

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**

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. *only corners as shown placed.*

*Revised
see cut Dec 1968*

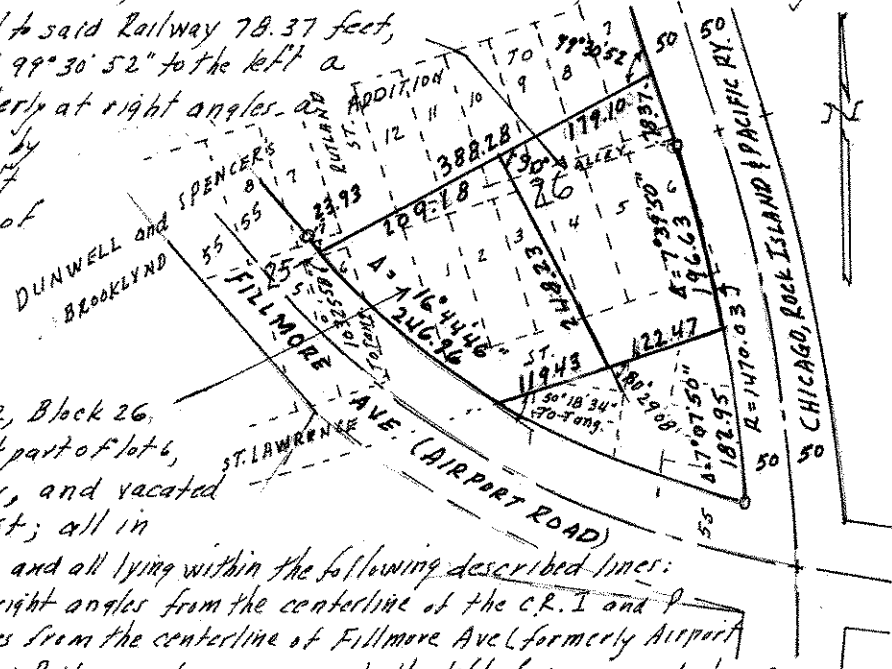
Surveyed For PORT AUTHORITYDate April 1968Scale 1" = 200'By Charles O. Georgi
REGISTERED LAND SURVEYOR**Description:**

All that part of Lots 3, 4, 5, 6, 7, 8, 9 and 10, Block 26, Dunwell and Spencers Addition to Brooklyn, the adjoining vacated alley, and Vacated St. Lawrence St.;

all lying within the following described lines:

commencing at a point 50 feet Westerly at right angles from the centerline of the C.R. 1 and P. Railway and 55 feet Northerly at right angles from the centerline of Fillmore Ave (formerly Airport Road) as built, thence Northerly parallel to said Railway along a curve to the left for an arc distance of 182.95 feet, $R=1470.03$ feet and $A=7^{\circ}07'50''$ to the point of beginning of the parcel herewith described, thence continuing parallel to said Railway along a curve to the left for an arc distance of 196.63 feet to end of curve, $R=1470.03$, and $A=7^{\circ}39'50''$, thence Northerly along a tangent to said curve and parallel to said Railway 78.37 feet, thence Southwesterly by a deflection angle of $99^{\circ}30'52''$ to the left a distance of 179.10 feet, thence Southeasterly at right angles a distance of 248.23 feet, thence Easterly by a deflection angle of $80^{\circ}29'08''$ to the left a distance of 122.47 feet to the point of beginning

Contains 39,980 Sq. Ft. more or less

**Description**

All that part of lots 1, 2, 3, 10, 11 and 12, Block 26, and the adjoining vacated alley, all that part of lot 6, Block 25 and the adjoining vacated alley, and vacated St. Lawrence St. and vacated Rutland St.;

all in Dunwell and Spencers Addition to Brooklyn, and all lying within the following described lines:

commencing at a point 50 feet Westerly at right angles from the centerline of the C.R. 1 and P. Railway and 55 feet Northerly at right angles from the centerline of Fillmore Ave (formerly Airport Road) as built, thence Northerly parallel to said Railway along a curve to the left for an arc distance of 182.95 feet, $R=1470.03$ feet and $A=7^{\circ}07'50''$, thence continuing parallel to said Railway along a curve to the left for an arc distance of 196.63 feet to end of curve, $R=1470.03$ feet and $A=7^{\circ}39'50''$, thence Northerly along a tangent to said curve and parallel to said Railway 78.37 feet, thence Southwesterly by a deflection angle of $99^{\circ}30'52''$ to the left a distance of 179.10 feet to the point of beginning of the parcel herewith described, thence continuing Southwesterly along the aforesaid line extended a distance of 209.18 feet to a point on the Northeastly curved line of said Fillmore Ave. as widened to 110 feet, thence Southeasterly by a deflection angle of $103^{\circ}25'58''$ to the left to the tangent of curve with an arc distance of 246.96 feet, $R=844.98$ feet and $A=16^{\circ}44'46''$ to the left along said Fillmore Ave., thence Easterly by a deflection angle of $50^{\circ}18'34''$ to the left from tangent of said curve for a distance of 119.43 feet, thence Northwesterly by a deflection angle of $99^{\circ}30'52''$ to the left 248.23 feet to the point of beginning

contains 40,000 Sq. Ft. more or less.