RESOLUTION NO. 95-M-112

A RESOLUTION AUTHORIZING THE CONVEYANCE OF COUNTY PROPERTY TO THE CITY OF WINTER GARDEN, FLORIDA, A MUNICIPAL CORPORATION PER FLORIDA STATUTE 125.38.

WHEREAS, Orange County, a political subdivision of the State of Florida, pursuant to its home rule power and Florida Statute 125.38 has authority to determine that certain County property is not needed for County purposes and convey or lease said property to the United States or any department or agency thereof, the State or any political subdivision or agency thereof, or any municipality of Florida or any corporation or non-profit entity organized for the purposes of promoting community interest and welfare;

WHEREAS, application has been made by The City of Winter Garden, Florida, a municipal corporation (hereinafter referred to as the "applicant");

WHEREAS, the Board of County Commissioners determines that the applicant is qualified to take application pursuant to the requirements of Florida Statutes 125.38;

WHEREAS, the Board finds that the property described in Exhibit "A", attached hereto and incorporated herein by reference, (hereinafter referred to as the "property") is not needed for County purposes;

WHEREAS, the Board, pursuant to its home rule power and those powers expressly granted in Florida Statute 125.38, finds that it is in the best interest of the residents of Orange County to allow the property to be used for the following purposes: an operations corridor and a city corridor.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY, FLORIDA that the property shall be conveyed pursuant to County Deed to applicant for the following consideration: $200,000.00.
BE IT FURTHER RESOLVED that the County shall execute a County Deed in substantially the form attached hereto and incorporated herein by reference as Exhibit "B".

BE IT FURTHER RESOLVED that a certified copy of this Resolution shall be forwarded forthwith to applicant.

ADOPTED THIS 19 DAY OF December, 1995.

ATTEST: Martha J. Haynie, County Comptroller, Clerk to the Board

BY: Deputy Clerk/Assistant Deputy Clerk

Rosilyn M. Stapleton Printed Name

This instrument prepared by:

Virginia Williams, a staff employee in the course of duty with the Real Estate Management Department of Orange County, Florida

VW/JR/12/08/95

PROJ DISK/RESL.109/12/08/95jr
EXHIBIT "B"

COUNTY DEED

THIS DEED, Made the ___ day of ___________ A.D., 19___, by ORANGE COUNTY, FLORIDA, whose post office address is Box 1393, Orlando, Florida 32802-1393, GRANTOR, and City of Winter Garden, Florida, A Municipal Corporation, whose address is 251 W. Plant Street, Winter Garden, Florida, 34787 GRANTEE.

WITNESSETH: That the GRANTOR, for and in consideration of the sum of $_____________ and other valuable considerations, in hand paid by the GRANTEE, the receipt whereof is hereby acknowledged, does hereby remise, release, and quit-claim unto the said GRANTEE forever, all the right, title, interest, claim, and demand which the GRANTOR has in and to the following described lot, piece, or parcel of land, situate, lying and being in the County of Orange, State of Florida, to-wit:

SEE ATTACHED EXHIBIT "A"

Property Appraisers Parcel Identification Folio Number(s):

23-22-27-0000-00003
14-22-27-0000-00053
13-22-27-0000-00026

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity, and claim whatsoever of the GRANTOR, either in law or equity, to the only proper use, benefit, and behoove of the GRANTEE forever.
IN WITNESS WHEREOF, the said GRANTOR has caused these presents to be executed in its name by its Board, acting by the County Chairman, the day and year aforesaid.

(Official Seal) ORANGE COUNTY, FLORIDA

BY:

County Chairman

DATE:

ATTEST: Martha O. Haynie, County Comptroller, Clerk to the Board

BY: Deputy Clerk/Assistant Deputy Clerk

Printed Name

This instrument prepared by:

Virginia Williams, a staff employee in the course of duty with the Real Estate Management Department of Orange County, Florida

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EXHIBIT "A"

DESCRIPTION
(Proposed parcel to be deeded to Winter Garden)

From the Southwest corner of the Northwest 1/4 of Section 23, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 02 minutes 50 seconds East 2,288.96 feet along the West boundary of said Northwest 1/4 to a point on the Northerly right-of-way line of the former Tavares and Gulf Railroad as described and recorded in Deed Book 104, Page 407, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds East 1355.92 feet along said Southerly right-of-way line to a nail and disc stamped "LS 1585 LS 1819 LS 3186" being on the East boundary of the Northwest 1/4 of the Northwest 1/4 of the aforesaid Section 23; thence continue North 79 degrees 42 minutes 34 seconds East 2641.16 feet along the Southerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40, Page 275, Public Records of Orange County, Florida; thence run North 79 degrees 38 minutes 55 seconds East 67.68 feet along said Southerly right-of-way line to a point on the East boundary of the Southwest 1/4 of the Southeast 1/4 of Section 14, Township 22 South, Range 27 East, Orange County, Florida; thence run Northeasterly along the Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, with the following courses and distances: North 79 degrees 38 minutes 55 seconds East 685.35 feet; thence run South 10 degrees 21 minutes 05 seconds East 5.00 feet; thence run North 79 degrees 38 minutes 55 seconds East 298.32 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 15,030.00 feet; thence run Northeasterly 192.29 feet along the arc of said curve with a chord bearing of North 79 degrees 16 minutes 56 seconds East through a central angle of 00 degrees 43 minutes 59 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1448.50 feet; thence run Northeasterly 182.70 feet along the arc of said curve with a chord bearing of North 75 degrees 18 minutes 08 seconds East through a central angle of 07 degrees 13 minutes 36 seconds to a point on the East boundary of the Southeast 1/4 of the aforesaid Section 14, said point being North 00 degrees 07 minutes 40 seconds West 597.23 feet from the Southeast corner of said Southeast 1/4; thence run South 00 degrees 07 minutes 40 seconds East 10.52 feet along said East boundary to a point on a nontangent curve concave North-

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DESCRIPTION (Continued)

westerly and having a radius of 1458.50 feet; thence from a tangent bearing of North 71 degrees 49 minutes 05 seconds East, run Northeasterly 53.12 feet along the arc of said curve with a chord bearing of North 70 degrees 46 minutes 29 seconds East through a central angle of 02 degrees 05 minutes 12 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1379.62 feet; thence run Northeasterly 120.94 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1472.32 feet; thence run Northeasterly 173.40 feet along the arc of said curve with a chord bearing of North 61 degrees 20 minutes 06 seconds East through a central angle of 06 degrees 48 minutes 40 seconds to the most Southerly corner of that certain parcel of land described in Exhibit "A" with the following courses and distances: North 32 degrees 02 minutes 21 seconds West 30.00 feet to a point on a nontangent curve concave Northwesterly and having a radius of 1442.32 feet; thence from a tangent bearing of North 57 degrees 57 minutes 39 seconds East, run Northeasterly 146.29 feet along the arc of said curve with a chord bearing of North 55 degrees 03 minutes 19 seconds East through a central angle of 05 degrees 48 minutes 40 seconds to the end of said curve; thence run North 54 degrees 22 minutes 12 seconds East 132.85 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 588.36 feet; thence run Northeasterly 59.30 feet along the arc of said curve with a chord bearing of North 57 degrees 15 minutes 27 seconds East through a central angle of 05 degrees 46 minutes 29 seconds to the most Westerly corner of that certain Parcel "C" as described and recorded in Official Records Book 3825, Page 404, Public Records of Orange County, Florida; thence leaving the aforesaid Northwesterly boundary of the parcel of land described in Exhibit "A", continue Northeasterly 23.69 feet along the arc of said curve and the Northwesterly boundary of said Parcel "C" with a chord bearing of North 61 degrees 17 minutes 53 seconds East through a central angle of 02 degrees 18 minutes 23 seconds to the most Easterly corner of

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said Parcel "C", said most Easterly corner being a point on the aforesaid Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly railroad right-of-way line being a non-tangent curve concave Northwesterly and having a radius of 1472.32 feet; thence from a tangent bearing of North 43 degrees 44 minutes 45 seconds East, run Northeasterly 65.79 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 42 degrees 27 minutes 57 seconds East through a central angle of 02 degrees 33 minutes 37 seconds to the end of said curve; thence continue Northeasterly along said Southeasterly railroad right-of-way line with the following courses and distances: North 41 degrees 11 minutes 08 seconds East 433.03 feet to a point on the North boundary of the Southwest 1/4 of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida; thence run South 89 degrees 37 minutes 52 seconds West 20.06 feet along said North boundary; thence run North 41 degrees 09 minutes 16 seconds East 1785.98 feet to a point on the North boundary of the Northeast 1/4 of the Southwest 1/4 of said Section 13; thence leaving said Southeasterly railroad right-of-way line, run South 89 degrees 30 minutes 22 seconds West 66.91 feet along said North boundary to a point on the Northwesterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917; thence run Southwesterly along said Northwesterly railroad right-of-way line with the following courses and distances: South 41 degrees 09 minutes 16 seconds West 1785.78 feet to a point on the aforesaid North boundary of the Southwest 1/4 of the Southwest 1/4 of Section 13; thence run South 89 degrees 37 minutes 52 seconds West 20.06 feet along said North boundary; thence run South 41 degrees 11 minutes 08 seconds West 362.12 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 1392.32 feet; thence run Southwesterly 571.62 feet along the arc of said curve with a chord bearing of South 52 degrees 56 minutes 50 seconds West through a central angle of 23 degrees 31 minutes 23 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1299.62 feet;
thence run Southwesterly 113.93 feet along the arc of said curve with a chord bearing of South 67 degrees 13 minutes 12 seconds West through a central angle of 05 degrees 01 minutes 21 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1378.50 feet; thence run Southwesterly 24.05 feet along the arc of said curve with a chord bearing of South 70 degrees 13 minutes 51 seconds West through a central angle of 00 degrees 59 minutes 58 seconds to a 5/8 inch iron bar with cap stamped "LB 1" on the aforesaid East boundary of the Southeast 1/4 of Section 14; thence run South 00 degrees 07 minutes 40 seconds East 10.58 feet along said East boundary to a 5/8 inch iron bar with cap stamped "LB 1" being on a nontangent curve concave Northwesterly and having a radius of 1,388.50 feet; thence from a tangent bearing of South 70 degrees 52 minutes 26 seconds West, run Southwesterly 194.88 feet along the arc of said curve with a chord bearing of South 74 degrees 53 minutes 41 seconds West through a central angle of 08 degrees 02 minutes 30 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 14,970.00 feet; thence run Southwesterly 191.52 feet along the arc of said curve with a chord bearing of South 79 degrees 16 minutes 56 seconds West through a central angle of 00 degrees 43 minutes 59 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run South 79 degrees 38 minutes 55 seconds West 298.32 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run South 10 degrees 21 minutes 05 seconds East 5.00 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run South 79 degrees 38 minutes 55 seconds West 752.98 feet to a 2 inch iron pipe at the Southeast corner of Lot 66, Showalter Park as recorded in Plat Book T, Page 6, Public Records of Orange County, Florida; thence run South 79 degrees 43 minutes 29 seconds West 641.02 feet along the Northwesterly railroad right-of-way line as shown on said plat of Showalter Park to a 1 inch pinched iron pipe at the Southwest corner of said Lot 66; thence run South 00 degrees 06 minutes 42 seconds West 0.17 feet to a point on the Northerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 82, Page 466, Public Records of Orange County, Florida; thence run South 79 degrees 42 minutes 34 seconds West 635.97 feet along said Northerly right-of-way line to a point on the East boundary of the Southwest 1/4 of the aforesaid Section 14; thence
DESCRIPTION (Continued)

run North 00 degrees 03 minutes 29 seconds West 12.19 feet along said East boundary to a point on the North boundary of that certain parcel of land as described and recorded in Deed Book 143, Page 472, Public Records of Orange County, Florida; thence run South 79 degrees 42 minutes 34 seconds West 396.17 feet along said North boundary to the Northwest corner of said parcel of land; thence run South 10 degrees 17 minutes 26 seconds East 12.00 feet along the West boundary of said parcel of land to a point on the aforesaid Northerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 82, Page 466; thence run South 79 degrees 42 minutes 34 seconds West 961.00 feet along said Northerly right-of-way line to a nail and disc stamped "LS 1585 LS 1819 LS 3186" being on the aforesaid East boundary of the Northwest 1/4 of the Northwest 1/4 of Section 23; thence continue South 79 degrees 42 minutes 34 seconds West 1355.94 feet along the Northerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40, Page 275, Public Records of Orange County, Florida to a point on the aforesaid West boundary of the Northwest 1/4 of Section 23; thence continue South 79 degrees 42 minutes 34 seconds West 1401.33 feet along the Northerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 84, Page 559, Public Records of Orange County, Florida; thence run South 10 degrees 17 minutes 26 seconds East 50.00 feet to a point on the Southerly right-of-way line of said former Orange Belt Railway Company Railroad as described and recorded in Deed Book 84, Page 559, said Southerly right-of-way line also being the Northerly boundary of that certain parcel of land designated as Tract 7 (Parcel 109 E) as described and recorded in Official Records Book 4508, Page 1303, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds East 1392.21 feet along said Northerly boundary of Tract 7 (Parcel 109 E) and said Southerly right-of-way line to the Point of Beginning.

AND

From the Southwest corner of the Northwest 1/4 of Section 23, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 02 minutes 50 seconds East 2238.13 feet along the West boundary of said Northwest 1/4 to a point on the Southerly right-of-way line of the former Tavares and Gulf Railroad as described July 26, 1995
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and recorded in Deed Book 104, Page 407, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds East 50.71 feet along said Southerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 3,032.00 feet; thence run Easterly 182.03 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 03 degrees 26 minutes 23 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 2,719.35 feet; thence run Easterly 17.76 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 00 degrees 22 minutes 27 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 80 degrees 03 minutes 39 seconds East 36.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 04 minutes 14 seconds East 36.88 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 75 degrees 46 minutes 35 seconds East 33.43 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 70 degrees 13 minutes 04 seconds East 22.13 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 55 minutes 14 seconds East 21.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 31 minutes 50 seconds East 3.52 feet for the POINT OF BEGINNING; thence run North 62 degrees 31 minutes 50 seconds East 28.14 feet to a point; thence run North 82 degrees 49 minutes 12 seconds West 86.05 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 740.43 feet; thence run Northwesterly 32.07 feet along the arc of said curve with a chord bearing of North 84 degrees 03 minutes 39 seconds West through a central angle of 02 degrees 28 minutes 55 seconds to a point on the Southerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40, Page 275, Public Records of Orange County, Florida; thence run South 79 degrees 42 minutes 34 seconds West 76.13 feet along said Southerly right-of-way line to a point on a nontangent curve concave Southerly and having a radius of 1165.98 feet; thence from a tangent bearing of North 89 degrees 17 minutes 48 seconds East, run Easterly 14.18 feet along the arc of said curve with a chord bearing of North 89 degrees 38 minutes 43 seconds East through a central angle of 00 degrees 41 minutes 48 seconds to the end of said curve and the beginning of a compound curve concave Southwesterly and having a radius of 724.43 feet;
thence run Southeasterly 90.86 feet along the arc of said curve with a chord bearing of South 86 degrees 24 minutes 48 seconds East through a central angle of 07 degrees 11 minutes 11 seconds to the end of said curve; thence run South 82 degrees 49 minutes 12 seconds East 62.88 feet to the Point of Beginning.

**LESS:** From the Southwest corner of the Northwest 1/4 of Section 23, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 02 minutes 50 seconds East 2238.13 feet along the West boundary of said Northwest 1/4 to a point on the Southerly right-of-way line of the former Tavares and Gulf Railroad as described and recorded in Deed Book 104, Page 407, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds East 50.71 feet along said Southerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 3,032.00 feet; thence run Easterly 182.03 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 03 degrees 26 minutes 23 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 2,719.35 feet; thence run Easterly 17.76 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 00 degrees 22 minutes 27 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of said curve; thence run North 80 degrees 03 minutes 39 seconds East 36.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 42 minutes 04 minutes 14 seconds East 36.88 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 75 degrees 46 minutes 46 minutes 35 seconds East 33.43 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 70 degrees 13 minutes 04 seconds East 22.13 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 55 minutes 14 seconds East 21.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 31 minutes 50 seconds East 31.66 feet to a point; thence run North 82 degrees 49 minutes 12 seconds West 86.05 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 740.43 feet; thence run Northwesterly 32.07 feet along the arc of said curve with a chord bearing of North 84 degrees 03 minutes 39 seconds West through a central angle of 02 degrees 28 minutes 55 seconds to a point on the Southerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40,
Page 275, Public Records of Orange County, Florida for the POINT OF
BEGINNING; thence run North 79 degrees 42 minutes 34 seconds East
6.53 feet along said Southerly right-of-way line to a 5/8 inch iron
bar with cap stamped "LB 1"; thence continue North 79 degrees 42
minutes 34 seconds East 1,040.93 feet along said Southerly right-
of-way line to a nail and disc stamped "LS 1585 LS 1819 LS 3186"
being on the East boundary of the Northwest 1/4 of the Northwest
1/4 of the aforesaid Section 23; thence continue North 79 degrees
42 minutes 34 seconds East 876.98 feet along said Southerly right-
of-way line to a nail and disc stamped "LS 1585 LS 1819 LS 3186";
thence continue North 79 degrees 42 minutes 34 seconds East
1,246.15 feet along said Southerly right-of-way line as described
in the aforesaid Deed Book 82, Page 466 and the Southerly right-of-
way line of the former Atlantic Coast Line Railroad Company right-
of-way as shown on the "Right-of-Way and Track Maps for the
Atlantic Coast Line Railroad Company, Sanford and St. Peters
Railroad - Sanford to Trilby dated June 30, 1917, Sheet V.12Fla S.7
and Sheet V.12Fla S.7A" to a nail and disc stamped "LS 1585 LS 1819
LS 3186"; thence run North 10 degrees 17 minutes 26 seconds West
26.60 feet to a 5/8 inch iron bar with cap stamped "LB 1", said 5/8
inch iron bar being a point on a nontangent curve concave Southerly
and having a radius of 3,763.00 feet; thence from a tangent bearing
of South 82 degrees 04 minutes 52 seconds West, run Westerly 100.60
feet along the arc of said curve through a central angle of 01
degrees 31 minutes 54 seconds to a 5/8 inch iron bar with cap
stamped "LB 1" at the end of said curve; thence run South 80
degrees 32 minutes 58 seconds West 55.00 feet to a 5/8 inch iron
bar with cap stamped "LB 1" at the beginning of a tangent curve
concave Southerly and having a radius of 6,793.00 feet; thence run
Westerly 74.46 feet along the arc of said curve through a central
angle of 00 degrees 37 minutes 41 seconds to a 5/8 inch iron bar
with cap stamped "LB 1" at the end of said curve; thence run South
79 degrees 55 minutes 18 seconds West 200.02 feet to a 5/8 inch
iron bar with cap stamped "LB 1"; thence run South 79 degrees 46
minutes 44 seconds West 300.46 feet to a 5/8 inch iron bar with cap
stamped "LB 1"; thence run South 79 degrees 41 minutes 38 seconds
West 300.67 feet to a 5/8 inch iron bar with cap stamped "LB 1" at
the beginning of a tangent curve concave Southerly and having a
radius of 815.00 feet; thence run Westerly 86.13 feet along the arc
of said curve through a central angle of 06 degrees 03 minutes 18
seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end
of said curve; thence run South 73 degrees 38 minutes 20 seconds

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West 66.28 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Northerly and having a radius of 597.00 feet; thence run Westerly 63.25 feet along the arc of said curve through a central angle of 06 degrees 04 minutes 14 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run South 79 degrees 42 minutes 34 seconds West 873.87 feet to a nail and disc stamped "LS 1585 LS 1819 LS 3186" being on the aforesaid East boundary of the Northwest 1/4 of the Northwest 1/4 of Section 23; thence continue South 79 degrees 42 minutes 34 seconds West 1044.03 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence continue South 79 degrees 42 minutes 34 seconds West 2.92 feet to a point on a nontangent curve concave Southeasterly and having a radius of 35.00 feet; thence from a tangent bearing of South 52 degrees 03 minutes 05 seconds 18 seconds West, run Southwesterly 20.55 feet along the arc of said curve with a chord bearing of South 35 degrees 14 minutes 20 seconds West through a central angle of 33 degrees 37 minutes 55 seconds to the end of said curve, the end of said curve being a point on a nontangent curve concave Southwesterly and having a radius of 740.43 feet; thence from a tangent bearing of South 86 degrees 10 minutes 05 seconds East, run Southeast 11.19 feet along the arc of said curve with a chord bearing of South 85 degrees 44 minutes 06 seconds East through a central angle of 00 degrees 51 minutes 58 seconds to the Point of Beginning.

AND LESS: From a 1 inch pinched iron pipe at the Southwest corner of Lot 66, Showalter Park as recorded in Plat Book T, Page 6, Public Records of Orange County, Florida, run North 79 degrees 43 minutes 29 seconds East 96.00 feet along the South boundary of said Lot 66 to a 5/8 inch iron bar with cap stamped "LB 1" for the POINT OF BEGINNING; thence continue North 79 degrees 43 minutes 29 seconds East 545.02 feet along said South boundary to a 2 inch iron pipe at the Southeast corner of said Lot 66; thence run North 79 degrees 38 minutes 55 seconds East 752.98 feet along the Northerly right-of-way line of the former Atlantic Coast Line Railroad Company right-of-way as shown on the "Right-of-Way and Track Maps for the Atlantic Coast Line Railroad Company, Sanford and St. Petersburg Railroad - Sanford to Trilby dated June 30, 1917, Sheet V.12Fla S.7 and Sheet V.12Fla S.7A" to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 10 degrees 21 minutes 05 seconds West 5.00 feet along said Northerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 38

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minutes 55 seconds East 298.32 feet along said Northerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Northerly and having a radius of 14,970.00 feet; thence run Easterly 191.52 feet along the arc of said curve and said Northerly right-of-way line through a central angle of 00 degrees 43 minutes 59 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Northerly and having a radius of 1,388.50 feet; thence run Easterly 194.88 feet along the arc of said curve and said Northerly right-of-way line through a central angle of 08 degrees 02 minutes 30 seconds to a 5/8 inch iron bar with cap stamped "LB 1" being on the East boundary of the Southeast 1/4 of Section 14, Township 22 South, Range 27 East; thence run North 00 degrees 07 minutes 40 seconds West 10.58 feet along said East boundary and said Northerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" being on a nontangent curve concave Northerly and having a radius of 414.68 feet; thence from a tangent bearing of North 09 degrees 52 minutes 40 seconds East, run Southerly 32.33 feet along the arc of said curve through a central angle of 04 degrees 28 minutes 00 seconds to a 5/8 inch iron bar with cap stamped "LB 1" being on a nontangent curve concave Northerly and having a radius of 1,410.50 feet; thence from a tangent bearing of South 69 degrees 55 minutes 03 seconds West, run Westerly 221.51 feet along the arc of said curve through a central angle of 08 degrees 59 minutes 53 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Northerly and having a radius of 3,498.50 feet; thence run Westerly 207.69 feet along said arc of said curve through a central angle of 03 degrees 24 minutes
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05 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a reverse curve concave Southerly and having a radius of 3,779.00 feet; thence run Westerly 95.58 feet along the arc of said curve through a central angle of 01 degrees 26 minutes 57 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 10 degrees 16 minutes 31 seconds West 6.51 feet to the Point of Beginning.

SUBJECT TO: Road right-of-way for Park Avenue, Plant Street (State Road 438), North Central Avenue, Highland Avenue, Lakeview Avenue, Boyd Street, Main Street, Woodland Street, Dillard Street and Hennis Road.

AND SUBJECT TO: A railroad crossing easement reservation over a parcel of land being described as follows: From the Southwest corner of the Northeast 1/4 of Section 23, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 02 minutes 50 seconds East 2238.13 feet along the West boundary of said Northeast 1/4 to a point on the Southerly right-of-way line of the former Tavares and Gulf Railroad as described and recorded in Deed Book 104, Page 407, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds East 50.71 feet along said Southerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 3,032.00 feet; thence run Easterly 182.03 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 03 degrees 26 minutes 23 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 2,719.35 feet; thence run Easterly 17.76 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 00 degrees 22 minutes 27 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 80 degrees 03 minutes 39 seconds East 36.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 04 minutes 14 seconds East 36.88 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 70 degrees 13 minutes 04 seconds East 22.13 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 55 minutes 14 seconds East 21.86 feet to a 5/8
inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 31 minutes 50 seconds East 31.66 feet to a point; thence run North 82 degrees 49 minutes 12 seconds West 86.05 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 740.43 feet; thence run Northwesterly 21.75 feet along the arc of said curve with a chord bearing of North 83 degrees 39 minutes 41 seconds West through a central angle of 01 degrees 40 minutes 59 seconds for the POINT OF BEGINNING; thence Northwesterly 10.32 feet along the arc of said curve with a chord bearing of North 84 degrees 54 minutes 09 seconds West through a central angle of 00 degrees 47 minutes 56 seconds to a point on the Southerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40, Page 275, Public Records of Orange County, Florida; thence continue Northwesterly 11.19 feet along the arc of said curve with a chord bearing of North 85 degrees 44 minutes 06 seconds West through a central angle of 00 degrees 51 minutes 58 seconds to the end of said curve, the end of said curve being a point on a nontangent curve concave Southeasterly and having a radius of 35.00 feet; thence from a tangent bearing of South 18 degrees 25 minutes 22 seconds West, run Southwesterly 6.62 feet along the arc of said curve with a chord bearing of South 13 degrees 00 minutes 16 seconds West through a central angle of 10 degrees 50 minutes 12 seconds to the end of said curve and the beginning of a reverse curve concave Northwesterly and having a radius of 35.00 feet; thence run Northwesterly 9.71 feet along the arc of said curve with a chord bearing of South 15 degrees 32 minutes 12 seconds West through a central angle of 15 degrees 54 minutes 04 seconds to the end of said curve, the end of said curve being a point on a nontangent curve concave Southwesterly and having a radius of 724.43 feet; thence from a tangent bearing of South 86 degrees 24 minutes 25 seconds East, run Southeasterly 20.72 feet along the arc of said curve with a chord bearing of South 85 degrees 35 minutes 15 seconds East through a central angle of 01 degrees 38 minutes 20 seconds to the end of said curve, the end of said curve being a point on a nontangent curve concave Northwesterly and having a radius of 55.00 feet; thence from a tangent bearing of North 16 degrees 24 minutes 56 seconds East, run Northeasterly 8.48 feet along the arc of said curve with a chord bearing of North 12 degrees 00 minutes 03 seconds East through a central angle of 08 degrees 49 minutes 46 seconds to the end of said curve and the beginning of a reverse curve concave Southeasterly and having a
radius of 15.00 feet; thence run Northeasterly 8.06 feet along the arc of said curve with a chord bearing of North 22 degrees 58 minutes 41 seconds East through a central angle of 30 degrees 47 minutes 03 seconds to the Point of Beginning.

AND ALSO SUBJECT TO: A railroad crossing easement reservation over a parcel of land being described as follows: From a 1 inch pinched iron pipe at the Southwest corner of Lot 66, Showalter Park as recorded in Plat Book T, Page 6, Public Records of Orange County, Florida, run North 79 degrees 43 minutes 29 seconds East 96.00 feet along the South boundary of said Lot 66 to a 5/8 inch iron bar with cap stamped "LB 1"; thence run South 10 degrees 16 minutes 31 seconds East 6.51 feet to a 5/8 inch iron bar with cap stamped "LB 1" for the POINT OF BEGINNING; thence run South 21 degrees 02 minutes 53 seconds West 18.38 feet to a point on a nontangent curve concave Southeasterly and having a radius of 3763.00 feet; thence from a tangent bearing of North 81 degrees 31 minutes 28 seconds East, run Northeasterly 36.56 feet along the arc of said curve with a chord bearing of North 81 degrees 48 minutes 10 seconds East through a central angle of 00 degrees 33 minutes 24 seconds to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 10 degrees 17 minutes 26 seconds West 16.01 feet to a point on a nontangent curve concave Southeasternly and having a radius of 3779.00 feet; thence from a tangent bearing of South 82 degrees 04 minutes 16 seconds West, run Southwesterly 27.00 feet along the arc of said curve with a chord bearing of South 81 degrees 51 minutes 59 seconds West through a central angle of 00 degrees 24 minutes 34 seconds to the Point of Beginning.

AND ALSO SUBJECT TO: Easements and leases.
That certain parcel of land being that part of the CSX Transportation, Inc. Railroad right-of-way (formerly the Atlantic Coast Line Company Railroad) lying North of the North boundary of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida (Station 1463+90) and Southeasterly of Station 1461+28, all as shown on the "Atlantic Coast Line Railroad Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track", Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said parcel of land being more particularly described as follows:

From the Southwest corner of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 07 minutes 40 seconds West 586.71 feet along the West boundary of said Southwest 1/4 to a point on the Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1458.50 feet; thence run Northeasterly along said Southeasterly right-of-way line with the following courses and distances: From a tangent bearing of North 71 degrees 49 minutes 05 seconds East, run Northeasterly 53.12 feet along the arc of said curve with a chord bearing of North 70 degrees 46 minutes 29 seconds East through a central angle of 02 degrees 05 minutes 12 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1379.62 feet; thence run Northeasterly 120.94 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1472.32 feet; thence run Northeasterly 173.40 feet along the arc of said curve with a chord bearing of North 61 degrees 20 minutes 06 seconds East through a central angle of 06 degrees 44 minutes 2 seconds to the most Southerly corner of that certain parcel of land described in Exhibit "A" and recorded in Official Records Book 3897, Page 735, Public Records of Orange County, Florida; thence leaving the aforesaid Southerly railroad right-of-way line, run Northwesterly and Northeasterly along the Southwesterly and Northwesterly boundary of said parcel of land described in said Exhibit "A" with the following courses and distances: North 32 degrees 02 minutes 06 seconds East 30.00 feet to a point on a nontangent curve concave Northwesterly and having a radius of 1442.32 feet; thence from a
tangent bearing of North 57 degrees 57 minutes 39 seconds East, run Northeasterly 146.29 feet along the arc of said curve with a chord bearing of North 55 degrees 03 minutes 19 seconds East through a central angle of 05 degrees 48 minutes 40 seconds to the end of said curve; thence run North 54 degrees 22 minutes 12 seconds East 132.85 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 588.36 feet; thence run Northeasterly 59.30 feet along the arc of said curve with a chord bearing of North 57 degrees 15 minutes 27 seconds East through a central angle of 05 degrees 46 minutes 29 seconds to the most Westerly corner of that certain Parcel "C" as described and recorded in Official Records Book 3825, Page 404, Public Records of Orange County, Florida; thence leaving the aforesaid Northwesterly boundary of the parcel of land described in Exhibit "A", continue Northeasterly 23.69 feet along the arc of said curve and the Northwesterly boundary of said Parcel "C" with a chord bearing of North 61 degrees 17 minutes 53 seconds East through a central angle of 02 degrees 18 minutes 23 seconds to the most Easterly corner of said Parcel "C", said most Easterly corner being a point on the aforesaid Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly railroad right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1472.32 feet; thence from a tangent bearing of North 43 degrees 44 minutes 45 seconds East, run Northeasterly 65.79 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 42 degrees 27 minutes 57 seconds East through a central angle of 02 degrees 33 minutes 37 seconds to the end of said curve; thence continue Northeasterly along said Southeasterly railroad right-of-way line with the following courses and distances: North 41 degrees 11 minutes 08 seconds East 433.03 feet to a point on the North boundary of the Southwest 1/4 of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida; thence run South 89 degrees 37 minutes 52 seconds West 20.06 feet along said North boundary; thence run North 41 degrees 09 minutes 16 seconds East 1785.98 feet to a point on the North boundary of the Northeast 1/4 of the Southwest 1/4 of said Section 13 for the POINT OF BEGINNING; thence leaving said Southeasterly railroad right-of-way line, run South 89 degrees 30 minutes 22 seconds West 66.91 feet along said North boundary to a point on the Northwesterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line

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DESCRIPTION 4 (Continued)

Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917; thence run North 41 degrees 09 minutes 16 seconds East 284.23 feet along said Northwesterly railroad right-of-way line; thence run South 48 degrees 50 minutes 44 seconds East 50.00 feet to a point on the aforesaid Southeasterly railroad right-of-way line; thence run South 41 degrees 09 minutes 16 seconds West 239.77 feet along said Southeasterly railroad right-of-way line to the Point of Beginning.

CONTAINING: 13,100 Square feet, more or less.

SUBJECT TO: Easements and leases and licenses.

DESCRIPTION 5

All of that certain rail easement as described and recorded in Official Records Book 3825, Page 405, Public Records of Orange County, Florida, said rail easement being described as follows:

From the Southwest corner of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 07 minutes 40 seconds West 586.71 feet along the West boundary of said Southwest 1/4 to a point on the Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1458.50 feet; thence run Northeasterly along said Southeasterly right-of-way line with the following courses and distances: From a tangent bearing of North 71 degrees 49 minutes 05 seconds East, run Northeasterly 53.12 feet along the arc of said curve with a chord bearing of North 70 degrees 46 minutes 29 seconds East through a central angle of 02 degrees 05 minutes 12 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1379.62 feet; thence run Northeasterly 120.94 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1472.32 feet; thence run Northeasterly 173.40 feet along the arc of said curve with a chord.

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JONES, WOOD & GENTRY, INC.
136 East Robinson Street
Orlando, Florida 32801

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bearing of North 61 degrees 20 minutes 06 seconds East through a central angle of 06 degrees 44 minutes 52 seconds to the most Southerly corner of that certain parcel of land described in Exhibit "A" and recorded in Official Records Book 3897, Page 735, Public Records of Orange County, Florida; thence leaving the aforesaid Southerly railroad right-of-way line, run Northwesterly and Northeasterly along the Southwesterly and Northwesterly boundary of said parcel of land described in said Exhibit "A" with the following courses and distances: North 32 degrees 02 minutes 21 seconds West 30.00 feet to a point on a nontangent curve concave Northwesterly and having a radius of 1442.32 feet; thence from a tangent bearing of North 57 degrees 57 minutes 39 seconds East, run Northeasterly 146.29 feet along the arc of said curve with a chord bearing of North 55 degrees 03 minutes 19 seconds East through a central angle of 05 degrees 48 minutes 40 seconds to the end of said curve; thence run North 54 degrees 22 minutes 12 seconds East 132.85 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 588.36 feet; thence run Northeasterly 59.30 feet along the arc of said curve with a chord bearing of North 57 degrees 15 minutes 27 seconds East through a central angle of 05 degrees 46 minutes 29 seconds to the most Westerly corner of that certain Parcel "C" as described and recorded in Official Records Book 3825, Page 404, Public Records of Orange County, Florida; thence leaving the aforesaid Northwesterly boundary of the parcel of land described in Exhibit "A", continue Northeasterly 23.69 feet along the arc of said curve and the Northwesterly boundary of said Parcel "C" with a chord bearing of North 61 degrees 17 minutes 53 seconds East through a central angle of 02 degrees 18 minutes 23 seconds to the most Easterly corner of said Parcel "C", said most Easterly corner being a point on the aforesaid Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly railroad right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1472.32 feet; thence from a tangent bearing of North 43 degrees 44 minutes 45 seconds East, run Northeasterly 6.11 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 43 degrees 37 minutes 37 seconds East through a central angle of 00 degrees 14 minutes 16 seconds for the POINT OF BEGINNING, said Point of Beginning being the most Westerly corner of that certain rail easement as described and recorded in Official Records Book 3825, Page 405, Public Records of Orange County, Florida;

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DESCRIPTION 5 (Continued)

thence continue Northeasterly 42.31 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 42 degrees 41 minutes 05 seconds East through a central angle of 01 degrees 38 minutes 48 seconds to a Northwesterly corner of said rail easement, said Northwesterly corner being on a nontangent curve concave Southeasterly and having a radius of 606.36 feet; thence from a tangent bearing of North 66 degrees 45 minutes 54 seconds East, run Northeasterly 12.27 feet along the arc of said curve and the Northwesterly boundary of said rail easement with a chord bearing of North 67 degrees 20 minutes 41 seconds East through a central angle of 01 degrees 09 minutes 34 seconds to the end of said curve; thence run North 67 degrees 20 minutes 28 seconds East 728.45 feet along said Northwesterly boundary to the Northeast corner of said rail easement; thence run South 00 degrees 29 minutes 10 seconds East 17.21 feet to the Southeast corner of said rail easement; thence run South 67 degrees 55 minutes 28 seconds West 722.11 feet along the Southeasterly boundary of said rail easement to the beginning of a tangent curve concave Southeasterly and having a radius of 590.36 feet; thence run Southwesterly 50.61 feet along the arc of said curve and said Southeasterly boundary with a chord bearing of South 65 degrees 28 minutes 07 seconds West through a central angle of 04 degrees 54 minutes 42 seconds to the Point of Beginning.

CONTAINING: 12,095 Square feet, more or less.

SUBJECT TO: Easements and leases and licenses.

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JONES, WOOD & GENTRY, INC.
136 East Robinson Street
Orlando, Florida 32801

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DESCRIPTION

(Parcel of land to be leased by Winter Garden to the Railroad)

From the Southwest corner of the Northwest 1/4 of Section 23, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 02 minutes 50 seconds East 2238.13 feet along the West boundary of said Northwest 1/4 to a point on the Southerly right-of-way line of the former Tavares and Gulf Railroad as described and recorded in Deed Book 104, Page 407, Public Records of Orange County, Florida; thence run North 79 degrees 42 minutes 34 seconds

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East 50.71 feet along said Southerly right-of-way line to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 3,032.00 feet; thence run Easterly 182.03 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 03 degrees 26 minutes 23 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 2,719.35 feet; thence run Easterly 17.76 feet along the arc of said curve and said Southerly right-of-way line through a central angle of 00 degrees 22 minutes 27 seconds to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 04 minutes 14 seconds East 36.88 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 75 degrees 46 minutes 35 seconds East 33.43 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 70 degrees 13 minutes 04 seconds East 22.13 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 55 minutes 14 seconds East 21.86 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 62 degrees 31 minutes 50 seconds East 3.52 feet for the POINT OF BEGINNING; thence continue North 62 degrees 31 minutes 50 seconds East 28.14 feet to a point; thence run North 82 degrees 49 minutes 12 seconds West 86.05 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 740.43 feet; thence run Northwesterly 32.07 feet along the arc of said curve with a chord bearing of North 84 degrees 03 minutes 39 seconds West through a central angle of 02 degrees 28 minutes 55 seconds to a point on the Southerly right-of-way line of the former Orange Belt Railway Company Railroad as described and recorded in Deed Book 40, Page 275, Public Records of Orange County, Florida; thence continue Northwesterly 11.19 feet along the arc of said curve with a chord bearing of North 85 degrees 44 minutes 06 seconds West through a central angle of 00 degrees 51 minutes 58 seconds to the end of said curve, the end of said curve being a point on a nontangent curve concave Southeasterly and having a radius of 35.00 feet; thence from a tangent bearing of North 18 degrees 25 minutes 22 seconds East, run Northeasterly 20.55 feet along the arc of said curve with a chord bearing of North 35 degrees 14 minutes 20 seconds East through a central angle of 33 degrees 37 minutes 55 seconds to the end of said curve; thence run North 79 degrees 42 minutes 34 seconds East.
DESCRIPTION (Continued)

2.92 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence continue North 79 degrees 42 minutes 34 seconds East 1044.03 feet to a nail and disc stamped "LS 1585 LS 1819 LS 3186" being on the East boundary of the Northwest 1/4 of the Northwest 1/4 of said Section 23; thence run North 79 degrees 42 minutes 34 seconds East 873.87 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Northerly and having a radius of 597.00 feet; thence run Easterly 63.25 feet along the arc of said curve with a chord bearing of North 76 degrees 40 minutes 14 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 73 degrees 38 minutes 20 seconds East 66.28 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 815.00 feet; thence run Easterly 86.13 feet along the arc of said curve with a chord bearing of North 76 degrees 39 minutes 59 seconds East through a central angle of 06 degrees 04 minutes 14 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 79 degrees 41 minutes 38 seconds East 300.67 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 46 minutes 44 seconds East 300.46 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run North 79 degrees 55 minutes 18 seconds East 200.02 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 6,793.00 feet; thence run Easterly 74.46 feet along the arc of said curve with a chord bearing of North 80 degrees 14 minutes 08 seconds East through a central angle of 00 degrees 37 minutes 41 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run North 80 degrees 32 minutes 58 seconds East 55.00 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Southerly and having a radius of 3,763.00 feet; thence run Easterly 100.60 feet along the arc of said curve with a chord bearing of North 81 degrees 18 minutes 55 seconds East through a central angle of 01 degrees 31 minutes 54 seconds to a 5/8 inch iron bar with cap stamped "LB 1"; thence continue Easterly 67.63 feet along the arc of said curve with a chord bearing of North 82 degrees 35 minutes 46 seconds East through a central angle of 01 degrees 01 minutes 47 seconds to the end of said curve and the beginning of a reverse curve concave Northerly and having a radius of 3514.50 feet; thence run Easterly 208.64 feet along the arc of said curve with a chord bearing of North 81 degrees 24
DESCRIPTION (Continued)

minutes 37 seconds East through a central angle of 03 degrees 24 minutes 05 seconds to the end of said curve, the end of said curve being a point on a line parallel with and 8.00 feet South of, when measured at right angles to, the centerline of the existing main line railroad tracks; thence continue Northeasterly along said parallel line with the following courses and distances: North 79 degrees 42 minutes 34 seconds East 241.98 feet; thence run North 79 degrees 38 minutes 55 seconds East 1651.32 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 15,008.00 feet; thence run Northeasterly 192.01 feet along the arc of said curve with a chord bearing of North 79 degrees 16 minutes 56 seconds East through a central angle of 00 degrees 43 minutes 59 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1426.50 feet; thence run Northeasterly 228.67 feet along the arc of said curve with a chord bearing of North 74 degrees 19 minutes 24 seconds East through a central angle of 09 degrees 11 minutes 04 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1347.62 feet; thence run Northeasterly 118.13 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1440.32 feet; thence run Northeasterly 169.63 feet along the arc of said curve with a chord bearing of North 61 degrees 20 minutes 06 seconds East through a central angle of 06 degrees 44 minutes 52 seconds to a point on the Northwesterly prolongation of the Westerly boundary of that certain parcel of land described in Exhibit "A" and recorded in Official Records Book 3897, Page 735, Public Records of Orange County, Florida; thence leaving the aforesaid parallel line, run South 32 degrees 02 minutes 21 seconds East 2.00 feet to the most Westerly corner of said parcel of land, said most Westerly corner being a point on a nontangent curve concave Northwesterly and having a radius of 1442.32 feet; thence from a tangent bearing of North 57 degrees 57 minutes 39 seconds East, run Northeasterly 146.29 feet along the arc of said curve and the Northwesterly boundary of said parcel of land with a chord bearing of North 55 degrees 03 minutes 19 seconds East through a central angle of 05 degrees 48 minutes 40 seconds to the end of said curve; thence run North 54 degrees 22 minutes 12 seconds East 132.85 feet along said Northwesterly boundary to the beginning of a tangent curve concave Southeasterly.
and having a radius of 588.36 feet; thence run Northeasterly 59.30 feet along the arc of said curve and said Northwesterly boundary with a chord bearing of North 57 degrees 15 minutes 27 seconds East through a central angle of 05 degrees 46 minutes 29 seconds to the most Westerly corner of that certain Parcel "C" as described and recorded in Official Records Book 3825, Page 404, Public Records of Orange County, Florida; thence continue Northeasterly 23.69 feet along the arc of said curve and the Northwesterly boundary of said Parcel "C" with a chord bearing of North 61 degrees 17 minutes 53 seconds East through a central angle of 02 degrees 18 minutes 23 seconds to the most Easterly corner of said Parcel "C", said most Easterly corner being a point on the Southeasterly railroad right-of-way line as shown on the Atlantic Coast Line Railroad Company's Right-of-Way and Track Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly railroad right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1472.32 feet; thence from a tangent bearing of North 43 degrees 44 minutes 45 seconds East, run Northeasterly 31.12 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 43 degrees 08 minutes 25 seconds East through a central angle of 01 degrees 12 minutes 40 seconds to a point; thence run South 67 degrees 55 minutes 28 seconds West 70.22 feet; thence run North 41 degrees 11 minutes 08 seconds East 494.95 feet to a point, said point being on a line parallel with and 8.00 feet Southeasterly of, when measured at right angles to, the centerline of the existing main line railroad tracks; thence run North 41 degrees 09 minutes 16 seconds East 1793.00 feet along said parallel line to a point on the North boundary of the Northeast 1/4 of the Southwest 1/4 of said Section 13; thence run South 89 degrees 30 minutes 22 seconds West 21.41 feet along said North boundary to a point, said point being on a line parallel with and 8.00 feet Northwesterly of, when measured at right angles to, the aforesaid centerline of the main line railroad tracks; thence run South 41 degrees 09 minutes 16 seconds West 498.98 feet along said parallel line; thence run North 35 degrees 17 minutes 42 seconds East 36.00 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 382.36 feet; thence run Northeasterly 69.51 feet along the arc of said curve with a chord bearing of North 30 degrees 05 minutes 14 seconds East through a central angle of 10 degrees 24 minutes 57 seconds to a point on the Northwesterly railroad right-of-way line as shown on July 26, 1995
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JONES, WOOD & GENTRY, INC.
136 East Robinson Street
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the aforesaid Atlantic Coast Line Railroad Company's Right-of-Way and Track Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917; thence run South 41 degrees 09 minutes 16 seconds West 127.35 feet along said Northwesterly railroad right-of-way line; thence run South 31 degrees 35 minutes 32 seconds West 51.14 feet; thence run South 35 degrees 35 minutes 01 seconds West 63.94 feet; thence run South 38 degrees 28 minutes 41 seconds West 49.20 feet to a point on the aforesaid line being parallel with and 8.00 feet Northwesterly of, when measured at right angles to, the centerline of the main line railroad tracks; thence Southwesterly and Westerly along said parallel line with the following courses and distances: South 41 degrees 09 minutes 16 seconds West 1093.16 feet; thence run South 41 degrees 11 minutes 08 seconds West 397.57 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 1424.32 feet; thence run Southwesterly 584.76 feet along the arc of said curve with a chord bearing of South 52 degrees 56 minutes 50 seconds West through a central angle of 23 degrees 31 minutes 23 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1331.62 feet; thence run Southwesterly 116.73 feet along the arc of said curve with a chord bearing of South 67 degrees 13 minutes 12 seconds West through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1410.50 feet; thence run Southwesterly 226.10 feet along the arc of said curve with a chord bearing of South 74 degrees 19 minutes 24 seconds West through a central angle of 09 degrees 11 minutes 04 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a compound curve concave Northerly and having a radius of 14,992.00 feet; thence run Westerly 191.81 feet along the arc of said curve with a chord bearing of South 79 degrees 16 minutes 56 seconds West through a central angle of 00 degrees 43 minutes 59 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve; thence run South 79 degrees 38 minutes 55 seconds West 1,051.32 feet to a 5/8 inch iron bar with cap stamped "LB 1"; thence run South 79 degrees 42 minutes 34 seconds West 241.97 feet to a 5/8 inch iron bar with cap stamped "LB 1" at the beginning of a tangent curve concave Northerly and having a radius of 3,498.50 feet; thence run Westerly 207.69 feet along the arc of said curve with a chord bearing of South 81 degrees 24 minutes 37 seconds West through a...
central angle of 03 degrees 24 minutes 05 seconds to a 5/8 inch iron bar with cap stamped "LB 1" at the end of said curve and the beginning of a reverse curve concave Southerly and having a radius of 3,779.00 feet; thence run Westerly 95.58 feet along the arc of said curve with a chord bearing of South 82 degrees 23 minutes 11 seconds West through a central angle of 01 degrees 26 minutes 57 seconds; thence continue Westerly 73.36 feet along the arc of said curve with a chord bearing of South 81 degrees 06 minutes 20 seconds West through a central angle of 01 degrees 06 minutes 44 seconds to the end of said curve; thence run South 80 degrees 32 minutes 58 seconds West 55.00 feet to the beginning of a tangent curve concave Southerly and having a radius of 6,809.00 feet; thence run Westerly 74.62 feet along the arc of said curve with a chord bearing of South 80 degrees 14 minutes 08 seconds West through a central angle of 00 degrees 37 minutes 41 seconds to the end of said curve; thence run South 79 degrees 55 minutes 18 seconds West 200.04 feet; thence run South 79 degrees 46 minutes 44 seconds West 300.49 feet; thence run South 79 degrees 41 minutes 38 seconds West 300.68 feet to the beginning of a tangent curve concave Southerly and having a radius of 831.00 feet; thence run Westerly 87.82 feet along the arc of said curve with a chord bearing of South 76 degrees 39 minutes 59 seconds West through a central angle of 06 degrees 03 minutes 18 seconds to the end of said curve; thence run South 73 degrees 38 minutes 20 seconds West 66.28 feet to the beginning of a tangent curve concave Northerly and having a radius of 581.00 feet; thence run Westerly 61.56 feet along the arc of said curve with a chord bearing of South 76 degrees 40 minutes 27 seconds West through a central angle of 06 degrees 04 minutes 14 seconds to the end of said curve; thence run South 79 degrees 42 minutes 34 seconds West 2226.88 feet to a point on the aforesaid West boundary of the Northwest 1/4 of Section 23; thence continue South 79 degrees 42 minutes 34 seconds West 1398.23 feet; thence leaving the aforesaid parallel line being 8.00 Northerly of, when measured at right angles to, the centerline of the existing main line track, run South 10 degrees 17 minutes 26 seconds East 16.00 feet; thence run North 79 degrees 42 minutes 34 seconds East 1395.31 feet to a point on said West boundary of the Northwest 1/4 of Section 23; thence continue North 79 degrees 42 minutes 34 seconds East 18.61 feet to the beginning of a tangent curve concave Southerly and having a radius of 1355.09 feet; thence run Easterly 117.85 feet along the arc of said curve with a tangent bearing of North 82 degrees 12 minutes 03 seconds East through a
central angle of 04 degrees 58 minutes 58 seconds to the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 1165.98 feet; thence run Easterly 107.88 feet along the arc of said curve with a chord bearing of North 87 degrees 20 minutes 34 seconds East through a central angle of 05 degrees 18 minutes 05 seconds to the end of said curve and the beginning of a compound curve concave Southerly and having a radius of 724.43 feet; thence run Easterly 90.86 feet along the arc of said curve with a chord bearing of South 86 degrees 24 minutes 48 seconds East through a central angle of 07 degrees 11 minutes 11 seconds to the end of said curve; thence run South 82 degrees 49 minutes 12 seconds East 62.88 feet to the Point of Beginning.
DESCRIPTION 4

That certain parcel of land being that part of the CSX Transportation, Inc. Railroad right-of-way (formerly the Atlantic Coast Line Company Railroad) lying North of the North boundary of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida (Station 1463+90) and Southeasterly of Station 1461+28, all as shown on the "Atlantic Coast Line Railroad Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track", Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said parcel of land being more particularly described as follows:

From the Southwest corner of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 07 minutes 40 seconds West 586.71 feet along the West boundary of said Southwest 1/4 to a point on the Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1458.50 feet; thence run Northeasterly along said Southeasterly right-of-way line with the following courses and distances: From a tangent bearing of North 71 degrees 49 minutes 05 seconds East, run Northeasterly 53.12 feet along the arc of said curve with a chord bearing of North 70 degrees 46 minutes 29 seconds East through a central angle of 02 degrees 05 minutes 12 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1379.62 feet; thence run Northeasterly 120.94 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1472.32 feet; thence run Northeasterly 173.40 feet along the arc of said curve with a chord bearing of North 61 degrees 20 minutes 06 seconds East through a central angle of 06 degrees 44 minutes 52 seconds to the most Southerly corner of that certain parcel of land described in Exhibit "A" and recorded in Official Records Book 3897, Page 735, Public Records of Orange County, Florida; thence leaving the aforesaid Southerly railroad right-of-way line, run Northwesterly and Northeasterly along the Southwesterly and Northwesterly boundary of said parcel of land described in said Exhibit "A" with the following courses and distances: North 32 degrees 02 minutes 21 seconds West 30.00 feet to a point on a nontangent curve concave Northwesterly and having a radius of 1442.32 feet; thence from a

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tangent bearing of North 57 degrees 57 minutes 39 seconds East, run Northeasternly 146.29 feet along the arc of said curve with a chord bearing of North 55 degrees 03 minutes 19 seconds East through a central angle of 05 degrees 48 minutes 40 seconds to the end of said curve; thence run North 54 degrees 22 minutes 12 seconds East 132.85 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 588.36 feet; thence run Northeasternly 59.30 feet along the arc of said curve with a chord bearing of North 57 degrees 15 minutes 27 seconds East through a central angle of 05 degrees 46 minutes 29 seconds to the most Westerly corner of that certain Parcel "C" as described and recorded in Official Records Book 3825, Page 404, Public Records of Orange County, Florida; thence leaving the aforesaid Northwesterly boundary of the parcel of land described in Exhibit "A", continue Northeasternly 23.69 feet along the arc of said curve and the Northwesterly boundary of said Parcel "C" with a chord bearing of North 61 degrees 17 minutes 53 seconds East through a central angle of 02 degrees 18 minutes 23 seconds to the most Easterly corner of said Parcel "C", said most Easterly corner being a point on the aforesaid Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly railroad right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1472.32 feet; thence from a tangent bearing of North 43 degrees 44 minutes 45 seconds East, run Northeasternly 65.79 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 42 degrees 27 minutes 57 seconds East through a central angle of 02 degrees 33 minutes 37 seconds to the end of said curve; thence continue Northeasternly along said Southeasterly railroad right-of-way line with the following courses and distances: North 41 degrees 11 minutes 08 seconds East 433.03 feet to a point on the North boundary of the Southwest 1/4 of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida; thence run South 89 degrees 89 minutes 52 seconds West 20.06 feet along said North boundary; thence run North 41 degrees 09 minutes 16 seconds East 1785.98 feet to a point on the North boundary of the Northeast 1/4 of the Southwest 1/4 of said Section 13 for the POINT OF BEGINNING; thence leaving said Southeasterly railroad right-of-way line, run South 89 degrees 30 minutes 22 seconds West 66.91 feet along said North boundary to a point on the Northwesterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line

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Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917; thence run North 41 degrees 09 minutes 16 seconds East 284.23 feet along said Northwesterly railroad right-of-way line; thence run South 48 degrees 50 minutes 44 seconds East 50.00 feet to a point on the aforesaid Southeasterly railroad right-of-way line; thence run South 41 degrees 09 minutes 16 seconds West 239.77 feet along said Southeasterly railroad right-of-way line to the Point of Beginning.

CONTAINING: 13,100 Square feet, more or less.

SUBJECT TO: Easements and leases and licenses.

DESCRIPTION 5

All of that certain rail easement as described and recorded in Official Records Book 3825, Page 405, Public Records of Orange County, Florida, said rail easement being described as follows:

From the Southwest corner of the Southwest 1/4 of Section 13, Township 22 South, Range 27 East, Orange County, Florida, run North 00 degrees 07 minutes 40 seconds West 586.71 feet along the West boundary of said Southwest 1/4 to a point on the Southeasterly railroad right-of-way line as shown on the CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line Company Railroad) Right-of-Way Map for the Sanford to St. Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12 Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly right-of-way line being a nontangent curve concave Northwesterly and having a radius of 1458.50 feet; thence run Northeasterly along said Southeasterly right-of-way line with the following courses and distances: From a tangent bearing of North 71 degrees 49 minutes 05 seconds East, run Northeasterly 53.12 feet along the arc of said curve with a chord bearing of North 70 degrees 46 minutes 29 seconds East through a central angle of 02 degrees 05 minutes 12 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1379.62 feet; thence run Northeasterly 120.94 feet along the arc of said curve with a chord bearing of North 67 degrees 13 minutes 12 seconds East through a central angle of 05 degrees 01 minutes 21 seconds to the end of said curve and the beginning of a compound curve concave Northwesterly and having a radius of 1472.32 feet; thence run Northeasterly 173.40 feet along the arc of said curve with a chord

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bearing of North 61 degrees 20 minutes 06 seconds East through a
central angle of 06 degrees 44 minutes 52 seconds to the most
Southerly corner of that certain parcel of land described in
Exhibit "A" and recorded in Official Records Book 3897, Page 735,
Public Records of Orange County, Florida; thence leaving the
aforesaid Southerly railroad right-of-way line, run Northwesterly
and Northeasterly along the Southwesterly and Northwesterly
boundary of said parcel of land described in said Exhibit "A" with
the following courses and distances: North 32 degrees 02 minutes
21 seconds West 30.00 feet to a point on a nontangent curve concave
Northwesterly and having a radius of 1442.32 feet; thence from a
tangent bearing of North 57 degrees 57 minutes 39 seconds East, run
Northeasterly 146.29 feet along the arc of said curve with a chord
bearing of North 55 degrees 03 minutes 19 seconds East through a
central angle of 05 degrees 48 minutes 40 seconds to the end of
said curve; thence run North 54 degrees 22 minutes 12 seconds East
132.85 feet to the beginning of a tangent curve concave
Southeasterly and having a radius of 588.36 feet; thence run
Northeasterly 59.30 feet along the arc of said curve with a chord
bearing of North 57 degrees 15 minutes 27 seconds East through a
central angle of 05 degrees 46 minutes 29 seconds to the most
Westerly corner of that certain Parcel "C" as described and
recorded in Official Records Book 3825, Page 404, Public Records of
Orange County, Florida; thence leaving the aforesaid Northwesterly
boundary of the parcel of land described in Exhibit "A", continue
Northeasterly 23.69 feet along the arc of said curve and the
Northwesterly boundary of said Parcel "C" with a chord bearing of
North 61 degrees 17 minutes 15 seconds West through a central angle
of 02 degrees 18 minutes 23 seconds to the most Easterly corner of
said Parcel "C", said most Easterly corner being a point on the
aforesaid Southeasterly railroad right-of-way line as shown on the
CSX Transportation, Inc. Railroad (formerly the Atlantic Coast Line
Company Railroad) Right-of-Way Map for the Sanford to St.
Petersburg Railroad Company - Sanford to Trilby track, Sheets V.12
Fla / 6 and V.12 Fla / 7, dated June 30, 1917, said Southeasterly
railroad right-of-way line being a nontangent curve concave
Northwesterly and having a radius of 1472.32 feet; thence from a
tangent bearing of North 43 degrees 44 minutes 45 seconds East, run
Northeasterly 6.11 feet along the arc of said curve and said
Southeasterly railroad right-of-way line with a chord bearing of
North 43 degrees 37 minutes 37 seconds East through a central angle
of 00 degrees 14 minutes 16 seconds for the POINT OF BEGINNING,
said Point of Beginning being the most Westerly corner of that
certain rail easement as described and recorded in Official Records
Book 3825, Page 405, Public Records of Orange County, Florida;

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thence continue Northeasterly 42.31 feet along the arc of said curve and said Southeasterly railroad right-of-way line with a chord bearing of North 42 degrees 41 minutes 05 seconds East through a central angle of 01 degrees 38 minutes 48 seconds to a Northwesterly corner of said rail easement, said Northwesterly corner being on a nontangent curve concave Southeasterly and having a radius of 606.36 feet; thence from a tangent bearing of North 66 degrees 45 minutes 54 seconds East, run Northeasterly 12.27 feet along the arc of said curve and the Northwesterly boundary of said rail easement with a chord bearing of North 67 degrees 20 minutes 41 seconds East through a central angle of 01 degrees 09 minutes 34 seconds to the end of said curve; thence run North 67 degrees 55 minutes 28 seconds East 728.45 feet along said Northwesterly boundary to the Northeast corner of said rail easement; thence run South 00 degrees 29 minutes 10 seconds East 17.21 feet to the Southeast corner of said rail easement; thence run South 67 degrees 55 minutes 28 seconds West 722.11 feet along the Southeasterly boundary of said rail easement to the beginning of a tangent curve concave Southeasterly and having a radius of 590.36 feet; thence run Southwesterly 50.61 feet along the arc of said curve and said Southeasterly boundary with a chord bearing of South 65 degrees 28 minutes 07 seconds West through a central angle of 04 degrees 54 minutes 42 seconds to the Point of Beginning.

CONTAINING: 12,095 Square feet, more or less.

SUBJECT TO: Easements and leases and licenses.