

JAN 10 2024

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RUBY CENTRE ASSOCIATES, LLC
1600 Sawgrass Corporate Parkway, Suite 400
Sunrise, FL 33323

January 5, 2024

Mrs. Shannon Ley
Director
City of Sunrise
Community Development Department
1601 NW 136th Avenue, Building A
Sunrise, FL 33323

**RE: Westerra Phase 1-Letter of Intent DEVAG-000363-2022
5th Submittal**

Dear Mrs. Ley:

As you know, Ruby Centre Associates, LLC, ("RCA") a company affiliated with GL Homes and GL Commercial, is the current owner of the Westerra Phase 1 property. Pursuant to Section 16-109 of the City of Sunrise LDC, RCA is applying to the City for amendments to the Westerra PDD Master Plan, Development Agreement and Master Development Plan Design and Development Guidelines as discussed below.

BACKGROUND AND CURRENT APPROVALS.

The "Westerra" DRI project is a 100 acre parcel of land located at the southwest corner of Sunrise Boulevard and NW 136th Avenue. The Westerra Phase 1 Property is a +/- 32 acre portion of the Westerra development of regional impact ("Westerra DRI") which was formally called the Harrison Park DRI. The City approved the Harrison Park DRI development order by Ordinance No. 237, dated March 2, 1982 which was amended by Ordinance No. 237-X-98-A, dated April 28, 1998; Ordinance No. 237-X-00-A, dated October 24, 2000; Ordinance No. 237-X-03-A, dated September 15, 2003; Ordinance No. 237-X-04-A, dated January 27, 2004; Ordinance No. 237-X-04-B, dated May 11, 2004; Ordinance No. 237-X-09-A dated February 10, 2009 and Ordinance 237-X-18-A dated April 10, 2018.

Additionally, a Development Agreement for Westerra Phase I was approved by the City of Sunrise on March 27, 2018. This Development Agreement was made as part of a PDD allows for this Westerra Phase I to be developed with up to the following uses and intensities:

Residential	750 high rise dwelling units
Office	750,000 square feet
Commercial	50,000 square feet

Whereas, Westerra Phase 1 is proposed to be developed with the following:

Residential	750 high rise dwelling units
Office	750,000 square feet
Commercial (retail)	50,000
Hotel	300 rooms

Included in this approval was a Master Development Plan, and Master Development Plan Design and Development Guidelines.

This Letter of Intent outlines the material modifications that the Developer wishes to make. Please note that the redline document reflects all changes made to the Development Agreement and related exhibits..

SUMMARY OF MASTER PLAN AND DEVELOPMENT AGREEMENT RELATED CHANGES

The development plans have changed generally as follows:

POD 1. POD 1 is proposed to be developed for use an Office and Flight Training Campus with a up to 250,000 square feet of office/flight training facility, up to 300 unit Corporate Housing Hotel units , 7,000 square feet of commercial. The Corporate Housing Hotel and its restaurant / food use facility will be exclusively for the flight crews that will be training at the facility and will not be open to the public. Pod 1 shall also have one (1) pocket park as required by the Development Agreement.

This Pod will be developed in Phases. The first phase shall include the Flight Training Center and a 175 room Corporate Housing Hotel. Phase 2 will have the ability to expand the simulator center by an additional 20,000 square feet and up to an additional 125 Corporate Housing Hotel rooms. Phase 1 of Pod 1 includes a 4 story Office and Flight Training building consisting of approximately 197,288 square feet inclusive of +/-120,000 square feet of Office and Training area and a +/-65,000 square foot Simulator Hall along with 175 Corporate Housing Hotel units with a pool, fitness center, business center and limited food service as found in a typical select service hotel. The required parking spaces demand is specified below for this specific development program. Based upon the included Parking Demand Study by Kimley Horn and due to the uniqueness of the uses and limited data available, Phase 1 will be required to provide parking as detailed below.

- 144 spaces located on a surface lot directly south of the Corporate Housing Hotel. This area is estimated to include 124 spaces in the primary parking field and 20 spaces that will be parked on the future Phase 2 Corporate Housing Hotel.
- 33 spaces located directly south of the Flight Training Facility building which is the future expansion area for additional flight simulators.
- 30 spaces located along the east/west Secondary Internal Collector Drive located between the two Sunrise Boulevard ingress/egress points.
- The 207 (144+33+30) on site parking spaces identified above may vary by 5 percent based upon the site plan.

- In addition, offsite parking will be required via the 68 excess parking spaces located at 1600 Sawgrass Corporate Parkway, Sunrise, Florida. This will require an offsite parking agreement and a private shuttle at the time of Site Plan, prior to final Site Plan approval.

Upon the earlier of: (1) 12 months after Certificate of Occupancy for the Flight Training Facility and Corporate Housing Hotel, or (2) the City of Sunrise request, the Owner will perform a Parking Study Methodology and Parking Study with actual parking demand data that will be required to be provided to the City within 30 days to evaluate the parking supply and demand. The parking study and methodology will be reviewed by City staff and, if a parking deficiency is identified, the Owner shall identify and implement an operational plan or other alternative solution such that the parking demand does not exceed the parking provided. This shall be done within a timely fashion. The parking deficiency solution shall be reviewed and approved by the City. If the parking study identifies a surplus of parking, the offsite required parking can be modified accordingly.

Phase 2 of Pod 1 will require a Parking Study and methodology to identify a parking demand for the Flight Training Facility and Corporate Housing Hotel expansion. The City shall review the Parking Study and methodology and determine a parking requirement for both Phase 1 and Phase 2. The surface parking constructed in Phase 1 shall be replaced by a parking garage to supply the required parking for both Phase 1 and Phase 2 of Pod 1 in a parking garage, other than accessible parking and short term parking. All required parking for Phase 1 and Phase 2 shall be provided in Pod 1 and the offsite parking shall not be utilized for required parking.

POD 2. Pod 2 is planned for an Office project with up to 380,000 square feet of office with the first building being between 6 to 10 stories and any additional buildings being 8 to 10 stories with associated parking garages.

Pod 3. Pod 3 shall be 33,000 square feet Commercial square footage.

POD 4. POD 4 is planned as a Multi-Family housing development without any office or commercial uses.

POD 5. POD 5 shall have increased the total dwelling units to 375 units allocated to this Pod along with Commercial and Office of 10,000 and 120,000 square feet respectively.

DEVELOPMENT AGREEMENT CHANGES

The Development Agreement has been modified to reflect the current ownership of the Westerra property, to attach and incorporate the Amended and Restated Development Agreement, Master Plan and Development Plan Design and Development Guidelines. Further, section 12 was amended to provide that any bus shelter required shall be constructed by the City of Sunrise Approved Standards. Additional small formatting changes have been made such as requirement for witness of signatures.

DESIGN GUIDELINES CHANGES

The Master Development Plan Design and Development Guidelines have been revised to reflect the current development plans and uses for Westerra Phase 1. Many of the material specific changes are summarized below; however, there are other formatting and language changes that will also be reflected in the redline document.

General Background: Information has been updated to reflect the current intent of the Developer.

Ownership: As reflected in the Development Agreement, the ownership has been modified to reflect the current ownership.

Page 3: Each pod has been separated out and the square footage/units have been adjusted accordingly along with the addition of hotel rooms

Prohibited Uses/Page 4: The Uses of "Auto Parts Store, Vape Stores, and "Small Box" Discount Stores have been added to the Prohibited Uses list. Permitted Uses have been adjusted to allow for Flight Training Facility

Page 8/ #2: The Building Heights matrix has been modified to adjust square footage, heights and mix of uses.

Page 9/ Open Space, Pocket Parks: These sections have been updated to reflect the current development plan.

Page 10/ 5 Parking Regulations: Pod 1 traffic methodology has been added. Note that this parking agreement will be specific to the flight training use on Pod 1 and in the event that this use is discontinued or abandoned, the parking requirements will be as required in Pods 2-5.

Page 18 / 8: Project Amenities for Pod 1 have been adjusted to reflect Corporate Housing Hotel requirements.

Page 18/ 10 Building Design: Minor changes have been made to Building Facades, Design of Parking Structures,

Pedestrian Connectivity: Changes have been made to support the sidewalk widths and 5 minute walking distances.

Page 17/ 16: Unit finishes have been adjusted to "upscale finishes"

Page 19 / 16B: Street Width has been adjusted for an ample service drive for Pod 1.

Page 23 / 17: Made Pedestrian Zone a minimum requirement rather than a maximum requirement except when located in a "service court".

Page 25 / 17D2: Allows for relocation of existing Live Oaks on site to be spaced properly, if relocated.

Page 26 / 17D4a: Smaller trees shall be provided.

Page 26 / 17D4b: Smaller trees shall be provided.
Exhibit D:

Landscape Phasing Schedule has been modified pursuant to the proposed development plan.

MASTER PLAN

All Master Plan pages have been updated to reflect the new proposed development plan. The application for the PDD Master Plan is being submitted pursuant to Section 16.109 of the LDC

FLOWAGE EASEMENT

It is proposed that the Flowage Easement in the northwest portion of the property is relocated or vacated in Pod 1.

Construction Sequence: It is the current intent of the developer to start phase by developing Pod 1 first. This approximate construction start date will be mid 2024 and completed late in 2025. At this stage, there is no approximate start date and completion for the remaining pods. All development is subject to market conditions.

Thank you for your review and consideration of this matter.

Regards,

GL COMMERCIAL

A handwritten signature in black ink, appearing to read 'Michael Friedman', with a long horizontal flourish extending to the right.

Michael Friedman
On behalf of Ruby Centre Associates, LLC