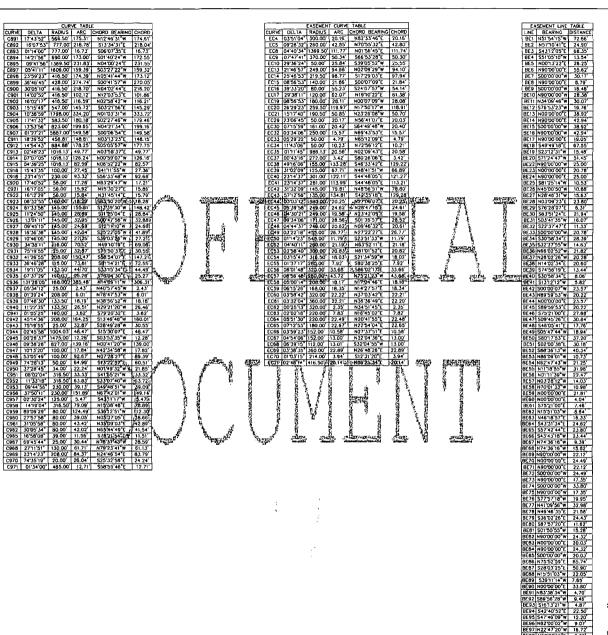
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SIERRA RESERVE FINAL PLAT

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SIERRA RESERVE



BE95 S47'46'09'W 12.20' BE96 N62'00'02'W 9.07' BE97 N22'47'20'W 15.72' BE98 N58'30'15'E 9.69' BE99 N00'00'00'E 29.13'

OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER RELEN PURCELL 20130818856 09/11/2013 12:47 BOOK 1159 PAGE 45 ELECTRONIC RECORDING

SIERRARESERVE27010-15-1-1-Hchagollaj

RESERVE FINAL PLAT SIERRA

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Phone: (602) 336-6500 Fex: (502) 336-6580 SIERRA RESERVE

CAD TECHNICIAN SCALE DH/COE NIS DATE: 6-10-13 JOB MUNISCR 113787

339-12-4

SHEET 13 OF 15

