

EXHIBIT A

Tract 1. ALL of Tract A described below:

TRACT A. That part of FIRST SUBDIVISION OF DULUTH PROPER SECOND DIVISION, described as follows: From the point of intersection of the SE line of Michigan Street with the West line of 25th Avenue West run South 48 degrees 49 minutes 38 seconds East (assumed bearing) along the SE'ly extension of the SW'ly line of said 25th Avenue West 670.27 feet; thence N'ly and E'ly along a curve to the left with a long chord of 53.41 feet bearing North 27 degrees 37 minutes 10 seconds East, a radius of 1878.86 feet and a central angle of 01 degrees 37 minutes 44 seconds, an arc distance of 53.42 feet along the right of way line of Trunk Highway No. 35; thence North 28 degrees 58 minutes 37 seconds West along said highway right of way line a distance of 59.63 feet; thence N'ly and E'ly along a curve to the left with a long chord of 110.17 feet bearing North 24 degrees 01 minutes 48 seconds East, a radius of 1829.86 feet and a central angle of 03 degrees 27 minutes 00 seconds, an arc distance of 110.18 feet along said highway right of way line; thence North 53 degrees 11 minutes 10 seconds East along said highway right of way line a distance of 57.74 feet; thence North 21 degrees 48 minutes 05 seconds East along said highway right of way line a distance of 42.05 feet to the point of beginning of Tract A to be described; thence North 20 degrees 07 minutes 10 seconds West along said highway right of way line a distance of 79.7 feet; thence N'ly and W'ly along a curve to the right with a long chord of 76.58 feet bearing North 16 degrees 44 minutes 15 seconds West, a radius of 649.12 feet and a central angle of 06 degrees 45 minutes 49 seconds, an arc distance of 76.63 feet along said highway right of way line; thence South 76 degrees 38 minutes 39 seconds West along said highway right of way line a distance of 12.5 feet; thence North 31 degrees 11 minutes 06 seconds West along said highway right of way line a distance of 44.63 feet; thence North 00 degrees 08 minutes 52 seconds East along said highway right of way line a distance of 105.86 feet; thence North 06 degrees 28 minutes 57 seconds East along said highway right of way line a distance of 104.33 feet; thence N'ly and E'ly along a curve to the right with a long chord of 103.82 feet bearing North 12 degrees 44 minutes 39 seconds East, a radius of 661.62 feet and a central angle of 09 degrees 00 minutes 00 seconds, an arc distance of 103.93 feet along said highway right of way line; thence North 72 degrees 45 minutes 21 seconds West 70.46 feet; thence North 41 degrees 10 minutes 22 seconds East 305.69 feet on a line parallel with and 140 feet SE'ly of the SE'ly line of Michigan Street to an intersection with a line run parallel with and distant 25 feet SE'ly from the center line of the Soo Line Railroad Company--formerly the Wisconsin Central Railway Company as the same was on May 12, 1909, surveyed, staked out and located; thence North 61 degrees 35 minutes 22 seconds East 24.2 feet along the SE'ly right of way line of the Soo Line Railroad Company; thence deflect to the left on a tangential curve, concave to the NW, having a radius of 979.93 feet and a delta angle of 20 degrees 25 minutes 00 seconds for a distance of 349.19

feet; thence South 48 degrees 49 minutes 38 seconds East a distance of 6.11 feet; thence South 44 degrees 08 minutes 50 seconds West a distance of 342 feet; thence deflect to the left on a tangential curve concave to the East, having a radius of 611.62 feet and a delta angle of 53 degrees 54 minutes 12 seconds for a distance of 575.4 feet; thence South 80 degrees 14 minutes 38 seconds West a distance of 12.5 feet; thence Sly on a non-tangential curve concave to the East, having a radius of 624.12 feet, delta angle of 10 degrees 21 minutes 48 seconds and a chord bearing of South 14 degrees 56 minutes 16 seconds East, for a distance of 112.89 feet; thence South 20 degrees 07 minutes 10 seconds East a distance of 51.86 feet thence South 21 degrees 48 minutes 05 seconds West a distance of 37.42 feet to the point of beginning.

EXCEPT:

That part of FIRST SUBDIVISION OF DULUTH PROPER SECOND DIVISION, described as follows: From the point of intersection of the SE line of Michigan Street with the West line of 25th Avenue West run South 48 degrees 49 minutes 38 seconds East (assumed bearing) along the SE'ly extension of the SW'ly line of said 25th Avenue West 670.27 feet; thence N'ly and E'ly along a curve to the left with a long chord of 53.41 feet bearing North 27 degrees 37 minutes 10 seconds East, a radius of 1878.86 feet and a central angle of 01 degrees 37 minutes 44 seconds, an arc distance of 53.42 feet along the right of way line of Trunk Highway No. 35; thence North 28 degrees 58 minutes 37 seconds West along said highway right of way line a distance of 59.63 feet; thence N'ly and E'ly along a curve to the left with a long chord of 110.17 feet bearing North 24 degrees 01 minutes 48 seconds East, a radius of 1829.86 feet and a central angle of 03 degrees 27 minutes 00 seconds, an arc distance of 110.18 feet along said highway right of way line; thence North 53 degrees 11 minutes 10 seconds East along said highway right of way line a distance of 57.74 feet; thence North 21 degrees 48 minutes 05 seconds East along said highway right of way line a distance of 42.05 feet; thence North 20 degrees 07 minutes 10 seconds West along said highway right of way line a distance of 79.7 feet; thence N'ly and W'ly along a curve to the right with a long chord of 76.58 feet bearing North 16 degrees 44 minutes 15 seconds West, a radius of 649.12 feet and a central angle of 06 degrees 45 minutes 49 seconds, an arc distance of 76.63 feet along said highway right of way line; thence South 76 degrees 38 minutes 39 seconds West along said highway right of way line a distance of 12.5 feet; thence North 31 degrees 11 minutes 06 seconds West along said highway right of way line a distance of 44.63 feet; thence North 00 degrees 08 minutes 52 seconds East along said highway right of way line a distance of 105.86 feet; thence North 06 degrees 28 minutes 57 seconds East along said highway right of way line a distance of 104.33 feet; thence N'ly and E'ly along a curve to the right with a long chord of 103.82 feet bearing North 12 degrees 44 minutes 39 seconds east, a radius of

661.62 feet and a central angle of 09 degrees 00 minutes 00 seconds, an arc distance of 103.93 feet along said highway right of way line; thence North 72 degrees 45 minutes 21 seconds West 59.52 feet to the point of beginning of the parcel to be described; thence continuing North 72 degrees 45 minutes 21 seconds West 10.94 feet; thence North 41 degrees 10 minutes 22 seconds East 305.69 feet on a line parallel with and 140 feet SE'ly of the SE'ly line of Michigan Street to an intersection with a line run parallel with and distant 25 feet SE'ly from the center line of the Soo Line Railroad Company--formerly the Wisconsin Central Railway Company--as the same was on May 12, 1909, surveyed, staked out and located; thence North 61 degrees 35 minutes 22 seconds East 24.2 feet along the SE'ly right of way line of the Soo Line Railroad Company; thence deflect to the left on a tangential curve, concave to the NW, having a radius of 979.93 feet and a delta angle of 00 degrees 15 minutes 44 seconds for a distance of 4.49 feet; thence South 41 degrees 10 minutes 22 seconds West on a line parallel with and 150 feet SE'ly of the SE'ly line of Michigan Street 328.14 feet to the point of beginning and there terminating; the title thereto being registered as evidenced by Certificate of Title No. 304439.0;

which lies within Tracts 2 and 3 described below

Tract 2. All that part of what was formerly platted as Lots 357, 359, 361, 363, and 365, Block 13, Duluth Proper, Second Division, according to the plat thereof on file and of record in the office of the County Recorder in and for St. Louis County, Minnesota, including the southeast one-half of the vacated alley running between the even numbered lots in Block 13, enclosed by the four boundary lines hereinafter described to-wit;

1. The centerline of said vacated alley.
2. The northwest line of the Interstate Highway 35 right of way.
3. The extended northeast line of said Lot 357, extended southeast to the said Interstate Highway 35 right of way and
4. The extended southwest line of said Lot 365, extended southeast to the said Interstate Highway 35 right of way;

Tract 3. Those portions of land in First Sub-Division of Duluth Proper Second Division, according to the plat thereof on file and of record in the office of the County Recorder in and for St. Louis County, Minnesota, described as follows: Beginning at a point which is on the northeast line of what was formerly platted as Lot 368, Block 13, Duluth Proper, Second Division, which point is 134 feet southeast, along the northeast line of said Lot 368, which point is 121 feet southeast, along the southwest line of said Lot 368, from the west corner of said Lot; thence run at right angles to the southwest line of Lot 368, 33 feet to the centerline of vacated 23rd Avenue West; thence southeast along said centerline to the point at which said centerline intersects the northwest line of the Interstate Highway 35 right of way;

thence run northeast along said northwest line of the said Interstate 35 right of way to a point where said line intersects the northeast line of said Lot 368, Block 13 extended to the southeast; thence northwest along said extended northeast line of said Lot 368 to the point of beginning, and there terminate.