

**EXHIBIT A**

**LEGAL DESCRIPTION**

**Parcel 1:**

That part of Block 6, Terry's Addition to the City of St. Paul, County of Ramsey and State of Minnesota, according to the recorded plat thereof, and that part of the Northwest 1/4 of the Southeast 1/4 of Section 28, Township 29, Range 22 lying North of said Block 6 and South of right of way of Chicago, St. Paul, Minneapolis & Omaha Railway Company, described as follows:

Commencing on the North line of 7th Street 127.18 feet West of the West line of Frank Street in Terry's Addition to the City of Saint Paul; thence East along the North line of 7th Street 85.78 feet; thence North at right angles to the North line of 7th Street to the Southerly line of right of way of Chicago, St. Paul, Minneapolis & Omaha Railroad; thence Southwesterly along said last named line 90.53 feet, more or less; thence South on the line running at right angles to the North line of 7th Street to the point of beginning.

Abstract property

**Parcel 2:**

That portion of vacated Frank Street as evidenced by City of Saint Paul Resolution filed November 29, 2006 as Document No. 3993266.

Abstract property

**Parcel 3:**

That part of Blocks 5 and 6, Terry's Addition to the City of Saint Paul, County of Ramsey and State of Minnesota, according to the recorded plat thereof, and that part of the Northwest 1/4 of the Southeast 1/4 of Section 28, Township 29, Range 22 lying North of said Blocks 5 and 6 and South of right of way of Chicago, St. Paul, Minneapolis & Omaha Railway Company, described as follows:

Commencing on the North line of 7th Street, Block 6, of said Terry's Addition to the City of Saint Paul 41.4 feet West of the West line of Frank Street; thence East on the North line of 7th Street 280.28 feet; thence North at right angles 254.64 feet to the South line of the right of way of Chicago, St. Paul, Minneapolis & Omaha Railroad; thence Southwesterly along said railroad right of way 298.4 feet; thence South 154.1 feet to the point of beginning.

Abstract property

Parcel 4:

All that part of the Northwest 1/4 of the Southeast 1/4 of Section 28, Township 29, Range 22 bounded and described as follows:

Beginning at the point of intersection of the North line of 7th Street in the City of Saint Paul, County of Ramsey and State of Minnesota as the same is now located and established and Southeasterly right of way line of Chicago, St. Paul, Minneapolis & Omaha Railway Company; thence Northeasterly along said Southeasterly right of way line 110 feet; thence Southwesterly in a straight line 35 feet more or less to the point in the North line of said 7th Street which is 107.82 feet East, measured along said street line from its point of intersection with the Easterly line of Earl Street in said city; thence West on the North line of 7th Street 87 feet more or less to the point of beginning.

Abstract property

Parcel 5:

All that part of Blocks 5 and 6, Terry's Addition to the City of Saint Paul, County of Ramsey and State of Minnesota, according to the recorded plat thereof, and that part of the Northwest 1/4 of the Southeast 1/4 of Section 28, Township 29, Range 22 lying South of a line drawn parallel with and 8 feet distant North of center line of spur track of the said party of the first part as the same is constructed and operated over and across said premises.

Abstract property

Parcel 6:

Blocks 1 and 2, Wm. B. Dean's Addition to St. Paul, according to the recorded plat thereof, together with all of the vacated alley lying between said blocks.

Abstract property

Parcel 7:

That part of the Northwest Quarter of the Southeast Quarter of Section 28, Township 29 North, Range 22 West of the Fourth Principal Meridian, bounded and described as follows:

Commencing at a point on the North line of East Seventh Street, distant 56 feet Southeasterly, measured at right angles, from the center line of the most Northerly main tract of the St. Paul Stillwater and Taylors Falls Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway Company, now the Chicago and Northwestern Transportation Company), as said main track center line was originally located and established across said Section 28; thence Northeasterly parallel with said original main track center line a distance of 110 feet to the point of beginning of the parcel of land herein described; thence continuing Northeasterly parallel with said original main track center line a distance of 135 feet, more or less, to a point on the Northerly extension of the East line of Lot 8 in Block 7 of Terry's Addition to St. Paul; thence Northwesterly at right angles, to the last described course a distance of 15 feet, more or less, to a point distant 27 feet Southeasterly, measured at right angles, from the center line of the most Southerly main track of the Chicago and Northwestern Transportation Company (formerly the

Chicago, St. Paul, Minneapolis and Omaha Railway Company), as said main track is now located; thence Northeasterly parallel with said last described main track center line a distance of 500 feet, more or less, to a point distant 10 feet Southeasterly, measured radially from the center line of Chicago and Northwestern Transportation Company (formerly the Chicago, St. Paul, Minneapolis and Omaha Railway Company) spur track ICC No. 94, as said spur track is now located; thence Northeasterly parallel with said spur track center line a distance of 250 feet, more or less, to a point on the Northerly extension of the West line of Block 1 of William B. Dean's Addition to St. Paul; thence Southerly along said West line, extended, of Block 1, to a point distant 56 feet Southeasterly, measured radially, from said original (most Northerly) main track center line; thence Southwesterly parallel with said original main track center line a distance of 300 feet, more or less, to a point on a line drawn at right angles to the North line of said East Seventh Street to a point thereon distant 41.4 feet Westerly from its intersection with the West line of Frank Street; thence Southerly along said last described right angles line a distance of 10 feet, more or less, to a point distant 7.2 feet Southeasterly, measured at right angles, from the center line of Chicago and Northwestern Transportation Company (formerly the Chicago, St. Paul, Minneapolis and Omaha Railway Company) spur track ICC No. 89, as said spur track was located in 1928; thence Southwesterly along a straight line a distance of 90 feet, more or less, to a point distant 10.1 feet Southeasterly, measured radially, from said last described spur track center line, and which point is on a line drawn at right angles to the North line of said East Seventh Street (and distant 112.6 feet Northerly therefrom), at a point thereon distant 127.18 feet Westerly from its intersection with the West line of Frank Street; thence Southerly along said last described right angles line a distance of 112.6 feet to a point on the North line of said East Seventh Street; thence Westerly along said North line of East Seventh Street a distance of 370 feet, more or less, to a point distant 107.82 feet Easterly, measured along said North line, from its intersection with the East line of Earl Street; thence Northeasterly along a straight line a distance of 35 feet, more or less, to the point of beginning.

Abstract property