

This instrument was prepared by:

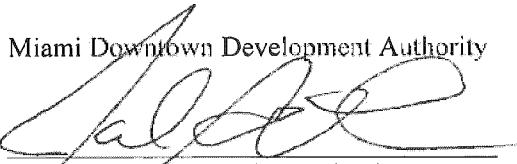
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**NOTICE OF ADOPTION OF INCREMENT III OF THE
DOWNTOWN MIAMI DEVELOPMENT OF REGIONAL IMPACT**

Pursuant to Section 380.06(15)(f), Florida Statutes, notice is hereby given of the adoption of the Increment III Development Order by the City Commission ("Notice"), Miami-Dade County, Florida, for the Development of Regional Impact known as Downtown Miami (the "DRI") for the real property legally described in Exhibit "A" attached.

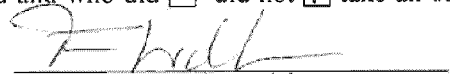
The Master DRI Development Order was adopted pursuant to City of Miami Resolution No. 87-1149, passed and adopted on December 10, 1987, as amended from time to time, which established the incremental development phasing for the DRI. This Notice is to advise that the third increment to the Development Order was approved pursuant to the adoption of City of Miami Ordinance No. 13704, passed and adopted by the City Commission on October 26, 2017 (the "Increment III Development Order"). A copy of the Increment III Development Order (as well as the Master DRI Development Order), as amended, may be examined in the office of the Clerk of the City of Miami, 3500 Pan American Drive, Miami, Florida 33133.

Notice is hereby given that the DRI Development Order, Increment III Development Order, and any administrative extensions constitute a land development regulation applicable to the subject property but, pursuant to Section 380.06(15)(f), the recordation of this Notice shall not constitute a lien, cloud or encumbrance on any real property, or actual nor constructive notice of any of the same.

Miami Downtown Development Authority

Special Legal Counsel for Miami Downtown
Development Authority
Print Name: Joseph G. Goldstein

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

BEFORE ME, Tia Williams, a Notary Public in and for the State and County aforesaid, personally appeared JOSEPH G. GOLDSTEIN, to me personally known, who executed the foregoing instrument for the purposes therein contained and who did did not take an oath on this 25th day of January, 2018.


Name: Tia Williams
Notary Public State of Florida at Large

My commission expire

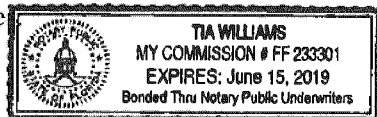


EXHIBIT "A"**LEGAL DESCRIPTION OF DOWNTOWN DRI:**

(DDRI Boundaries as of February 1, 2004)

Begin at the intersection of the centerline of N.W. Fifth Street and N.W. Third Avenue (east side of N-S Expressway (I-95)), thence run southerly along the centerline of N.W. Third Avenue and the easterly side of N-S Expressway to the centerline of West Flagler Street; thence westerly along the centerline of said West Flagler Street to the centerline of the Miami River, thence meandering southeasterly along the centerline of said Miami River to a point of intersection with the easterly right-of-way line of Metro Rapid Transit right-of-way (formerly Florida East Coast (FEC) Railroad right-of-way) said right-of-way line being 50 feet easterly of and parallel with the centerline of said Metro Rapid Transit right-of-way; thence run southerly and southwesterly along said easterly right-of-way line of Metro Rapid Transit to the intersection with the centerline of S.W. 15th Road; thence southeasterly along the centerline of 15th Road to a point of intersection with the southerly prolongation of the westerly line of Costa Bella Development Subdivision (107-14); thence northeasterly, northwesterly and northeasterly along said westerly line of Costa Bella to the intersection with the southerly right-of-way line of S.E. 14th Lane; thence southeasterly, northeasterly, northerly, and northwesterly along said southerly and westerly right-of-way line of S.E. 14th Lane and S.E. 14th Terrace to the intersection with the northwesterly property line of lot 31, block 2 of amended plat of Point View as recorded in plat book 2 at page 93 of the public records of Miami-Dade County, Florida; thence northeasterly along the northwesterly line of said lot 31, to the northeasterly side of the existing ten-foot alley in block 2 of said Point View; thence southeasterly along the northeasterly side of said ten-foot alley to the intersection with the property line between lots 4 and 5 of said block 2 of Point View, thence northeasterly along said line of lots 4 and 5 and its prolongation thereof to the centerline of S.E. 14th Street; thence southeasterly along said centerline of S.E. 14th Street to a point of intersection with the existing bulkhead and shoreline of Biscayne Bay; thence meandering

northerly along the existing bulkhead and shoreline of Biscayne Bay to a point of intersection with the southerly boundary of Claughton Island Bridge; thence easterly along the said southerly right-of-way line of Claughton Island Bridge to the intersection with the westerly bulkhead line of Claughton Island, said bulkhead line being part of the Metropolitan Miami-Dade County bulkhead line as recorded in plat book 73 at page 18 of the public records; thence southerly, easterly, northerly and westerly, following said existing bulkhead and its westerly prolongation thereof around the island to the intersection with the mainland on the easterly shoreline of Biscayne Bay; thence meandering in a northwesterly and westerly direction along the shoreline of Biscayne Bay and the Miami River to the intersection with the easterly right-of-way line of Brickell Avenue Bridge (S.E. Second Avenue); thence north along said bridge to the existing bulkhead on the northerly shoreline of the Miami River; said bulkhead line also being the southerly boundary of the Dupont Plaza Center and Miami Center Joint Venture property; thence northeasterly along the southerly boundary of Dupont Plaza Center and Miami Center Joint Venture property to a point of intersection with the easterly property line of Chopin Associates and Miami Center Limited Partnership; said property line being along the shoreline of Biscayne Bay; thence northerly along said easterly property line of Chopin Associates and Miami Center Limited Partnership property along Biscayne Bay to the southerly property line of Bayfront Park; thence continuing northerly, northeasterly and northwesterly along the bulkhead line of Bayfront Park and the Bayfront Park Miamarina; thence continuing northerly along the bulkhead line of Biscayne Bay to a point of intersection with the centerline of N.E. 17th Street extended easterly; thence westerly along the centerline of N.E. 17th Street and its extension thereof to a point of intersection with the centerline of North Bayshore Drive; thence northerly and northeasterly along the centerline of North Bayshore Drive to a point of intersection with easterly extension of the northerly lot line of lot 1 of block 1 of Seaport amended as recorded in plat book 149 at page 79 of the public records of Miami-Dade County, Florida; thence northwesterly along the northerly lot line of lot 1 and its extension thereof across a 15-foot-wide alley to the easterly

extension of the northerly lot line of lot 6 of block 8 of Miramar amended as recorded in plat book 5 at page 4 of the public records of Miami-Dade County, Florida; thence northwesterly along the northerly lot line of lot 6 to a point of intersection with centerline of N.E. 4th Avenue; thence southwesterly and northerly along the centerline of N.E. Fourth Avenue to its intersection with the centerline of N.E. 19th Street; thence westerly along the centerline of N.E. 19th Street to a point of intersection with southerly extension of the easterly lot line of lot 4 of block 1 of Miramar amended as recorded in plat book 5 at page 4 of the public records of Miami-Dade County, Florida, thence northerly along the easterly lot line of lot 4 and its extension thereof to the southerly lot line of lot 8 of Coral Park as recorded in plat book 2 at page 66 of the public records of Miami-Dade County, Florida; thence easterly along the southerly lot line of lot 8 to the southeast corner of said lot 8; thence northerly along the easterly lot line of lot 8 to the southerly right-of-way line of N.E. 20th Street; thence easterly along the southerly right-of-way line of N.E. 20th Street to the southerly extension of the easterly lot line of lot 7 of said Coral Park (2-66); thence northerly along the easterly lot line of lot 7 and its extension thereof to the northeast corner of lot 7; thence westerly along the northerly lot line of lot 7 to a point of intersection with the southerly extension of the easterly lot line of lot 7 of block 4 of Bayside Park amended as recorded in plat book 2 at page 40 of the public records of Miami-Dade County, Florida; thence northerly along the easterly lot line of lot 7 and its extension thereof across a 15-foot-wide alley to the northeast corner of lot 7; thence continuing northerly across the right-of-way of N.E. 20th Terrace to the southeast corner of lot 7 of block 1 of Bayside Park amended (2-40); thence northerly along the easterly lot line of lot 7 to the northeast corner of said lot 7; thence across a 15-foot-wide alley to the southeast corner of lot 5 block 3 of Bayonne Subdivision as recorded in plat book 2 at page 35 of the public records of Miami-Dade County, Florida; thence northerly along the easterly lot line of lot 5, and the northerly extension of its easterly lot line thereof, to the centerline of N.E. 21st Street; thence easterly along the centerline of N.E. 21st Street to a point of intersection with the southerly extension of the easterly lot line

of lot 3 of block 1 of Bayonne Subdivision (2-35); thence northerly along the easterly lot line and its extension thereof, to the southerly lot line of tract a of Caruso Subdivision as recorded in plat book 79 at page 23 of the public records of Miami-Dade County, Florida; thence easterly along the southerly tract line of tract A to the southerly extension of the easterly right-of-way line of N.E. Fourth Avenue; thence northerly along the easterly right-of-way line of N.E. Fourth Avenue and its extension thereof to the centerline of N.E. 24th Street; thence westerly along the centerline of N.E. 24th Street to the centerline of N.E. Second Avenue; thence southerly along the centerline of N.E. Second Avenue to the centerline of N.E. 17th Street; thence westerly along the centerline of N.E. 17th Street and N.W. 17th Street to the easterly right-of-way line of the FEC Railroad; thence southerly along the easterly right-of-way line of the FEC Railroad to the limited access right-of-way of I-395; thence southeasterly and easterly along the limited access right-of-way of I-395 to the centerline of Biscayne Boulevard; thence southerly along the centerline of Biscayne Boulevard to the centerline of N.E. 5th Street, thence westerly along the centerline of N.E. and N.W. 5th Street to the point of beginning.

LEGAL DESCRIPTION OF UPLAND PARCEL

Commence at a point shown limited by an 5/8" diameter iron rod and Cap Stamped F.D.O.T., shown as P.T. Sta. 25+50 on the "Official Map of Location and Survey of a portion of Section 8706, designated as part of State Road A-1-A in Dade County, Florida", prepared by the State Road Department of the State of Florida, as recorded in Map Book 56, at Page 71 of the Public Records of Dade County, Florida. Said point being the point of tangency of the original center line of the Douglas MacArthur Causeway running Easterly and South Easterly from the Westerly limits (West Bridge) of Watson Island as shown on Sheet 3 of the State Road Department Right-of-Way Map, Section No. (8706-112) 87060-2117, revised March 25, 1959, said most Northerly curve having a radius of 1432.69 feet and a central angle of 62° 00' 00 seconds"; thence South 59° 51' 26" West departing radially from said centerline a distance of 987.36 feet to a Projected Bulkhead line; thence North 17° 12' 21" West along said bulkhead line, a distance of 238.86 feet to the point and place of beginning; thence North 17° 12' 21" West, continuing along said bulkhead line a distance of 924.70 feet to the Southerly right of way line of State Road A-1-A Douglas MacArthur Causeway; thence along said Southerly right of way line the following courses and distances; South 89° 10' 55" East a distance of 73.08 feet; thence North 86° 44' 00" East, a distance of 67.09 feet to non-tangent curve concave to the Northeast whose radial line bears North 39° 29' 18" East having a radius of 160.00 feet and central angle of 22° 09' 33"; thence along said curve an arc length of 61.88 feet; thence South 72° 40' 15" East continuing along said Southerly right of way line a distance of 276.49 feet; to a curve concave to the Southwest having a radius of 600.00 feet and central angel of 46° 17' 39" thence along said curve an arc length of 484.79 feet to a point of tangency; thence South 26° 22' 36" East continuing along the southwesterly right of way line of State Road A-1-A, a distance of 196.59 feet; thence South 54° 07' 39" West Departing Said right of way line, a distance of 532.16 feet; thence North 35° 54' 03" West, a distance of 132.74 feet; thence South 54° 07' 39" West, a distance of 150.14 feet to the point of beginning.

The combined Upland and Submerged Parcels contain approximately 24.2+/- acres

LEGAL DESCRIPTION OF SUBMERGED PARCEL

Commence at a point marked by an 5/8" diameter iron rod and Cap Stamped F.D.O.T., shown as P.T. Sta. 25+50 on the "Official Map of Location and Survey of a portion of Section 8708, designated as part of State Road A-1-A in Dade County, Florida", prepared by the State Road Department of the State of Florida, as recorded in Map Book 56, at Page 71 of the Public Records of Dade County, Florida. Said point being the point of tangency of the original center line of the Douglas MacArthur Causeway running Easterly and South Easterly from the Westerly limits (West Bridge) of Watson Island as shown on Sheet 3 of the State Road Department Right-of-Way Map, Section No. (8706-112) 87060-2117, revised March 25, 1959, said most Northerly curve having a radius of 1432.69 feet and a central angle of 62° 00' 00" thence South 59° 51' 26" West departing radially from said centerline, a distance of 987.36 feet to a projected bulkhead line; thence North 17° 12' 21" West along said bulkhead line, a distance of 238.86 feet to the point and place of beginning; thence South 49° 32' 57" West departing said bulkhead line a distance of 550.92 feet to a point of intersection of lines of turning basin limit as established by U.S. Army Corps of engineers and position by coordinates North 527,878.62 feet, East 926,135.22 feet (based on North American Datum 1983-NAC83); thence North 31° 03' 50" West, along the limits of said turning basin a distance of 428.44 feet to a point of intersection with the East right of way line of the intracoastal waterway; thence North 03° 27' 54" West along said East right of way line a distance of 874.43 feet to a point of intersection with the Southerly right of way line of said Douglas MacArthur Causeway, said point of intersection being a point on a curve concave Southerly and having a radius of 10,716.59 feet, a radial line to said point bears South 01° 15' 15" East; thence run Easterly for 387.46 feet along the arc of said curve and along said Southerly right of way line, through a central angle of 02° 04' 17" to a point of tangency; thence South 89° 10' 55" East continuing Easterly along the said Southerly right of way line, a distance of 31.87 feet more or less to a point of intersection with an existing bulkhead line; thence South 17° 12' 21" East along said bulkhead line a distance of 924.70 feet to the point of beginning.

The combined Upland and Submerged Parcels contain approximately 24.2+/- acres