

S.F. No. 779, as introduced - 87th Legislative Session (2011-2012) [11-2121]

2.1 advance at the rate of not less than six percent per annum on the unpaid balance payable to
2.2 the state treasury on or before June 1 each year.

2.3 In the event the terms and conditions of a contract for deed are completely fulfilled
2.4 or if the purchaser makes a lump sum payment for the subject property in lieu of entering
2.5 into a contract for deed, the governor, upon the recommendation of the commissioner of
2.6 administration, shall sign and cause to be issued a quitclaim deed on behalf of the state.
2.7 Said quitclaim deed shall be in a form prescribed by the attorney general.

2.8 The city of Red Wing may subsequently convey by public or private sale all or part
2.9 of the land described in subdivision 1 to be used for recreational purposes and on such
2.10 other terms and conditions that the city determines are in the public interest.

2.11 **EFFECTIVE DATE.** This section is effective the day after the governing body of
2.12 the city of Red Wing and its chief clerical officer timely complete their compliance with
2.13 the provisions of Minnesota Statutes, section 645.021, subdivisions 2 and 3.

2.14 Sec. 2. **CONVEYANCE OF SURPLUS STATE LAND; GOODHUE COUNTY.**

2.15 (a) Notwithstanding Minnesota Statutes, sections 16B.281 to 16B.287, the
2.16 commissioner of administration shall convey to the city of Red Wing for no consideration
2.17 the surplus land that is described in paragraph (c).

2.18 (b) The conveyance must be in a form approved by the attorney general and must
2.19 provide that the land reverts to the state if the city of Red Wing stops using the land for the
2.20 public purpose described in paragraph (d). The attorney general may make changes to
2.21 the land description to correct errors and ensure accuracy.

2.22 (c) The land to be conveyed is located in Goodhue County and is described as:

2.23 That part of the Northwest Quarter of the Northwest Quarter of Section 34, that part
2.24 of Government Lot 4 of Section 28, and that part of Government Lot 2 of Section 27, all in
2.25 Township 113 North, Range 14 West, Goodhue County, Minnesota, described as follows:
2.26 Commencing at the southwest corner of the Northwest Quarter of said Section 34; thence
2.27 North, on a Minnesota State Plane Azimuth of 359 degrees 12 minutes 26 seconds, along
2.28 the west line of said Northwest Quarter of Section 34, a distance of 1,744.52 feet to a
2.29 point 430.00 feet North of the southwest corner of the Northwest Quarter of the Northwest
2.30 Quarter of said Section 34; thence East 89 degrees 12 minutes 26 seconds azimuth, a
2.31 distance of 548.63 feet to the point of beginning of the land to be described; thence
2.32 continue East 89 degrees 12 minutes 26 seconds azimuth, a distance of 131.37 feet; thence
2.33 northeasterly 33 degrees 00 minutes 00 seconds azimuth, a distance of 845.12 feet to the
2.34 southwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad;
2.35 thence northwesterly, a distance of 701.95 feet along said right-of-way line, being a curve

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3.1 not tangential with the last described line, said curve is concave to the northeast, has a
3.2 radius of 2,914.92 feet, a central angle of 13 degrees 47 minutes 51 seconds, and the chord
3.3 azimuth of said curve is 307 degrees 05 minutes 33 seconds; thence northwesterly, 313
3.4 degrees 59 minutes 28 seconds azimuth, along said southwesterly railroad right-of-way
3.5 line and tangent to said curve, a distance of 252.21 feet to the southerly right-of-way line
3.6 of State Highway Number 61; thence northwesterly 284 degrees 01 minute 27 seconds
3.7 azimuth, along said southerly highway right-of-way line, a distance of 185.69 feet; thence
3.8 northwesterly a distance of 351.52 feet along said southerly highway right-of-way line
3.9 being a tangential curve concave to the northeast having a radius of 1,535.53 feet and a
3.10 central angle of 13 degrees 06 minutes 59 seconds; thence southwesterly 205 degrees 38
3.11 minutes 49 seconds azimuth, not tangent to said curve, a distance of 15.83 feet; thence
3.12 southerly and southeasterly, a distance of 218.34 feet along a tangential curve concave to
3.13 the northeast having a radius of 133.85 feet and a central angle of 93 degrees 27 minutes
3.14 47 seconds; thence easterly, a distance of 165.34 feet along a compound curve concave to
3.15 the North having a radius of 273.75 feet and a central angle of 34 degrees 36 minutes 22
3.16 seconds; thence easterly and southeasterly, a distance of 175.70 feet along a reverse curve
3.17 concave to the South having a radius of 242.69 feet and a central angle of 41 degrees 28
3.18 minutes 46 seconds; thence southeasterly 119 degrees 03 minutes 26 seconds azimuth,
3.19 tangent to said curve, a distance of 75.64 feet; thence southeasterly, a distance of 293.88
3.20 feet along a tangential curve concave to the southwest, having a radius of 1,249.88 feet and
3.21 a central angle of 13 degrees 28 minutes 19 seconds; thence southeasterly, a distance of
3.22 423.59 feet along a reverse curve concave to the northeast having a radius of 2,980.92 feet
3.23 and a central angle of 08 degrees 08 minutes 30 seconds; thence southeasterly, southerly,
3.24 and southwesterly a distance of 279.82 feet along a reverse curve concave to the West
3.25 having a radius of 167.00 feet and a central angle of 96 degrees 00 minutes 15 seconds;
3.26 thence southwesterly 220 degrees 23 minutes 30 seconds azimuth tangent to said curve a
3.27 distance of 150.00 feet; thence southwesterly, a distance of 257.68 feet along a tangential
3.28 curve concave to the southeast having a radius of 3,342.55 feet and a central angle of 04
3.29 degrees 25 minutes 01 second; thence southwesterly 215 degrees 58 minutes 29 seconds
3.30 azimuth, a distance of 256.16 feet to the point of beginning.

3.31 (d) The city of Red Wing intends to use the land for a road providing public access
3.32 to the recreational property described in Laws 1976, chapter 50.

3.33 **EFFECTIVE DATE.** This section is effective the day following final enactment.