

FRIDLEY PARK OF COMMERCE

City of Fridley
County of Anoka
Sec. 22, T30, R24

KNOW ALL PERSONS BY THESE PRESENTS: That Industrial Equities-River Road, LLC, a Minnesota limited liability company, owner of the following described property:

1. All that part of Section Twenty-two (22), Township Thirty (30), Range Twenty-four (24), Anoka County, Minnesota, described as follows: Commencing at a point, marked by Judicial Landmark on the South line of said Section and distant 365 feet West of, measured at a right angle to the center line of the main track of Great Northern Railway Company, running in a Northerly and Southerly direction through said Section; thence Northerly parallel with and distant 365 feet West of measured at a right angle to said center line of said main track, 4,574.75 feet to a point marked by Judicial Landmark; thence Northeasterly 714 feet to a point, marked by Judicial Landmark, on the North line of said Section Twenty-two (22), and distant 255 feet West of, measured along said North section line, the said center line of said main track, thence West on said North section line 328.35 feet to the point of intersection, marked by Judicial Landmark, with the Easterly line of right of way of Anoka County Highway No. 1, as laid out and established in a Northerly and Southerly direction through said Section; thence Southerly along said Highway right of way to the point of intersection, marked by a Judicial Landmark, with the South section line of said Section Twenty-two (22), thence East along said section line 1,792.9 feet to the point of beginning. EXCEPTING that part lying Northerly of the following described line: Commencing at a point in the North line of Lot 13, AUDITOR'S SUBDIVISION No. 78, being also the North line of the Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4) of said Section Twenty-two (22), distant 365 feet Northwesterly, measured at right angles, from the center line of main track at the railway of the Great Northern Railway Company, as now located and constructed; thence Southerly parallel with said center line of main track for 570 feet; thence West on a line, hereinafter called "Line X" parallel with said North line of Lot 13, 400 feet to a point hereinafter called "Point A;" thence Easterly retracing last described course for 400 feet; thence Southwesterly parallel with said center line of main track distant 365 feet Northwesterly, measured at right angles, there from to a point, being the point of beginning of the line to be described, in a line parallel with and distant 878 feet South, measured at right angles, from said North line of said Lot 13; thence West on a straight line to Point A; thence Northerly at right angles to Line X for 17 feet; thence Northwesterly at an angle to the left of 80 degrees 30 minutes to a point in the Easterly boundary line of East River Road, and there terminating.

EXCEPTING that part lying Southerly of the following described line: Commencing at the Southeast corner of said Section 22; thence Northerly along the East line of said Section 22, a distance of 1,528.6 feet to the point of beginning of the line to be described; thence deflecting to the left an angle of 88 degrees 28 minutes a distance of 3,500 feet and there terminating.

AND EXCEPTING all that part of Section Twenty-two (22), Township Thirty (30), Range Twenty-four (24), Anoka County, Minnesota, described as follows: Commencing at a point, marked by Judicial Landmark on the South line of said Section (for the purpose of this description said South line is assumed to bear North 89 degrees 13 minutes 03 seconds West) and distant 365 feet West of, measured at a right angle to the center line of the main track of Great Northern Railway Company, running in a Northerly and Southerly direction through said Section; thence North 03 degrees 11 minutes 32 seconds East parallel with and distant 365 feet West of measured at a right angle to said center line of said main track, a distance of 4,574.75 feet to a point marked by Judicial Landmark; thence Northeasterly 714 feet to a point, marked by Judicial Landmark, on the North line of said Section Twenty-two (22), and distant 255 feet West of, measured along said North section line, the said center line of said main track, thence West on said North section line 328.35 feet to the point of intersection, marked by Judicial Landmark, with the Easterly line of right of way of Anoka County Highway No. 1, as laid out and established in a Northerly and Southerly direction through said Section; thence Southerly along said Highway right of way to the point of intersection, marked by a Judicial Landmark, with the South section line of said Section Twenty-two (22), thence East along said section line 1,792.9 feet to the point of beginning. EXCEPTING that part lying Northerly of the following described line: Commencing at a point in the North line of Lot 13, AUDITOR'S SUBDIVISION No. 78, being also the North line of the Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4) of said Section Twenty-two (22), distant 365 feet Northwesterly, measured at right angles, from the center line of main track at the railway of the Great Northern Railway Company, as now located and constructed; thence Southerly parallel with said center line of main track for 570 feet; thence West on a line, hereinafter called "Line X" parallel with said North line of Lot 13, 400 feet to a point hereinafter called "Point A;" thence Easterly retracing last described course for 400 feet; thence Southwesterly parallel with said center line of main track distant 365 feet Northwesterly, measured at right angles, there from to a point, being the point of beginning of the line to be described, in a line parallel with and distant 878 feet South, measured at right angles, from said North line of said Lot 13; thence West on a straight line to Point A; thence Northerly at right angles to Line X for 17 feet; thence Northwesterly at an angle to the left of 80 degrees 30 minutes to a point in the Easterly boundary line of East River Road, and there terminating.

AND EXCEPTING all that part of Section Twenty-two (22), Township Thirty (30), Range Twenty-four (24), Anoka County, Minnesota, described as follows: Beginning at the intersection of the Easterly right of way line of Interstate Highway No. 694 per Document No. 59665 and the South line of the Southeast Quarter of the Northeast Quarter of said Section 22, said point distant 1968.59 feet West of the East Quarter corner of said Section as measured along said south line and said South line has an assumed bearing of North 89 degrees 43 minutes 14 seconds West; thence Northerly 133.73 feet along said right of way line being a non-tangential curve concave to the east having a radius of 889.93 feet, a central angle of 08 degrees 36 minutes 36 seconds and a chord which bears North 21 degrees 08 minutes 52 seconds East; thence continuing along said right of way line North 64 degrees 50 minutes 46 seconds West not tangent to last described curve a distance of 24.09 feet; thence continuing along said right of way line North 29 degrees 49 minutes 10 seconds East 41.97 feet; thence North 60 degrees 10 minutes 50 seconds West a distance of 33.37 feet to the Southeastery right of way line of County State Aid Highway No. 1 per Document No. 35262; thence South 29 degrees 29 minutes 46 seconds West along said Southeastery right of way line of County State Aid Highway No. 1 a distance of 215.34 feet to said South line of the Southeast Quarter of the Northeast Quarter of said Section 22; thence South 89 degrees 43 minutes 14 seconds East along said South line of the Southeast Quarter of the Northeast Quarter of said Section 22 a distance of 87.71 feet to the point of beginning.

AND EXCEPTING all that part of Section Twenty-two (22), Township Thirty (30), Range Twenty-four (24), Anoka County, Minnesota, described as follows: Commencing at the intersection of the Easterly right of way line of Interstate Highway No. 694 per Document No. 59665 and the South line of the Southeast Quarter of the Northeast Quarter of said Section 22, said point distant 1968.59 feet West of the East Quarter corner of said Section as measured along said south line and said South line has an assumed bearing of North 89 degrees 43 minutes 14 seconds West; thence Northerly 133.73 feet along said right of way line being a non-tangential curve concave to the east having a radius of 889.93 feet, a central angle of 08 degrees 36 minutes 36 seconds and a chord which bears North 21 degrees 08 minutes 52 seconds East; thence continuing along said right of way line North 64 degrees 50 minutes 46 seconds West not tangent to last described curve a distance of 24.09 feet; thence continuing along said right of way line North 29 degrees 49 minutes 10 seconds East 41.97 feet to the point of beginning; thence North 60 degrees 10 minutes 50 seconds West a distance of 33.37 feet to the Southeastery right of way line of County State Aid Highway No. 1 per Document No. 35262; thence South 29 degrees 29 minutes 46 seconds West along said Southeastery right of way line of County State Aid Highway No. 1 a distance of 215.34 feet to a Southwesterly line of the plot of LONGVIEW 1ST ADDITION, Anoka County, Minnesota; thence South 80 degrees 27 minutes 57 seconds East along said Southwesterly line of the plot of LONGVIEW 1ST ADDITION a distance of 37.38 feet to said Easterly right of way line of Interstate Highway No. 694 per Document No. 59665; thence South 29 degrees 49 minutes 10 seconds West along said Easterly right of way line of Interstate Highway No. 694 per Document No. 59665 a distance of 710.51 feet to the point of beginning.

2. All that part of the Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4) of Section Twenty-two (22), Township Thirty North (30), Range Twenty-four (24) West of the Fourth Principal Meridian, described as follows: Beginning at a point in the North line of said Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4) of Section Twenty-two (22), perpendicularly distant Three Hundred Sixty-five (365) feet West of the center line of main track of the Railway of the Great Northern Railway Company as now located and constructed; thence Southerly parallel with said center line of main track to a point in the Northerly boundary line of State Trunk Highway No. 100, as now laid out and established, being the point of beginning; thence South 87 degrees 28 minutes 18 seconds East parallel with said center line of said State Trunk Highway No. 100 as now laid out and established; thence Easterly parallel with said center line of said highway, Three Hundred (300) feet; thence Northwesterly in a straight line to a point in said North line of the Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4), distant One Hundred Seventy (170) feet East of the place of beginning thence West along said North line of the Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4) a distance of One Hundred Seventy (170) feet to the place of beginning, according to the United States Government Survey thereof.

EXCEPTING all that part of the Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4) of Section Twenty-two (22), Township Thirty North (30), Range Twenty-four (24) West of the Fourth Principal Meridian, described as follows: Commencing at a point in the North line of said Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4) of Section Twenty-two (22), perpendicularly distant Three Hundred Sixty-five (365) feet West of the center line of main track of the Railway of the Great Northern Railway Company as now located and constructed; thence South 03 degrees 11 minutes 32 seconds West a distance of 874.49 feet parallel with said center line of main track to a point in the Northerly boundary line of State Trunk Highway No. 100, said Northerly highway boundary line lying parallel with and perpendicular distant One Hundred Fifty (150) feet Northerly from the survey centerline of said State Trunk Highway No. 100 as now laid out and established; thence Easterly parallel with said center line of said highway, Three Hundred (300) feet; thence Northwesterly in a straight line to a point in said North line of the Northeast Quarter of the Southeast Quarter (NE 1/4 of SE 1/4), distant One Hundred Seventy (170) feet East of the place of commencement, a distance of 35.75 feet to the north right of way line of Interstate Highway No. 694 per Document No. 59665; thence North 88 degrees 53 minutes 48 seconds West, along said north right of way line, a distance of 92.37 feet; thence West, along said north right of way line, 202.40 feet on a non-tangential curve concave to the north having a radius of 11,324.16 feet, a central angle of 01 degree 01 minutes 27 seconds and a chord which bears North 88 degrees 19 minutes 40 seconds West to its intersection with a line that bears North 03 degrees 11 minutes 32 seconds East from the point of beginning; thence South 03 degrees 11 minutes 32 seconds West a distance of 40.40 feet to the point of beginning. Bearings are based upon said North line of the Northeast Quarter of the Southeast Quarter of Section 22 having a bearing of South 89 degrees 43 minutes 14 seconds East.

3. That part of the Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4) of Section Twenty-two (22), Township Thirty (30), Range Twenty-four (24), described as follows: Commencing at a point on the South line of said Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4) distant 365 feet West of, measured at right angle to, the center line of the main track of the railway of the Great Northern Railway Company as now located and constructed in a Northerly and Southerly direction through said Section Twenty-two (22); thence Northerly, parallel with and distant 365 feet West of, measured at a right angle to, said center line of said main track to a point which is 878 feet Southerly of, measured at a right angle to, the North line said Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4); thence Easterly parallel with said North line of said Southeast Quarter of the Northeast Quarter (SE 1/4 of NE 1/4) a distance of 189.26 feet, more or less, to a point distant 198 West of, measured at a right angle to, said center line of main track, which point is marked by Judicial Landmark; thence Southerly parallel with and distant 198 feet West of, measured at a right angle to, said center line of main track, which point is marked by Judicial Landmark; thence Southerly parallel with and distant 198 feet West of, measured at a right angle to, said center line of main track, which point is marked by Judicial Landmark; thence West along said South line to the point of commencement, according to the United States Government Survey thereof.

The Easterly line of said land is marked by Judicial Landmarks set pursuant to Torrens Case No. T-1311.

Has caused the same to be surveyed and plotted as FRIDLEY PARK OF COMMERCE and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as shown on this plat.

In witness whereof said Industrial Equities-River Road, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this 6th day of December, 2018.

Industrial Equities-River Road, LLC
John N. Allen, as Member Manager
John N. Allen

STATE OF MINNESOTA
COUNTY OF Anoka
This instrument was acknowledged before me this 6th day of December, 2018, by John N. Allen, as Member Manager, of Industrial Equities-River Road, LLC, a Minnesota limited liability company, on behalf of the company.

Julianne M. Beberg (Signature)
Julianne M. Beberg (Print Name)
Notary Public, Anoka County, Minnesota
My Commission Expires 1-31-2020



I Daniel W. Obermiller do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this 6th day of December, 2018.

Daniel W. Obermiller
Daniel W. Obermiller, Licensed Land Surveyor
Minnesota License No. 25341

STATE OF MINNESOTA
COUNTY OF Anoka
This instrument was acknowledged before me this 6th day of December, 2018, by Daniel W. Obermiller.

Lalae Mack (Signature)
Lalae Mack (Print Name)
Notary Public, Anoka County, Minnesota
My Commission Expires 01/31/2022

City Council, City of Fridley, Minnesota

This plat of FRIDLEY PARK OF COMMERCE was approved and accepted by the City Council of the City of Fridley, Minnesota at a regular meeting thereof held this 29th day of December, 2018, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Fridley, Minnesota
By *Scott J. Lund* Mayor
By *De A. Berg* Clerk

County Surveyor

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this 29th day of December, 2018.
Charles F. Glitzen
Charles F. Glitzen
Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 2018 on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfers entered this 6th day of December, 2018.

Donnell M. Sawyer
Donnell M. Sawyer
Property Tax Administrator
By *A. Schultz* Deputy

COUNTY RECORDER/REGISTRAR OF TITLES

COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of FRIDLEY PARK OF COMMERCE was filed in the office of the County Recorder/Registrar of Titles for public record on this 6th day of December, 2018, at 11:21 o'clock A.M. and was duly recorded as Document Number 56236e.004

Donnell M. Sawyer
Donnell M. Sawyer
County Recorder/Registrar of Titles
By *A. Schultz* Deputy

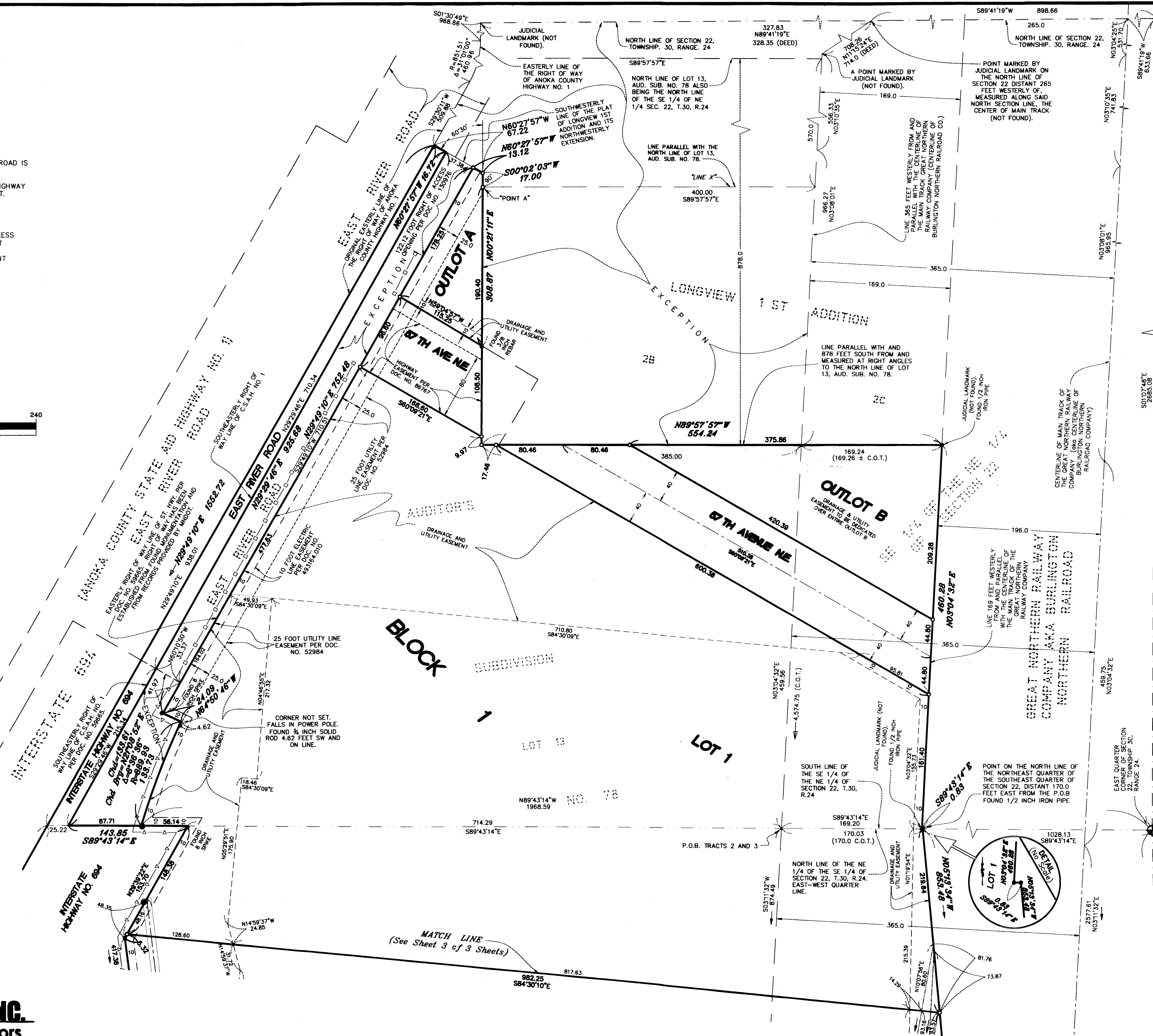
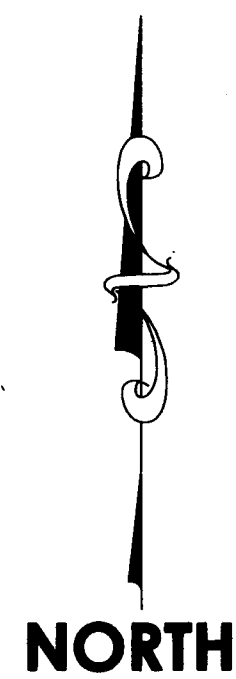
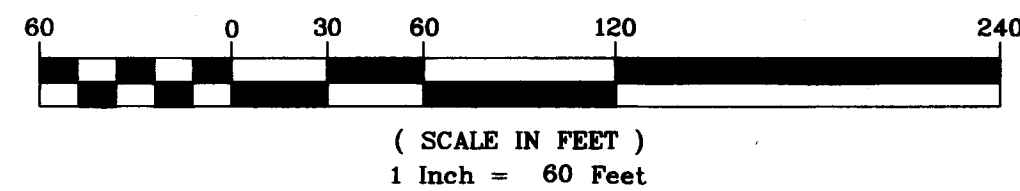


FRIDLEY PARK OF COMMERCE

City of Fridley
County of Anoka
Sec. 22, T30, R24

- PER DOC. 130976 THE ACCESS TO EAST RIVER ROAD IS RESTRICTED AS SHOWN ON THE PLAT.
- △— PER DOC. 59665 THE ACCESS TO INTERSTATE HIGHWAY NO. 694 IS RESTRICTED AS SHOWN ON THE PLAT.
- DENOTES 1/2 INCH BY 1/4 INCH IRON PIPE MARKED BY RLS NO. 25341.
- DENOTES 1/2 INCH FOUND IRON MONUMENT UNLESS OTHERWISE INDICATED AND SHOWN ON THE PLAT
- DENOTES FOUND 3/4 INCH SOLID ROD MONUMENT
- (C.O.T.) DENOTES DISTANCE PER CERTIFICATE OF TITLE NO. 123609
- (MNDOT) DENOTES MINNESOTA DEPARTMENT OF TRANSPORTATION

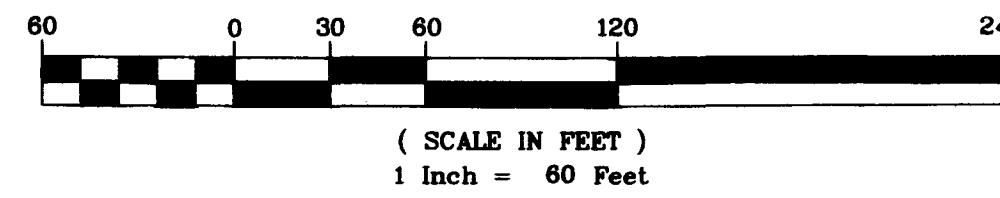
FOR THE PURPOSES OF THIS PLAT THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 30, RANGE 24, IS ASSUMED TO HAVE A BEARING OF S 89° 43' 14" E.



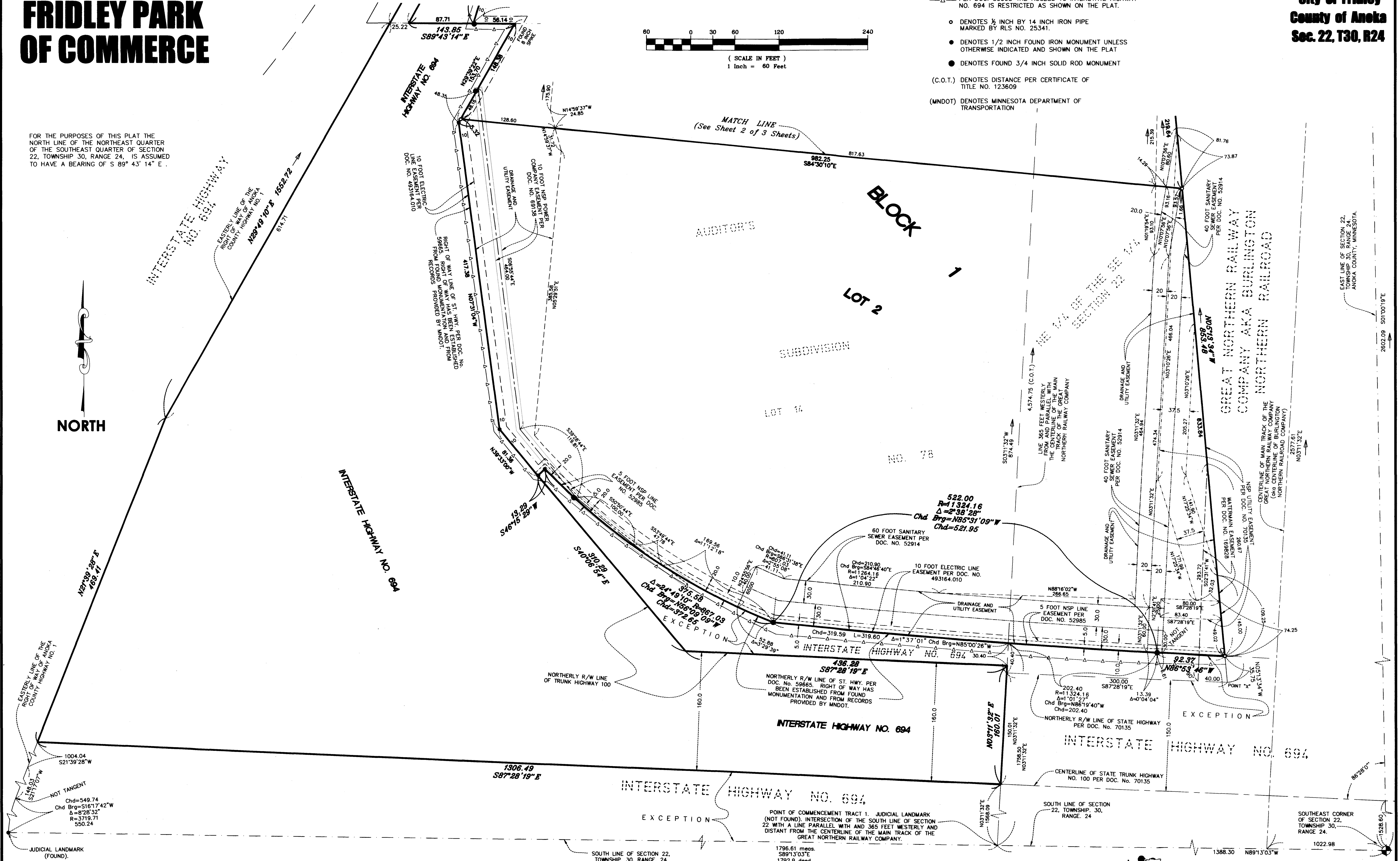
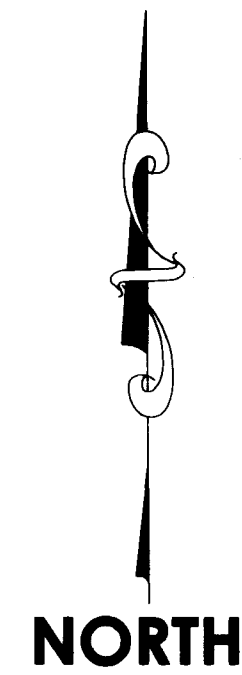
FRIDLEY PARK OF COMMERCE

City of Fridley
County of Anoka
Sec. 22, T30, R24

- △ PER DOC. 59665 THE ACCESS TO INTERSTATE HIGHWAY NO. 694 IS RESTRICTED AS SHOWN ON THE PLAT.
- DENOTES 1/2 INCH BY 14 INCH IRON PIPE MARKED BY RLS NO. 25341.
- DENOTES 1/2 INCH FOUND IRON MONUMENT UNLESS OTHERWISE INDICATED AND SHOWN ON THE PLAT
- DENOTES FOUND 3/4 INCH SOLID ROD MONUMENT
- (C.O.T.) DENOTES DISTANCE PER CERTIFICATE OF TITLE NO. 123609
- (MNDOT) DENOTES MINNESOTA DEPARTMENT OF TRANSPORTATION



FOR THE PURPOSES OF THIS PLAT THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 30, RANGE 24, IS ASSUMED TO HAVE A BEARING OF S 89° 43' 14" E.



EASTERN LINE OF THE RIGHT OF WAY OF ANOKA COUNTY HIGHWAY NO. 1
 NOT TANGENT
 Chd=549.74
 Chd Brg=S161°42'W
 Δ=8°28'32"
 R=3719.71
 550.24
 JUDICIAL LANDMARK (FOUND)

1796.61 meas.
 S89°13'03"E
 1792.9 deed
 S89°13'03"E