

BEFORE THE MUNICIPAL BOARD
OF THE STATE OF MINNESOTA

John W. Carey	Chair
Kenneth F. Sette	Vice Chair
Shirley J. Mihelich	Commissioner

IN THE MATTER OF THE ORDERLY ANNEXATION)
AGREEMENT BETWEEN THE CITY OF GENOLA)
AND THE TOWN OF PIERZ PURSUANT TO)
MINNESOTA STATUTES 414.0325)

WHEREAS, a joint resolution for orderly annexation was adopted by the City of Genola and the Town of Pierz and duly accepted by the Minnesota Municipal Board; and

WHEREAS, said joint resolution requested that certain property be annexed to the City of Genola pursuant to M.S. 414.0325, Subdivision 1; and

WHEREAS, M.S. 414.0325 states that in certain circumstances the Minnesota Municipal Board may review and comment, but shall within 30 days order the annexation of land pursuant to said subdivision; and

WHEREAS, on April 2, 1990, the Minnesota Municipal Board has reviewed and accepted the resolution for orderly annexation;

IT IS HEREBY ORDERED: That the following described property is hereby annexed to the City of Genola, Minnesota, the same as if it had originally been made a part thereof:

That part of the Southeast quarter of Section Eighteen (18), Township Forty (40), Range Thirty (30), Morrison County, Minnesota, described as follows:

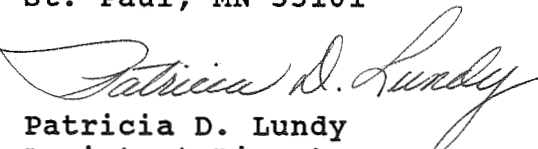
Commencing at the Northeasterly corner of Block Two (2), New Pierz in said Morrison County; thence North 26 degrees 00 minutes 00 seconds West, assuming the northerly line of said Block 2 bears South 64 degrees

00 minutes 00 seconds West 30.00 feet to a found iron bar in accordance with said plat of New Pierz, said iron bar being on the Southerly right-of-way line of the Soo Line Railroad, the point of beginning; thence North 64 degrees 00 minutes 00 seconds East 524.00 feet along said southerly right-of-way line; thence North 2 degrees 40 minutes 00 seconds East 218.48 feet to a point which is 8.00 feet distant as measured perpendicular from the centerline of the most southerly spur track of the Soo Line Railroad; thence southwesterly and parallel with and 8.00 feet distant from said centerline of the most southerly spur track along a non-tangential curve concave to the southeast having a radius of 796.25 feet, a central angle of 4 degrees 50 minutes 11 seconds and an arc length of 67.21 feet the chord of said non-tangential curve bears South 60 degrees 00 minutes 47 seconds West; thence continuing parallel with and 8.00 feet distant from said centerline of the most southerly spur track South 57 degrees 35 minutes 42 seconds West 315.28 feet; thence continuing parallel with and 8.00 feet distant from the centerline of the most southerly spur track along a tangential curve concave to the northwest having a radius of 1259.06 feet, a central angle of 6 degrees 24 minutes 18 seconds and an arc length of 140.75 feet; thence continuing parallel with and 8.00 feet distance from the centerline of the most southerly spur track South 64 degrees 00 minutes 00 seconds West 1093.01 feet; thence South 26 degrees 00 minutes 00 seconds East 144.00 feet; thence North 64 degrees 00 minutes 00 seconds East along said southerly right-of-way line of the Soo Line Railroad 985.00 feet to the point of beginning. All in accordance with a survey by Thomas P. Thiessen, RLS 16097, dated Dec. 29, 1989.

IT IS FURTHER ORDERED: That the effective date of this order is April 2, 1990.

Dated this 2nd day of April, 1990.

MINNESOTA MUNICIPAL BOARD
165 Metro Square Building
St. Paul, MN 55101


Patricia D. Lundy
Assistant Director