

FROM THE OFFICE OF

CHARLES O. GEORGI COMPANY

2215 West County Road B

Saint Paul, Minnesota 55113

REGISTERED CIVIL ENGINEER AND LAND SURVEYOR

**Certificate
of Survey**

SHEET NO. 2

Subject to signing final plat.

I Hereby Certify that this plat shows a survey made by me of the property described on this plat, and that the corners are correctly placed as shown, and that all locations have been correctly shown.

Surveyed For Port AuthorityDate May 1928Scale (1" = 200' of attached DWG)

By

Charles O. Georgi
REGISTERED LAND SURVEYOR

Description:

All that part of Lots 3 thru 12, Block 5 and the adjoining vacated alley;
All that part of Lots 2 thru 7, Block 6 and the adjoining vacated alley;
All that part of Lots 7 and 8, Block 25
All that part of Lots 7 thru 12, Block 26;
All that part of Lots 1 thru 12, Block 27 and the adjoining vacated alley;
All that part of Lots 1 thru 12, Block 28 and the adjoining vacated alley;
All that part of Lots 3 and 4, Block 29;
All that part of vacated Rutland St., Texas St., Kentucky St. and Tennessee St.
All in Dunwell and Spencer's Addition to Brooklyn; and
lying within the following described lines:

commencing at a point 50 feet Westerly at right angles from the center line of the Chicago, Rock Island and Pacific Railway and 55 feet Northerly at right angles from the center line of Fillmore Ave. (formerly Airport Road) as built, thence Northerly parallel to said Railway along a curve, $\Delta = 14^\circ 47' 40''$ to the left, $R = 1470.03$ feet, for an arc distance of 379.58 feet to end of curve, thence Northerly tangential to said curve a distance of 86.40 feet to the point of beginning of the parcel of land herein described, thence continuing Northerly along the aforesaid line extended a distance of 418.38 feet, thence Westerly at right angles a distance of 28.0 feet to a point of curve for a Cul-de-sac on the Southerly end of Alabama St., thence Westerly, Northerly and Easterly along the Cul-de-sac Curve, $\Delta = 177^\circ 37' 32''$ to the right, $R = 60$ feet, for an arc distance of 186.01 feet to its intersection with a second curve that is parallel to and 78 feet Westerly at right angles to the center line of said Railway, thence NW'ly by a deflection angle of $92^\circ 38' 26''$ to the left from tangents to said curves along said second curve, $\Delta = 28^\circ 58' 04''$ to the left, $R = 685.94$ feet for an arc distance of 346.82 feet, thence SW'ly by a deflection angle of $95^\circ 43' 50''$ to the left along the SE'ly line of the lands leased to McMillian Mfg. Co. for a distance of 659.23 feet, thence SE'ly at right angles to the tangent of the curved NE'ly line of Fillmore Ave., $\Delta = 18^\circ 23' 28''$ to the right, $R = 1255.0$ feet, for an arc distance of 402.84 feet to end of Curve, thence SE'ly tangential to said curve a distance of 133.59 feet along Fillmore Ave. to a point,

thence NE'ly by a deflection angle of $70^\circ 11' 32''$ to the left from curve tangent for a distance of 117.71 feet, thence Easterly by a deflection angle of $7^\circ 30' 05''$ to the right a distance of 284.08 feet to the point of beginning.

Contains: 366,700 Sq. Ft., more or less

Surveyors Note: * The centerline of Fillmore Ave as built is also called Line F in description of parcels to the South.

Above description recites McMillian property inasmuch as its description commenced at Alabama and State Sts. However, parcel or lots were monumented to assure no overlap or gap between parcels.