

This Instrument Prepared by:

Richard G. Coker, Jr.
Coker & Feiner
1133 Southeast 4th Avenue
Fort Lauderdale, FL 33316

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SECOND AMENDED AND RESTATED DEVELOPMENT AGREEMENT
FOR WESTERRA PHASE I
(DEVAG-000045-2026)

This Second Amended and Restated Development Agreement for Westerra Phase I ("Second Amended Development Agreement") is made and entered into by and between the **CITY OF SUNRISE, FLORIDA**, a municipal corporation of the State of Florida ("City") **RUBY CENTRE ASSOCIATES, LLC**, a Florida limited liability company ("Owner"). The City and the Owner may be referred to jointly as the "Parties."

WHEREAS, Ruby Centre Associates, LLC_owns that certain 32 acre more or less parcel of unimproved land which is legally described in **Exhibit "A"** attached hereto and made a part hereof ("Westerra Phase I Property"); and

WHEREAS, the Westerra Phase I Property is a portion of the Westerra local activity center (LAC) land use designation, as shown on the City's Future Land Use Plan ("Land Use Plan"); and,

WHEREAS, the City and the prior owner of the Westerra Phase I Property, Sawgrass Tech Associates, Ltd., and the City entered into the Development Agreement for Westerra Phase I on May 18, 2018, which agreement was recorded on May 21, 2018 under Instrument No. 115087889 in the Public Records of Broward County, Florida (“Original Agreement”); and,

WHEREAS, the Original Agreement was approved and entered into by the City in connection with rezoning of the Westerra Phase I Property to PDD pursuant to Sec. 16-38 of the City’s Land Development Code (“Code”), the approval of the Westerra Phase I Master Development Plan (“Master Plan”) and the Westerra Phase I Master Development Plan Design and Development Guidelines; and,

WHEREAS, the Westerra Phase I Property is a 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, ~~and~~ Ordinance No. 237-X-09-A dated February 10, 2009, and Ordinance 237-X-18-A dated April 10, 2018 (“Development Order”); and,

WHEREAS, the Westerra DRI consists of a total of 100 acres, more or less, and approved by the Development Order for up to the following development:

Residential	1,650 high rise dwelling units 100 townhouse dwelling units
Hotel	300 rooms
Commercial	285,000 square feet
Industrial	170,000 square feet
Office	1,650,000 square feet;

÷and,

WHEREAS, the Westerra DRI is currently developed with the following existing development (“Existing Development”):

Office	558,164 square feet
Industrial	166,905 square feet

(~~Existing Development~~”); and,

WHEREAS, Westerra Phase 1 is proposed to be developed with up to the following uses and intensities (“Phase I Development”);

Residential	750 high rise apartments
Office	750,000 square feet
Commercial	50,000 square feet
Hotel	300 rooms

and

WHEREAS the PDD, Master Plan, the Phase 1 Development, the Original Agreement and the Second Amended Development Agreement for Westerra Phase I are consistent with the Development Order and the City LAC land use designation including the goals, policies, and objectives in the LAC category within the Land Use Plan; and,

WHEREAS, consistent with Section 16-109 of the Code, the City agreed to consider for approval specific terms and conditions, including zoning, parking, landscaping, utilities and general regulations particular to the Westerra Phase I Property to be described as the “Westerra Phase Master Development Plan Design and Development Guidelines” which are attached hereto and made a part hereof as Exhibit C (Second Amended) to the Second Amended Development Agreement; and

WHEREAS, the Amended Development Agreement was approved and entered into by the City as of April 5, 2024 and recorded April 16, 2024, at Instrument No. 119512890 of the Public Records of Broward County, Florida; and;

WHEREAS, concurrent with the approval of the Amended Development Agreement the City approved the Westerra Phase I Master Development Plan to the Amended Development Agreement and the Westerra Phase I Master Design and Development Guidelines; and,

WHEREAS, the Owner is the applicant before the City to for the approval of a site plan for a multifamily residential project to be constructed on POD 4 of the Master Development Plan (“POD 4 Site Plan”) and to amend a portion of the Master Design and Development Guidelines to accommodate the POD 4 Site Plan and to amend the Amended Development Agreement to reflect such development plans; and,

WHEREAS the terms and definitions in the Amended Development Agreement shall have the same meaning in this Second Amended Development Agreement and the defined terms set forth in the Amended Development Agreement are hereby incorporated into this Second Amended Development Agreement; and,

WHEREAS, the Owner and the City agree that the adoption of this Second Amended Development Agreement shall be in conformity with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act (the “Act”) and that this Second Amended Development Agreement should be construed and implemented to effectuate the purposes and intent of the Act; and

WHEREAS, public hearings regarding this Second Amended Development Agreement have been noticed and conducted pursuant to Section 163.3225, Florida Statutes; and

NOW, THEREFORE, in consideration of the mutual promises, covenants, agreements and obligations contained herein, the Parties hereby agree that the Second Amended and Restated Development Order Agreement for Westerra Phase I is hereby adopted and restated as follows:

1. Recitals. The recitals to this Second Amended Development Agreement are true and correct and are hereby incorporated herein by reference and made a part hereof.

2. Definitions. Unless otherwise defined in this Agreement, the following terms shall have the meanings below:

“DRI Development Order” shall mean the Westerra Development of Regional Impact Development Order approved by the City Commission on February 10, 2009, by Ordinance No. 237-X-09-A as subsequently amended.

“Governmental Authority(ies)” shall mean any federal, state or local agency, department, commission, board, bureau, administrative or regulatory body having jurisdiction over the Property.

“Master Plan Approval for Westerra Phase I” shall refer to the Master Plan submitted to the City Commission for consideration concurrently with this Second Amended Development Agreement.

“Project” shall refer to the development of the Westerra Phase 1 Property as described in this Second Amended Development Agreement with the Phase 1 Development.

“Site Plan Approval” shall refer to the date the Site Plan for a designated area is approved by the City Commission.

“Westerra Phase I Master Development Plan Design and Development Guidelines” shall be those standards contained in Exhibit “C (Second Amended).

3. Amendment to Exhibit “B” (Second Amended)-Westerra Phase I Master Development Plan. The Master Development Plan is being amended to remove driveway openings to Pod 2 and Pod 3 and to add a driveway opening to Pod 4 as shown on Second Amended Exhibit “B”-Westerra Phase I Master Development Plan and to relocate one Pocket Park.

4. Amendment to Exhibit “C” (Second Amended) Westerra Phase I Master Development Plan. The Westerra Phase I Master Development Plan Design and Development Guidelines, attached as Second Amended Exhibit “C” to the Amended and Restated Development Agreement are hereby modified by amending the following sections:

- a. Modify maximum building height for parking garages in Section 2, Maximum Building Height of Design Standards as set forth in Exhibit “C” (Second Amended) Westerra Phase I Master Development Plan Design and Development Guidelines attached hereto and made a part hereof.
- b. Modify phasing to include timing requirements for Community Linear Greenway along eastern perimeter and installation and voluntary contribution for public art as part of Section 19. Hardscape Requirements as set forth in Exhibit “C” (Second Amended) Westerra Phase I Master Development Plan Design and Development Guidelines attached hereto and made a part hereof.

5. Amendment to Exhibit “D” (Second Amended)-Westerra Phase I Landscape and Hardscape Phasing Schedule. Remove driveway openings to Pod 2 and Pod 3 and to add a driveway opening to Pod 4 as shown on Second Amended Exhibit “D” Westerra Phase I Landscape and Hardscape Phasing Schedule.

6 Recordation of Second Amended Development Agreement. Upon approval by the City Commission, this Second Amended Development Agreement shall be recorded by the City, at Owner's sole cost and expense, in the Public Records of Broward County, Florida. This Second Amended Development Agreement shall run with the Property, unless terminated earlier pursuant to the provisions of Section 29 below and may be modified by mutual consent of the Owner and the City, in accordance with the terms of this Second Amended Development Agreement and the Act.

7 Public Facilities & Utilities. Owner shall be required to design, construct and connect the Project to public water, drainage and sewer facilities. Once connected, Sunrise Utilities shall provide public water, sanitary sewage and gas services to the Project.

8. Reservation or Dedication of Land. The Owner may be required by the City to reserve or dedicate land in connection with development of the Project, and as may be required by permits issued by Governmental Authorities.

9. Local Development Permits and Approvals. In connection with the development and operation of the Project, the Owner and the City recognize that the following local development permits and approvals are required to be approved by the City in order to develop the Westerra Phase I Property consistent with the Code, as modified by this Second Amended Development Agreement:

- a. PDD Rezoning (previously approved by Ordinance No.631 adopted by the City Commission on April 10, 2018;
- b. Westerra Phase I Master Development Plan (Approved by Resolution No. 18-41 adopted by the City Commission on March 27, 2018 and included as Exhibit B of Development Agreement for Westerra Phase I recorded on May 21, 2018 at Instrument No. 115087889 of the Public Records of Broward County, Florida)
- c. Site Plan Approvals for designated areas;

- d. Plat Note Amendment (previously approved. Agreement recorded on January 28, 2019 at Instrument No. 115579146 of the Public Records of Broward County, Florida);
- e. Development Authorization Letter;
- f. Water, Sewer, Paving and Drainage and other site-related permits;
- g. Utility Service Permits per site plan approval per designated areas;
- h. Utility Capacity Reservation Fee;
- i. Building Permits;
- j. Certificate(s) of Occupancy; and
- k. Any other official action of the City having the effect of permitting the development of land as may be necessary to the Project.

The Project's compliance with this Second Amended Development Agreement and the Code shall be determined at the appropriate stages in the permitting process in accordance with the requirements of this Second Amended Development Agreement, the provisions of the PDD regulations (Section 16-109) and the Code in effect as of the Effective Date of this Second Amended Development Agreement.

Pursuant to Florida Statutes, Section 163.3227(1)(i), the failure of this Second Amended Development Agreement to address a particular permit, condition, term, or restriction shall not relieve the Owners of the necessity of complying with the law governing said permitting requirements, conditions, term or restriction.

10. Owner's Acknowledgement, Agreement, and Waiver of Certain Rights.

Owners/Developer further declare that they have examined and are familiar with the provisions of Section 489.113(3), Florida Statutes, as may be amended from time to time, and, upon Redevelopment of each respective Phase or Parcel, knowingly and specifically waive any

rights they may have thereunder, and further agree to be bound by the City's Policies, Procedures, Standard Details and Specifications for Water Distribution and Sewage Collection Systems, including but not limited to the requirement that all underground water and wastewater system work required herein shall be performed by a contractor or subcontractor holding one of the licenses outlined in the aforesaid Section.

Owners/Developer agrees to comply with the City of Sunrise permitting requirements, including all licensing requirements associated with the Community Development Department – Engineering Division. The Owners/Developer also acknowledge that no State or Federal funding or grant funding prohibits the inclusion of this requirement.

11. Consistency. This Second Amended Development Agreement is consistent with the requirements contained in that certain Declaration of Restrictive Covenants – Westerra recorded in the Public Records of Broward County, Florida at Official Records Book 47291, Page 1466 relating to the requirements of the LAC land use designation as amended by the First Amendment to Declaration of Restrictive Covenants Westerra recorded under Instrument No. 115525784 of the Public Records of Broward County, Florida. Additionally, this Second Amended Development Amendment is consistent with, but does not supersede, the requirements of the DRI Development Order. Further, this Second Amended Development Agreement is consistent with the requirements of Section 16-109 of the Code.

12. Compliance with DRI Development Order Conditions. All development shall be in compliance with the DRI Development Order conditions of approval, as may be amended from time. In regard to Section 3.6.4 of the Development Order, the intent is to participate in the Western Sunrise Area City Shuttle program.

13. Tree Evaluation and Disposition Plan for Existing Trees. A tree disposition plan for existing trees within any development POD as shown on the Master Development Plan shall be provided prior to or concurrent with the first Site Plan Approval for any portion of the applicable development POD.

14. Landscape Phasing Plan including Park/Open Space. A landscape phasing plan for the perimeter landscaping and landscaping relating to the entrance features is attached hereto and made a part hereof as **Exhibit D** (Second Amended). The Local Activity Center (LAC) provisions require five (5) acres of open space for the entire 100-acre Westerra LAC. The pro-rata share of the open space requirement for the 31.86-acre Westerra Phase 1 project is 1.6 acres. The general location of the 1.6-acre open space areas for Westerra Phase 1 is depicted on the Westerra Phase I Master Plan in Exhibit B (Second Amended) and will be further designed as part of Site Plan Approval in compliance with this Agreement. The Master Plan Context Plan as shown on Sheet A 1.01 of Exhibit B (Second Amended) depicts a walkway/path to be constructed with the canal easement on the western perimeter of the Westerra Phase I Property. The Owner shall construct the walkway/path in accordance with all applicable City requirements and shall maintain the walkway/path, along with the canal easement in accordance with all applicable City requirements.

15. Off-Site Improvements. The Owner shall provide certain off-site improvements in the time and manner as required by the Westerra DRI Development Order. Any bus shelters installed in accordance with the requirements of the Westerra DRI Development Order shall be installed in accordance with the City's approved design standards.

16. Population Densities and Building Height. Pursuant to Section 163.3227(1)(c) Florida Statutes, the projected population density and proposed building heights for the Project are as follows:

- a. Population density: 1,125
- b. Building height: One story (15 feet) to 15_stories (180 feet).

17 Requirements of a Development Agreement. Pursuant to Section 163.3227(1)(g) Florida Statutes, the City finds that the development permitted or proposed as proposed by the Second Amended Westerra Phase I Master Development Plan Design and Development Guidelines is consistent with the City_comprehensive plan and land development regulations.

18. Parks. Pocket parks, small-scale comfortable spaces accessible to the general public, will be designed to include at a minimum, landscaping and shaded seating areas to facilitate safe and inviting gathering area environments. These pocket parks will be designed with Florida-friendly landscaping and utilize LEED design standards or principles whenever possible. A minimum of two pocket parks shall each be designed to be a minimum of 5,000 SF in size with a minimum 50-foot width and depth, except that one side may be reduced by up to ten (10) feet if the other side is increased by up to ten (10) feet. The exact locations and design will be determined upon submittal of the overall project's individual site plans.

19- Transportation Demand Management Plan. The Transportation Demand Management analysis, attached hereto as **Exhibit “E”** shall be updated as part of the DRI Biennial Report to provide for monitoring and implementation of the Commuter Trip Reduction Plan, in compliance with paragraph 3.6.5 of the DRI Development Order.

20- Entry Features. The Owner shall include entry features similar to the representative images shown in **Exhibit F** (Second Amended).

21- Compliance with regulations in Effect at the Time of Development. This Second Amended Development_Agreement is subject to the Section 16-109(d)(14) of the City Code, which provides, “[u]nless otherwise specifically described within the development agreement, final development plans and development permits for uses/structures within the PDD shall comply with regulations, ordinances and resolutions in effect at the time of PDD master plan approval. If there are no prevailing regulations, the director of community development or his/her designee shall reserve the right to make final determination on any site design regulation.

22- Binding Effect of Agreement. The obligations, conditions, rights and duties imposed on the Parties pursuant to this Second_Amended_Agreement shall run with the Property and be binding upon the City and the Owner as covenants running with the land. The terms of this Second Amended Development Agreement shall be binding upon and enforceable by and against the Parties, including their personal representatives, heirs, successors, grantees and assigns, and this Second Amended Development Agreement shall be recorded as provided herein.

23- Amendment of Agreement. Unless otherwise provided for in this Second Amended Development Agreement, amendments to this Second Amended Development Agreement consistent with the purpose of this Second Amended Development Agreement, may be made with the mutual consent of the Parties, provided such amendment is approved by the City Commission pursuant to the Act, which approval shall not be unreasonably withheld, conditioned or delayed and further provided that such approval is memorialized in a written document executed by the Parties consistent with Florida Statutes, Section 163.3225.

24. Notice. Whenever either of the Parties desires to give notice to the other it must be given by written notice, sent by certified United States mail, with return receipt requested, addressed to the party from whom it is intended, at the place last specified, and the place for giving of notice in compliance with provisions of this paragraph. At present, the Parties designate the following as the respective places for giving of notice, which may be amended from time to time, in writing by providing the new notice information to each of the Parties, without amending this Agreement.

City:

City of Sunrise
Community Development Department
Attn: Shannon Ley, Director
10770 West Oakland Park Boulevard
Sunrise, Florida 33351

With copies to:

City Attorney
City of Sunrise
10770 West Oakland Park Blvd.
Sunrise, FL 33351

and

Mark Lubelski Sunrise City Manager
City Manager's Office
10770 W. Oakland Park Blvd.
Sunrise, Florida 33351

Owner:

Ruby Centre Associates, LLC
c/o GL Commercial
1600 Sawgrass Corporate Parkway
Suite 400
Sunrise, FL 33323
Attn: Michael Friedman

25. Governing Law & Venue. This Second_Amended Development Agreement shall be construed, interpreted and enforced in accordance with the laws of the State of Florida, without giving effect to the choice of law principles thereof, including any canon, custom or rule of law requiring that this Second_Amended Development Agreement be construed against the drafting party. Venue for any legal or equitable action undertaken in connection with this Second_Amended Development Agreement shall be in Broward County, Florida. Except as otherwise provided for in this Second Amended Development Agreement, should the Parties become involved in legal action arising under this Second Amended Development Agreement, each party shall be responsible for their respective attorney's fees and costs. The Parties agree to waive a jury trial and proceed to a bench trial if necessary.

26. Headings & Interpretation. In construing this Second Amended Development Agreement, the singular shall be deemed to include the plural, the plural shall be deemed to include the singular, the use of any gender shall be held to include every other and all genders and caption and paragraph headings shall be disregarded. All parties to this Second Amended Development Agreement have participated fully in negotiation and preparation of this Second Amended Development Agreement, and accordingly, this Second Amended Development Agreement shall not be more strictly construed against any one of the Parties.

27. Time is of the Essence. Time shall be of the essence for each and every provision of this Second Amended Development Agreement.28. Waiver. No delay or failure on the part of either Party to exercise any right or remedy accruing upon the occurrence of an event or violation of this Second Amended Development Agreement shall affect any such right or remedy, held to be an abandonment thereof or to preclude such party from the exercise thereof at any time during the continuance of any event of violation. No waiver of a single event of violation by a party shall be deemed to be a waiver of any subsequent event of violation. Furthermore, no waiver of any provision of this Second Amended Development Agreement shall be effective unless it is in writing, signed by the party against whom it is asserted, and any such written waiver shall only be applicable to the specific instance to which it relates.

29. Effective Date and Duration of Agreement. Upon execution by all Parties, the City shall record this Agreement with the clerk of the circuit court in Broward County. The Agreement shall be effective upon recordation, and shall expire ten (10) years thereafter, unless earlier terminated or extended pursuant to the Act, and as otherwise provided herein.

IN WITNESS WHEREOF, the City and the Owner have made and executed this Second Amended Development Agreement on the respective dates under each signature; the City signing by and through its Mayor authorized to execute same, and the Owner, signing by and through a duly authorized officer.

CITY OF SUNRISE

By: _____
_____, Mayor
_____ day of _____, 202__

AUTHENTICATION:

City Clerk (SEAL)

10770 W. Oakland Park Blvd
Sunrise, Florida 33351
Telephone: (954) 746-3300
Telecopier: (954) 746-3307

Approved as to form and legal sufficiency by
Office of the City Attorney for the City of
Sunrise, Florida

City Attorney

By:_____

City Attorney

Signed, sealed and
delivered in the presence
of:

Printed Name: _____

Address: _____

Printed Name: _____

Address: _____

OWNER

Ruby Centre Associates LLC

By: _____

Title: _____

Date: _____

LIST OF EXHIBITS

EXHIBIT A	Sketch & Legal Description of Westerra Phase I Property
SECOND_AMENDED EXHIBIT “B”	Westerra Phase I Master Development Plan
SECOND AMENDED EXHIBIT “C”	Westerra Phase I Master Development Plan Design and Development Guidelines
SECOND_AMENDED EXHIBIT “D”	Westerra Phase I Landscape and Hardscape Phasing Schedule
EXHIBIT “E”	Transportation Demand Management Plan
EXHIBIT “F”	Representative Images

EXHIBIT A
Sketch & Legal Description of Westerra Phase I Property

PARCEL 1:

A PORTION OF PARCEL "A", SUNRISE INDUSTRIAL PARK PHASE I, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 114, PAGE 25, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID PARCEL "A";

THENCE NORTH 89°42'48" EAST ALONG THE NORTH BOUNDARY OF SAID PARCEL A, A DISTANCE OF 346.66 FEET;

THENCE SOUTH 84°34'34" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 100.50 FEET;

THENCE NORTH 89°42'48" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 150.00 FEET;

THENCE NORTH 00°17'12" WEST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 10.00 FEET;

THENCE NORTH 89°42'48" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 410.00 FEET;

THENCE SOUTH 84°34'34" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 100.50 FEET;

THENCE NORTH 89°42'48" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 150.00 FEET;

THENCE NORTH 00°17'12" WEST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 10.00 FEET;

THENCE NORTH 89°42'48" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 330.00 FEET;

THENCE SOUTH 84°34'34" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 100.50 FEET;

THENCE NORTH 89°42'48" EAST ALONG SAID NORTH BOUNDARY, A DISTANCE OF 145.70 FEET;

THENCE SOUTH 00°17'12" EAST, A DISTANCE OF 752.20 FEET;

THENCE SOUTH 89°42'48" WEST, A DISTANCE OF 1836.63 FEET TO THE WEST BOUNDARY OF SAID PARCEL "A";

THENCE NORTH 00°07'53" WEST ALONG WEST BOUNDARY, A DISTANCE OF 762.20 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING:

A PARCEL OF LAND IN PARCEL "A" OF SUNRISE INDUSTRIAL PARK PHASE I, AS RECORDED IN PLAT BOOK 114, PAGE 25, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 49 SOUTH, RANGE 40 EAST SAID POINT HAVING A FLORIDA STATE PLANE COORDINATE OF N856060.45 AND E717071.28 (EAST ZONE);

THENCE SOUTH 00°07'53" EAST ALONG THE WEST LINE OF THE SAID NORTHEAST 1/4 OF SECTION 34, A DISTANCE OF 60.00 FEET;

THENCE NORTH 89°42'48" EAST, A DISTANCE OF 10.00 FEET TO THE NORTHWEST CORNER OF SAID PARCEL "A", SAID POINT BEING THE POINT OF BEGINNING,

THENCE CONTINUE NORTH 89°42'48" EAST ALONG THE NORTH LINE OF SAID PARCEL "A", A DISTANCE OF 50.00 FEET TO A POINT ON LINE 60.00 FEET EAST OF AND PARALLEL WITH SAID WEST LINE OF THE NORTHEAST 1/4 OF SECTION 34;

THENCE SOUTH 00°07'53" EAST ALONG A LINE PARALLEL WITH THE SAID WEST LINE, A DISTANCE OF 43.77 FEET;

ALSO LESS AND EXCEPT THE FOLLOWING:

A PARCEL OF LAND IN PARCEL "A" OF SUNRISE INDUSTRIAL PARK PHASE I, RECORDED IN PLAT BOOK 114, PAGE 25, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 49 SOUTH, RANGE 40 EAST;

THENCE SOUTH 00°07'53" EAST ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 34, A DISTANCE OF 60.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 34;

THENCE NORTH 89°42'48" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 80.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUE NORTH 89°42'48" EAST ALONG SAID NORTH LINE, A DISTANCE OF 278.88 FEET;

THENCE SOUTH 00°17'12" EAST, A DISTANCE OF 6.00 FEET;

THENCE SOUTH 87°39'38" WEST, A DISTANCE OF 278.10 FEET TO A POINT ON A LINE 60.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 34;

THENCE NORTH 00°07'53" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 18.00 FEET TO THE POINT OF BEGINNING.

NON-EXCLUSIVE RIGHT, PRIVILEGE AND EASEMENT FOR INGRESS AND EGRESS AS DEFINED IN, AND SUBJECT TO, THAT PERPETUAL NON-EXCLUSIVE AGREEMENT, DATED JULY 10, 1989, FILED SEPTEMBER 27, 1989, AND RECORDED IN OFFICIAL RECORDS BOOK 16794, PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND SUBJECT TO, THAT PERPETUAL NON-EXCLUSIVE AGREEMENT, DATED JULY 10, 1989, FILED SEPTEMBER 27, 1989, AND RECORDED IN OFFICIAL RECORDS BOOK 16794, PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

LESS AND EXCEPT THE FOLLOWING:

A PARCEL OF LAND IN PARCEL "A" OF SUNRISE INDUSTRIAL PARK PHASE I, AS RECORDED IN PLAT BOOK 1114, PAGE 25, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO COMMENCEMENT AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 49 SOUTH, RANGE 40 EAST SAID POINT HAVING A FLORIDA STATE PLANE COORDINATE OF N658090.45 AND E717071.26 (EAST ZONE);

THENCE SOUTH 00°07'53" EAST ALONG THE WEST LINE OF THE SAID NORTHEAST QUARTER OF SECTION 34, A DISTANCE OF 60.00 FEET;

THENCE NORTH 89°42'48" EAST, A DISTANCE OF 10.00 FEET TO THE NORTHWEST CORNER OF SAID PARCEL "A", SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUE NORTH 89°42'48" EAST ALONG THE NORTH LINE OF SAID PARCEL "A", A DISTANCE OF 50.00 FEET TO A POINT ON LINE 60.00 FEET EAST OF AND PARALLEL WITH SAID WEST LINE OF THE NORTHEAST 1/4 OF SECTION 34;

THENCE SOUTH 00°07'53" EAST ALONG A LINE PARALLEL WITH THE SAID WEST LINE, A DISTANCE OF 43.77 FEET;

I HEREBY CERTIFY THAT THIS SKETCH AND DESCRIPTION IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 54-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

ROBERT D. KEENER
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4848

+++++	-	NON-VEHICULAR ACCESS LINE (PB 114)
PB	-	PLAT BOOK
ORB	-	OFFICIAL RECORD BOOK
PG	-	PAGE
BOR	-	BROWARD COUNTY RECORDS
POB	-	POINT OF BEGINNING
POC	-	POINT OF COMMENCEMENT.
(D)	-	DESCRIPTION
(C)	-	CALCULATED

NOT TO SCALE

1. REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. THIS PARCEL WAS NOT BEEN ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OR OTHER RESERVED OR UNRECORDED INSTRUMENTS BY CRAIG A. SMITH AND ASSOCIATES.
3. THE PLATS SHOWN HEREON ARE RELATIVE TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 36, T15N, R18E, S1E, OF THE FLAT OF SUNRISE INDUSTRIAL PARK PHASE I, AS RECORDED IN PLAT BOOK 114, PAGE 25 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, HAVING A PLATTED BEARING OF NORTH 89°42'48" EAST.
4. NET ACREAGE OF SITE = 31.86 ACRES / 1,387,879 SQUARE FEET / MORE OR LESS.

SKETCH AND DESCRIPTION

**A PORTION OF
SUNRISE INDUSTRIAL
PARK PHASE 1**

CRAIG A. SMITH & ASSOCIATES
CONSULTING ENGINEERS-PLANNERS-SURVEYORS

1000 WEST MONAR ROAD
POMPAUO BEACH, FLORIDA 33069
(954) 782-8222
CERTIFICATE NO. LB. 3110

5

SHEET
1 — **OF**

PROJECT NUMBER	16-1323S
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SCALE
1" = 240'

PREPARED FOR:
STILES CONSTRUCTION

[illegible]

SECOND AMENDED EXHIBIT B
Westerra Phase 1 Master Development Plan

SECOND AMEDED EXHIBIT C
Westerra Phase I Master Development Plan Design and Development Guidelines

EXHIBIT C
WESTERRA PHASE 1 MASTER DEVELOPMENT PLAN
DESIGN AND DEVELOPMENT GUIDELINES

Exhibit C to the Development Agreement for Westerra establishes the Design and Development Guidelines ("Design Guidelines") for the Westerra Phase 1 Master Development Plan ("Master Plan").

General Project Background:

The Project strives to create an all-encompassing environment which combines the natural beauty of the region with the vitality of a live+ work+ play community, providing the setting for a healthy, robust lifestyle.

The Westerra Phase 1 project includes a variety of residential, office, and commercial uses which will incorporate high quality architectural development into the City of Sunrise fabric which will be complimentary to the existing community. The proposed tenants for the office and retail uses will be quality and intended to enhance the living environment to the City. This will be a true multi-use useenvironment.

Common areas will be included which promote social and recreational activities, along with a broad range of internal amenities such as plazas, parks, courtyards and other similar spaces, as well as open spaces which may include water features, hardscape, landscape, and streetscape features.

Pod 1 shall be developed specifically as a Flight Training Center Campus with a Flight Training Facility and Corporate Housing Hotel. This Pod/Campus may be developed in two phases. The first phase shall include at least a 4-story Office and Flight Training building consisting of up to 250,000 square feet with a Simulator Hall and up to 300 Corporate Housing Hotel Units that includes a pool, fitness center, business center and limited food service as found in a typical select service hotel. The Corporate Housing Hotel and restaurant will not be open to the public. The second phase will include a parking garage. Phase 1 of POD 1 shall also include the development of one (1) pocket park as required by the Development Agreement

Westerra DRI. The "Westerra" DRI project is a 100-acre parcel of land located on the southwest corner of Sunrise Boulevard and NW 136 Avenue. Westerra is a Development of Regional Impact (DRI) originally approved as the Harrison Park DRI. In 2008 the Harrison Park DRI development order was amended, and the project renamed "Westerra" to permit the following development:

Residential	1,650 high rise dwelling units 100 townhouse dwelling units
Hotel	300 rooms
Commercial	285,000 square feet
Industrial	170,000 square feet
Office	1,650,000 square feet

The Westerra DRI includes a 5.06-acre parcel of land on the southwest corner of the site that was developed by Levitt Commercial Sawgrass LLC and entitled with 35,000 sf of Office use and 30,000 sf of Industrial use ("Levitt Parcel"). The existing development includes 34,239 SF of

Office and 29,615 SF of Industrial. The Levitt Parcel was included in the revised DRI because it was part of the original Harrison Park DRI.

In addition to the development on the Levitt Parcel, there is also existing development of 137,290 SF of Industrial use and 523,925 SF of Office use which was originally the Racal Milgo development. This makes the total existing development in the Westerra DRI 558,164 SF of Office and 166,905 SF of Industrial.

Westerra LAC. Concurrently with the approval of the Westerra DRI, a land use plan amendment was approved designating the Westerra project as a Local Activity Center (LAC). The LAC did not include the Levitt Parcel so the total size of the LAC was 95 net acres and the permitted development was reduced by the 35,000 SF of Office use and 30,000 SF of Industrial use allocated to the Levitt Parcel.

Westerra Phase 1 Project Description.

Ruby Center Associates, LLC is the owner of a 31.86-acre portion of the Westerra project with frontage on Sunrise Boulevard. This 31.86-acre parcel is proposed to be developed as Phase 1 of the Westerra Project. See Figure 1. The Phase I site is vacant except for a surface parking lot containing approximately 127 spaces located in the northeast corner of the site, and a circulation road.

Figure 1: Location Map



Phase 1 consists of a mix of multi-family, commercial, hotel and office uses as follows:

Office	750,000 sf
Commercial	50,000 sf
Residential up to	750 high-rise dwelling units
Hotel	300 rooms

Phase 1 is further divided into the following Pods for planning purposes:

POD	DEVELOPMENT	DWELLING UNITS	HOTEL (ROOMS)	OFFICE (SF)	COMMERCIAL (SF)
1	Office, Commercial, Hotel		300	250,000 including flight training center	7,000
2	Office			380,000	
3	Commercial				33,000
4	Residential	375 high-rise ¹			
5	Commercial, Residential, Office	375 high-rise ¹		120,000	10,000

¹ – High rise residential defined as three (3) stories or greater in ITE 7th Edition (DRI Traffic Analysis)

Prohibited Uses.

- Ambulance Service
- Amusement recreation enterprises (outdoor)
- Animal grooming
- Automobile and boat sales, service and rental
- Automobile parts as an accessory use
- Automobile washing establishments
- Building material sales
- Escort service
- Food storage lockers
- Funeral homes and crematoriums
- Furniture and domestic equipment rental establishments
- Furniture reupholstering, repair and stripping
- Go-cart racing, indoor and outdoor
- Golf courses, miniature, indoor and outdoor
- Golf driving range, indoor and outdoor
- Greenhouses
- Gun clubs and shooting galleries
- Laundry and cleaning establishments that serve primarily institutional customers or facilities that serve other laundry and cleaning establishments
- Laundry, coin operated
- Massage service, except allowed as an accessory use included into a spa
- Mobile home sales and rentals
- Pawnshops
- Public baths

- Recreation vehicle parks and sales and service establishments
- Regulated uses
- Repair shops primarily providing repair for household goods and primarily dealing directly with the public
- Schools (K through 12th grade)
- Single family units
- Skating rinks (outdoor)
- Self-storage establishments
- Tattoo parlors
- Taxidermists
- Trailer sales and rental establishments
- Upholstering, cloth and canvas products fabrication, including the fabrication of slipcovers, awnings and similar products
- Vape store
- Auto parts store
- Small box discount stores

Permitted Uses:

- Multi-Family Residential
- Townhome
- Professional Office
- Medical Office
- Banks
- Flight Training Facility
- Hotel
- Corporate Housing Hotel (Refer to definition in Section 8)
- Retail
- Restaurant
- Any use as identified in the B-3 column of the Master Business List Table and in accordance with the Western Sunrise Area in Section 16-82 and in Section 16-79 of the City's Land Development Code.

Design Standards

Unless otherwise set forth in the Westerra Phase I Master Development Plan Design and Development Guidelines, the requirements of the Code including Section 16-109(d) apply.

1. Setbacks.

A. The Project shall comply with the setbacks described herein and as identified on.

MIN. PERIMETER SETBACKS	
Street	
North (Sunrise Blvd)	25 ft.
East, South ¹	10 ft.
West	62 ft.
Interior side yard or rear yard abutting non-residential district.	10 ft. (no increase to height of garage)
Interior side yard or rear yard abutting Residential district.	10 Ft.
¹ These setbacks are internal to the larger DRI site.	

B. Owners are responsible for coordinating any utility conflicts resulting from architectural encroachments with the applicable utility companies.

- 2. Maximum Building Height.** Maximum building height shall be measured from the highest point of surrounding sidewalk to the top of roof slab. Allowable projections above roof slabs include: screened mechanical rooms; screened elevator overrun & equipment room; access stairs; parapets; cantilevers, projections, corner tower features and finial decorative elements thirty feet or less above roof.

The maximum building heights shall be according to the following matrix:

POD	DEVELOPMENT	DWELLING UNITS	OFFICE (SF)	HOTEL (ROOMS)	COMMERCIAL (SF)	STORIES/ HEIGHT. OFFICE MIN. MAX.	STORIES/ HEIGHT. COMMERCIAL MIN. MAX.	STORIES/ HEIGHT DWELLING /HOTEL MIN. MAX.	STORIES /HEIGHT PARKING GARAGE MIN. Max. 3
1	Office, Hotel, Commercial		250,000 Including flight training center	300	7,000	4 to 15 (70' to 180') for the flight training facility. 6 to 10 (60' to 120') for any other use	1 to 2 (15' to 45')	7 to 15 (75' to 180')	2 to 8 (15' to 100')
2	Office		380,000			1 st bldg. to be 6 to 10 Additional bldgs. to be 8 to 10 (60' to 120')			3 to 8 (30' to 100')
3	Commercial				33,000		1 to 2 (15' to 45')		1 to 2 (15' to 45')
4	Residential	375 high rise ¹						6 to 10 (60' to 120')	3 to 8 (30' to 100')
5	Commercial, Residential, Office	375 high rise ¹	120,000		10,000	8 TO 10 (80' to 120')	1 TO 2 (15' to 45')	6 to 10 (60' to 120')	3 to 8 (30' to 100')

1 – High rise residential defined as three (3) stories or greater in ITE 7th Edition (DRI Traffic Analysis)

2- The flight training facility minimum height is defined by the office portion of the building.

3- The Stories/ height of the parking garage shall not exceed those of the principal building it serves.

- 3. Open Space.** The Project shall include a minimum of the pro-rata share of the LAC requirement of five (5) acres which equates to one and sixty-eighths/hundred (1.68) acres. This LAC open space may include squares, greenbelts, greenways, and playgrounds; ill-defined residual areas such as buffers, and berms, for the purpose of this requirement, may not be counted. Each pod or group of pods that are site planned together shall include a portion of the required open space that is approximately proportional to the area.

The project must contain fifteen (15) percent of the total project area as common open space or common facilities consistent with the requirements of the PDD zoning district. Lakes, lagoons, or other water bodies shall not count for more than fifty (50) percent of the open space requirement. The open space shall be usable by residents, visitors and/or persons employed in the PDD and may include public plazas, outdoor seating areas (except restaurant outdoor seating areas), arcades, rooftop gardens, recreation courtyards, bike repair stations, and other similar features. The open space shall be suitably improved for its intended use. Such use may include aesthetic, amenity, buffering or recreational purposes.

Both the LAC and PDD required open space are independent of the pocket park requirement per the Westerra DRI, therefore pocket parks cannot be counted towards open space.

4. **Pocket Parks.** Pocket parks, small-scale comfortable spaces accessible to the general public, will be designed to include at a minimum, landscaping and shaded seating areas to facilitate safe and inviting gathering area environments. These pocket parks will be designed with Florida-friendly landscaping and utilize LEED design standards or principles whenever possible. A minimum of two pocket parks shall each be designed to be a minimum of 5,000 SF in size with a minimum 50-foot width and deep, except that one side may be reduced by up to ten (10) feet if the other side is increased by up to ten (10) feet. The exact locations and design will be determined upon submittal of the overall project's individual site plans for the Pods.

5. Parking Regulations

A. Parking.

Pod 1:

Phase 1 of Pod 1 includes a 4-story Office and Flight Training building consisting of 197,288 square feet inclusive of 133,677 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 food service. The Corporate Housing Hotel and restaurant will not be open to the public. The required parking spaces demand is specified below for this specific development program. Based upon the included Parking Demand Study by Kimley Horn dated January 4, 2024 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 will be located directly south of the Flight Training Facility building which is the future expansion are 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 as detailed in the Corporate Housing Hotel Project Amenities 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 solutions 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.

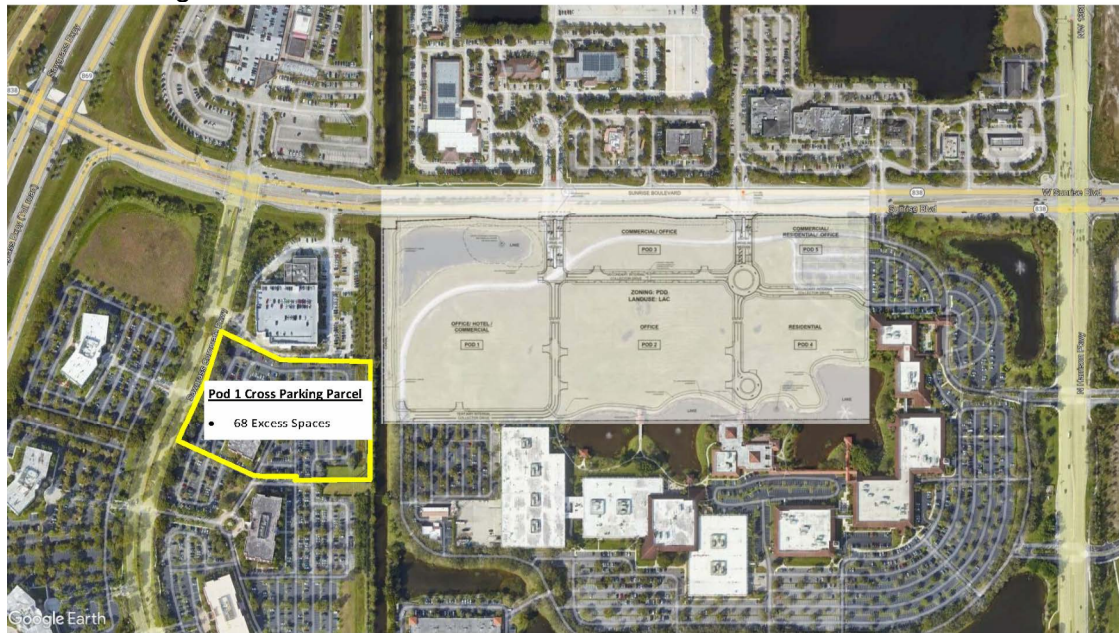
Phase 2 of Pod 1 will require a Parking Study and methodology to identify a parking demand for the Flight Training Facility and Corporate Housing Hotel expansion. The City shall review the Parking Study and methodology and determine a parking requirement for both Phase 1 and Phase 2. The surface parking 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.

A Temporary Parking Plan shall be submitted and approved by the City to relocate all

parking within Pod 1 to an offsite location during which time construction can take place on Pod 1 for the Phase 2 improvements.

All other uses, other than the Flight Training Center Campus with a Flight Training Facility and Corporate Housing Hotel will be required to meet City Code for parking.

Cross Parking Exhibit:



Pods 2,3,4, & 5:

Residential ^{1,2} Spaces per dwelling unit Guest parking	1.7 10% of total number of parking spaces required for the development.
Non-Residential	Per City Code

¹ Per McMahon Associates, Inc. Parking Analysis

Table 4 Proposed Parking Requirement

PROPOSED PARKING REQUIREMENT					
<u>Units</u>		<u>750</u>			
MIX	Mix	# of Units	Requested Parkin1 Per Unit	#of Spaces	Per Unit
studio/Eff	0%	0	1	0	
1 / 1	dS	338	1.25	422	
2/2	4So/	337	1.75	591	
3/2	1 Ir,<i	75	2	150	
	100%	750		1,163	1.55
			10% Guest	116	10%
			Total	1,279	1.7
Spaces Per Bed		1.034			

² The residential parking requirement is based upon the proposed mix listed in Note 1 above, with the unit mix not including more than 10% of the units to be 3 bedrooms or more. If the unit mix of the residential use is modified to provide more than 10% of the units to be 3 bedrooms or greater, the parking of 1.7 spaces per unit must be reanalyzed per a new parking study and approved by the Community Development Director.

B. Each site plan submission shall demonstrate sufficient parking is available to accommodate the uses proposed, consistent with the standards described herein and as a stand-alone site plan or with existing development.

C. Specialty Parking Spaces.

1. At-grade parallel and compact spaces shall be permitted to count toward the minimum number of parking spaces required. Compact spaces shall account for no more than five (5) percent of the total required parking spaces per site plan.
2. No commercial vehicles shall be permitted to be parked within forty (40) feet of any street right-of-way unless screened from view.
3. Bicycle racks and storage facilities shall be provided consistent with the requirements of the City Code and the DRI and throughout all pods.
4. The Electrical Vehicle (EV) parking spaces provided will count towards the non-residential minimum parking requirement for non-residential buildings.

C. Parking Space Dimensions.

1. All required parking spaces in off-street surface parking areas and multilevel parking garages shall be permitted to be nine (9) feet in width and eighteen (18) feet in length.
2. Parallel parking spaces shall be permitted to be nine (9) feet in width and twenty-two (22) feet in length.
3. Compact parking spaces shall be permitted to be eight feet eight inches (8'-8")

- in width and eighteen (18) feet in length.
4. Visitor parking spaces shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.

D. Parking Lot Design Standards.

1. Due to the urban form and pedestrian-friendly characteristics desired for the Project, the Owners may employ a variety of curb and gutter types, including "curbless" street profiles, to meet the design objectives of the Project.
2. Landscaping: See Section 17 of Westerra Phase I Master Development Plan Design and Development Guidelines.
3. Appropriate and comfortable pedestrian circulation shall be provided from all parking lots and garages to the public way.

E. Parking garages or structures.

1. Height. A parking garage or structure shall not exceed the maximum limits described in Section 2 chart above.
2. Landscaping. See landscaping requirements described in Section 17 herein.
3. Parking structures shall conform to the requirements of Article of the City Code as modified by these Westerra Phase I Master Development Plan Design and Development Guidelines, with the exception of the requirements for wheel stops, landscape islands and curbing. Parking garages without wheel stops must provide alternative means of protection from vehicles for pedestrians and structures at the time of site plan application.

H. Valet Parking. Pods may integrate valet parking for multiple users including but not limited to restaurants, offices, hotel and commercial establishments.

1. No more than ten (10) percent of the total parking spaces provided in Pods 1 through 5 as shown on the Westerra Phase 1 Development Master Plan and Design Guidelines may be used for valet parking.
2. Prior to the issuance of certificate of occupancy, the Owners shall have an approved valet plan and study consistent with these Design Regulations identifying the location, operations and all other pertinent data relating to the proposed valet parking services. The Owners shall submit a preliminary valet study at the time of site plan approval. The valet plan may be modified from time to time to conform with future uses, subject to the approval of the Director of Community Development.
3. Shall be in conformance with Sec. 16-153 of the City's Code.

G. Tandem Parking. Tandem parking shall be permitted within parking garages for valet uses only.

1. Tandem parking shall not block any access aisles, accessible spaces, walkways or residential visitor parking.
2. Tandem parking spaces utilized by a valet parking service shall be identified on a valet parking plan to be submitted by the Owners for approval by the City at time of site plan application.

H. Loading/ Service Zones.

1. The Owners will employ a variety of loading / service areas throughout Westerra

Phase 1, including loading bays, on-street loading zones and shared trash / compactor bays.

2. Loading bays and trash bays may be shared between uses.
3. On-street loading shall be permissible in designated loading zones.
4. Pod 1 shall be required to provide One (1) Loading Zone per Building excluding parking garages. Designated on-street loading zones shall have a minimum width often (10) feet and a minimum length of forty (40) feet.
5. On-street loading zones shall be clearly marked with striping, paving patterns, bollards, signage or other forms of markings.

6. Existing Parking Lot and Access Road. The existing surface parking lot on Pod 5 ("Parking Lot") shall be removed, demolished and seeded in accordance with the City's land development code, concurrent with the development of Pod 2, 3, 4 or 5. Concurrent with the removal of the Park Lot, developer will obtain permission from and coordinate with the adjacent property owner to the east of the Parking Lot to re-stripe the inbound right-turn lane to direct the inbound traffic from Sunrise Boulevard to the east at developer's sole expense. All Parking Lot and access drive work shall be completed prior to the issuance of any form of a Certificate of Occupancy for any development on Pod 2, 3, 4 or 5. Provided, however, in the event that the adjacent property owner fails to give its permission to the developer for the re-striping of the turn lane, the developer will install or construct an alternative traffic control scheme on its own property as approved by City staff.

7. Displays. Shall be permissible within Phase 1 including, but not limited to, exterior locations as designated by the Owners, subject to approval by the Community Development Department of the City of Sunrise. Displays shall not be visible from Sunrise Boulevard and NW 136th Avenue. Displays shall not contain "stock-in-trade merchandise." Displays may include art exhibits, community exhibits, and cultural exhibits.

8. Minimum Sizes for Dwelling Units.

A. Type/Size

	Pods 4 & 5
1 BR	725 Net sq. ft.
2 BR	1,000 Net sq. ft.
3 BR	1,200 Net sq. ft.
Each Additional Bedroom	200 sq. ft.

Note: square footage represents centerline to centerline of the walls

B. Project Amenities to be incorporated into the Westerra Residential Development:

- 1 State of the Art Fitness Center - with separate areas for specialized classes (yoga, spinning, etc.)
- 2 Business Center pods catering to the work from home residents.
- 3 Spacious Clubroom for parties and gatherings with separate sitting areas.
- 4 Expansive Pool Deck with separate niche sitting throughout deck
- 5 Resort Style Pool
- 6 Private Cabanas for resident use
- 7 Outdoor gazebo with BBQ grills and TV's for entertaining.
- 8 Fire Pit with seating

- 9 Dog Park (not counted as park but as open space)
- 10 Secure Garage Parking

9. Corporate Housing Hotel

A Corporate Housing Hotel is a building or part thereof in which sleeping accommodations are offered to a specific corporation or business on a basis primarily transient in nature, for use by the occupants and in which access to the sleeping rooms is through an inside lobby or office. The hotel is not open to the public and is limited to persons who are affiliated with the specific corporation or business. The hotel shall provide ancillary limited food service, fitness center, business center, pool, and pool deck area.

A. Minimum Type/Size

	Corporate Housing Hotel on Pod 1
1 BR	300 Net sq. ft. for each corporate housing hotel room

Note: square footage represents centerline to centerline of the walls

B. Project Amenities to be incorporated into the Westerra Phase 1 Development for Pod 1 if developed as a Flight Training Facility with Corporate Housing Hotel. These standards only apply if the Corporate Housing Hotel is developed in conjunction with the Flight Training Facility. If the hotel that is developed is not a Corporate Housing Hotel, it shall be designed in compliance with the City Land Development Regulations for a hotel. The Corporate Housing Hotel Amenities shall include:

1. Interior corridors or hallways leading to and from rooms except emergency exits. No "catwalk" exterior hallways.
2. An office or lobby containing a registration desk that may be staffed by at least one (1) Corporate Housing Hotel Employee during regular business hours.
3. A swimming pool of a minimum surface area of 500 square feet.
4. An ancillary limited food service with a bar shall be located in the lobby of the primary Corporate Housing Hotel.
5. Central air conditioning shall be provided for the entire building, including all individual rooms or suites (no through the wall air conditioner units are permitted; however, ventilation shall be allowed through the exterior walls on each unit).
6. A bar/lounge facility shall be provided with a minimum seating of twenty-five (25) seats.
7. The minimum floor area of each rental sleeping room shall be three hundred (300) square feet.
8. The minimum number of hotel units shall be one hundred and seventy-five (175).
9. Each hotel unit shall be a habitable unit intended to be used for sleeping and shall allow cooking and eating.
10. A fitness amenity area with exercise equipment with a minimum capacity of fifteen (15) equipment stations.
11. A Business Center with a minimum of two (2) workstations.
12. Corporate Housing Hotel will be "private" and not open to the public to rent units on nightly basis. The corporate housing hotel will only be used for the benefit of the

Flight Training Facility for pilots and other professionals that are visiting the flight training facility. The stay will range between 5 and 60 days.

13. Outdoor gazebo with BBQ grills.

14. A Private Shuttle Service is required separate from any required shuttle service required. The Private Shuttle Service shall:

- Corporate Housing Hotel will operate a Shuttle as typically found in a Select Service Hotel.
- Shuttle will operate only for use of Flight Training Campus on an on-demand basis only. Hours of operation will be subject to change based on the demand.
- Shuttle will transport guests from the Corporate Housing Hotel to any approved offsite parking or hotel.
- Shuttle will be a van type vehicle that fits in a typical parking space and should accommodate small groups up to 8 people.
- Shuttle will operate from the front entry of the Corporate Housing Hotel.
- Shuttle operator will not need a special license from the City as it is a “not for hire” operation.
- The Shuttle is not open to the Public and does not meet the transit requirement of the DRI Development Order.

10. Westerra Phase 1 Deviation Allowance.

- A. With the exception of regulations pertaining to Maximum Building Height and Building Setbacks, the Director of Community Development may, at his/her discretion, approve minor deviations from the Westerra Phase I Master Development Plan Design and Development Guidelines as may be requested by the Owners without formal amendment to these Westerra Phase I Master Development Plan Design and Development Guidelines.

11. Building Design.

- A. Building Facades. The Owners shall prepare an exterior building color palette to be included as part of each site plan submission. Bright or dark accent colors shall be permissible as part of a comprehensive color scheme and may be utilized in areas such as large wall surfaces, storefronts, signage, entrance icons and other architectural elements. Bright and dark accent colors shall be limited to no more than twenty (20) percent and exterior building color palette shall include only complimentary colors. Contrasting colors may be approved so long as they are not abutting each other. If an architectural rooftop feature is provided, a color visible from the underside may count toward the minimum color requirements. Representative images of multi-family, flight training campus and commercial facades are depicted in **Exhibit F** of this Development Agreement.
- B. Service Doors. Service doors, garage doors, delivery doors or similar doors shall, where possible, be located so as not to be prominently visible from a public right-of-way. In locations adjacent to a public right-of-way, service doors, garage doors or similar doors shall blend into the overall building facade or be adequately screened.
- C. Design of Parking Structure - Accessory Building. Design to complement and be compatible with the building(s) to which they are an accessory to and each facade shall incorporate architectural treatments such as reveals, sills and varying building form. Landscaping will be incorporated into the design pattern such as perimeter planting beds that include ground cover, shrubbery, and trees. Parked vehicles will be screened from view from public streets and open spaces. All parking garage structures must be fully screened on all sides by uniquely designed architectural treatments/screening. All screening methods shall meet applicable requirements for ventilation of the parking structure. Any parking garage façade facing Sunrise Boulevard on Pods 1, 3, or 5 shall be wrapped with residential, office, hotel, or commercial uses to completely screen parking garage usage with the exception of garage entry/exit driveways. Garage design will include walls of sufficient height to completely screen/shield vehicle headlights from within the garage. The garage design shall provide measures to limit nuisance sounds (i.e. alarms, tire squeal, etc.) from vehicles within the garage. All ramps and exterior facades are to be architecturally integrated within the overall design of the parking structure. Light sources to be screened and not visible from pedestrian areas. Electrical vehicle charging stations will be provided in all parking structures. The EV parking spaces provided will count towards the minimum parking requirement for non-residential uses.
- D. Design of Parking Structure - Principal Building. Design to complement and be compatible with the surrounding building(s) and incorporate architectural treatments such as parapets, reveals, sills, grillwork, and varying building form. Landscaping will be incorporated into the design pattern such as perimeter planting beds that include ground cover, shrubbery, and trees. All parking garage structures must be fully screened on all sides by uniquely designed architectural treatments/screening. All screening methods shall meet applicable requirements for ventilation of the parking structure. Garage design will include wall screening of sufficient height to completely screen/shield vehicle headlights from within the garage. The garage design shall provide measures to limit nuisance sounds (i.e. alarms, tire squeal, etc.) from vehicles within the garage. Parked vehicles will be screened from view from public streets and open spaces. All ramps and exterior facades are to be architecturally integrated within

the overall design of the parking structure. Light sources to be screened and not visible from pedestrian areas. Electrical vehicle charging stations will be provided in all parking structures. The EV parking spaces provided will count towards the minimum parking requirement for non-residential uses.

12. Pedestrian Connectivity.

Pedestrian access will be provided to street networks, primary buildings and public transportation. Pedestrian access will be via fully connected appropriate and comfortable routes. The pedestrian design shall connect the uses to support the five-minute (i.e. quarter-mile) walking distances. All land use will be accessed to existing or future alternate public transportation modes, including bicycle and transit. The paths will be spatially defined by buildings, trees, and lighting. All sidewalks located adjacent to Primary, secondary, or tertiary roadways, as depicted on the Master Plan, shall be a minimum of seven (7) feet in width, except for along Sunrise Boulevard which will be 6'-6" (includes curbing) in width. Community Linear Greenway shall be a minimum of ten (10) feet. Other sidewalks, located anywhere else on the project site, shall be a minimum of five (5) feet.

13. Lighting. All off-street parking facilities shall be illuminated according to the standards contained herein. Open off-street parking facilities shall include the surface of open- to-the-sky parking spaces, drive aisles, driveways and accessways. Enclosed off-street parking facilities shall include multilevel parking garages and covered grade-level parking facilities. Protection from parking structure overspill to adjacent dwelling units.

A. Design requirements.

1. Open parking lots and the principal walkways providing access thereto shall be provided with a minimum maintained average of one and one-half (1.5) footcandles of light measured at grade level. The maximum to minimum footcandle level shall not exceed a twelve to one (12:1) ratio.
2. Parking structures shall be provided with a minimum maintained average of four (4) footcandles of light measured at floor level. The maximum to minimum footcandle level shall not exceed a ten to one (10:1) ratio.
3. Overspill of lighting onto adjacent properties shall not exceed five tenths (0.5) horizontal and vertical footcandles at the site boundary and no greater than one hundredth (0.01) horizontal footcandles 25 feet beyond the site, except when adjacent to related ownership or for right-of-way and locations where two nonresidential uses abut (unless divided by a waterway). Luminaires shall be full-cutoff and/or shielded such that no light shall overspill into residential units. Light sources shall be shielded.
4. The maximum height of an outdoor light fixture, including the luminaire, shall not exceed twenty-five (25) feet above grade. Pedestrian level lighting will be used wherever possible.
5. Each site plan submission shall demonstrate compliance with the lighting requirements described within this section.

B. Operational requirements.

1. Office buildings and commercial centers shall operate lighting in open parking areas from dusk to dawn. One-half ($\frac{1}{2}$) light levels are permitted during hours in which all surrounding businesses are closed.

2. Parking structures shall operate lighting twenty-four (24) hours a day or dusk to dawn to maintain the lighting level as specified in paragraph 11.A.2 above.

C. Compliance requirements.

1. Along private rights-of-way adjacent to new development where inadequate or no lighting exists, developers shall be required to install streetlights with a maintained minimum average of six-tenths (0.6) footcandles of light measured at grade level at the property line. Along public rights-of-way adjacent to new development where inadequate or no lighting exists, developers shall be required to install streetlights per FPL Street and Area Lighting Design Standards and Florida Department of Transportation Design Standards.

14. Energy & Water Conservation.

- A. The Owners shall make use of passive energy conservation measures including proper building orientation; landscape shading of buildings and pedestrian areas; and reflective wall and roof surfaces for non-air-conditioned container storage areas. The Owner shall incorporate Leadership in Energy and Environmental Design (LEED) standards or another state or nationally recognized green rating system program such as Florida Green Building Coalition (FGBC), Green Globes or the National Green Building Standard (NGBS) into its design and construction of all buildings as required per Westerra DRI.
- B. The Owners shall encourage the use of efficient, low-emission vehicles for on-site services, including parking enforcement, maintenance, and security services, with specific consideration of alternative fuel vehicles.
- C. The Project shall utilize reclaimed water for irrigation to be designed and constructed to use reclaimed water when available. Potable water may be utilized for irrigation on roof decks.

15.Signs. The Owners shall prepare a Uniform Sign and Graphics Design Criteria for the Westerra Planned Development District for approval by the City of Sunrise Commission. The Criteria will address the quantities, sizes, heights, setbacks, illumination, construction, placement, materials, colors and all other pertinent data relating to all signs and outdoor graphics. A signage plan shall be submitted for each respective pod prior to issuance of a certificate of occupancy and such signs shall be permitted.

16.Entry Features. The POD shall include freestanding or integrated icons at selected prime locations, including major project entries and corners. Icons will evoke the project architecture and be scaled to provide regional exposure to the Project. Icons may incorporate a variety of architectural, landscape, signage and lighting components. A minimum of one (1) entry features shall incorporate public art. All entry features shall be iconic. Representative images of entry features are depicted in **Exhibit F** of this Development Agreement.

17.Finishes and Amenities.

- A. Office/Commercial: The Project strives to create an all-encompassing environment which combines the natural beauty of the region with the vitality of a live+ work+ play community, providing the setting for a healthy, robust lifestyle.

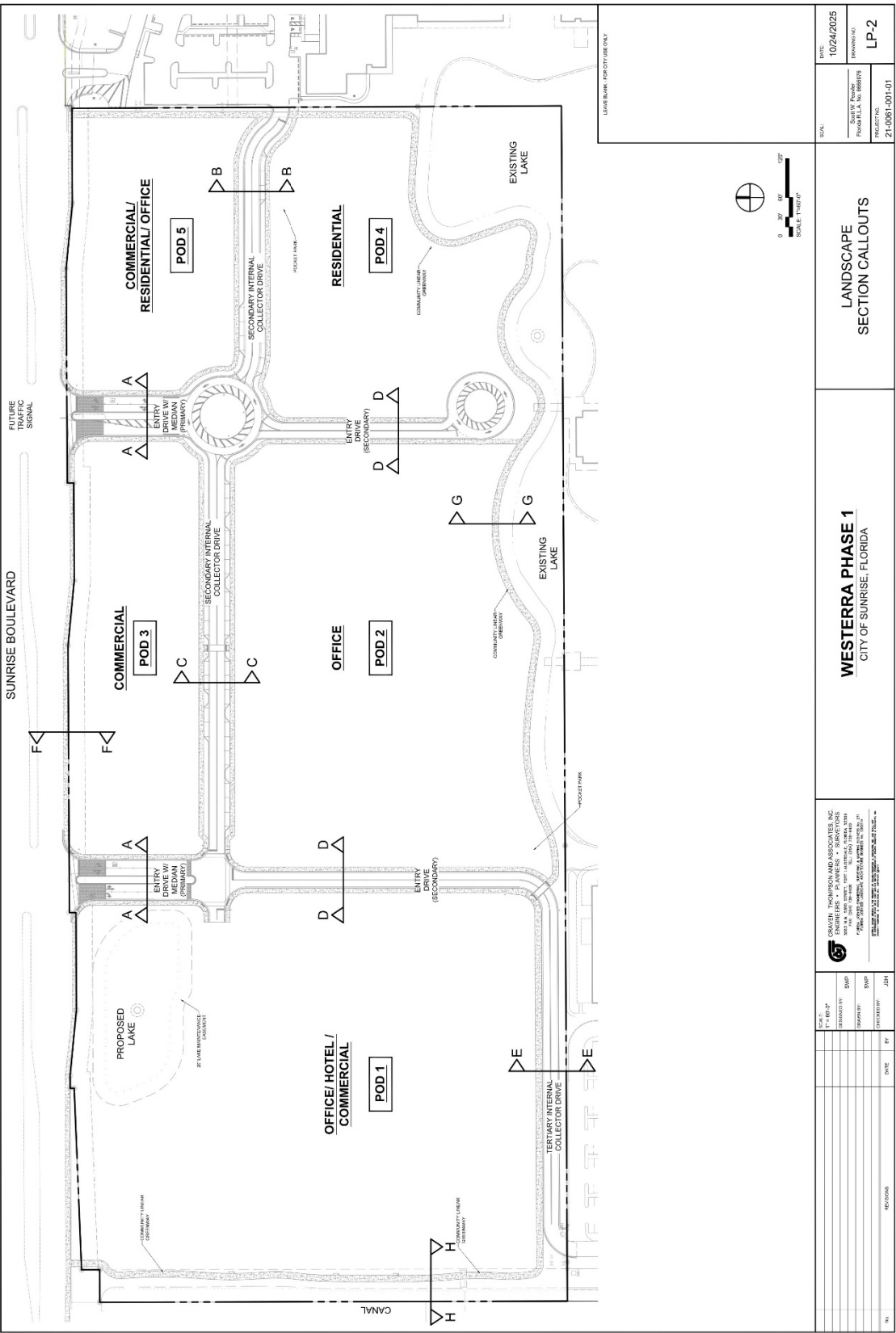
1. The Project shall include common areas which promote social and recreational activities consistent with the quality of life the Owners intend to create.
 2. The Project will contain a broad range of internal amenities such as plazas, parks, courtyards and other similar spaces.
 3. The Project will contain a variety of open spaces which may include water features, hardscape, landscape, and streetscape amenities.
- B. Corporate Housing Hotel: In determining the appropriate finishes and amenities package to be included, the Owners shall provide the following Finishes and Amenities Program ("Project Finishes"):
1. Each unit will contain a: (i) refrigerator; and (ii) microwave oven.
 2. The common areas will include recreational uses and internal amenities, including but not limited to the health and fitness centers and other similar spaces programmed to promote social and recreational activities.
 3. A variety of open spaces as identified on the site plan application which may include water features, hardscape, landscaping, or furnishings, as appropriate.
 4. The property shall include amenities such as swimming pool and other outdoor recreation areas. Proposed amenities will be submitted with the respective site plan application.
 5. Corporate Housing Finishes to be upscale finishes.
- C. Multi-Family: In determining the appropriate finishes and amenities package to be included, the Owners shall provide the following Finishes and Amenities Program ("Project Finishes"):
1. Each unit will contain a: (i) washer/dryer; (ii) dishwasher; (iii) refrigerator; (iv) range; and (v) microwave oven.
 2. The common areas will include recreational uses and internal amenities, including but not limited to the health and fitness centers and other similar spaces programmed to promote social and recreational activities.
 3. A variety of open spaces as identified on the site plan application which may include water features, hardscape, landscaping, or furnishings, as appropriate.
 4. The property shall include amenities such as swimming pool and other outdoor recreation areas. Proposed amenities will be submitted with the respective site plan application.

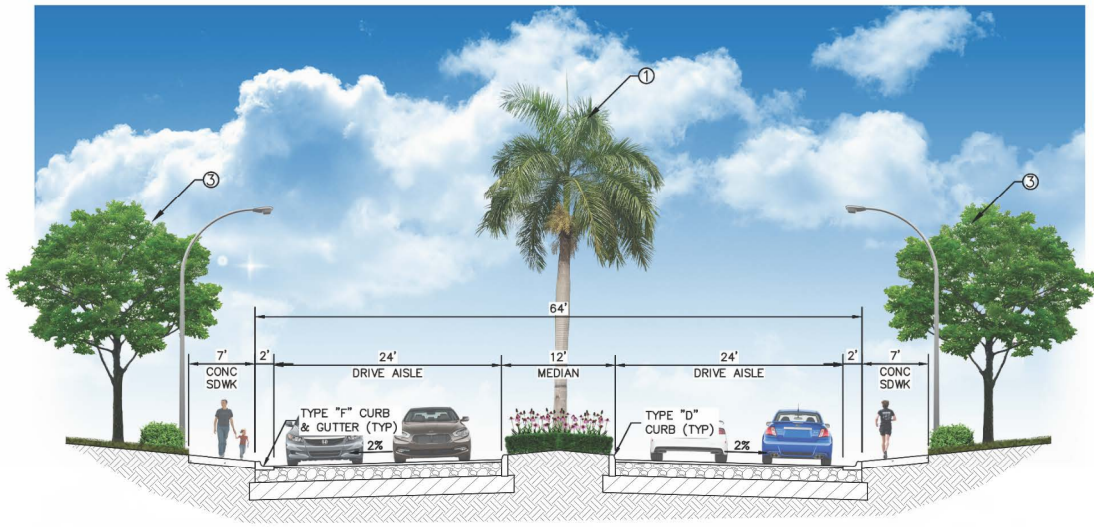
Planned Unit Finishes for all multi-family to be upscale finishes.

18. Hardscape Requirements.

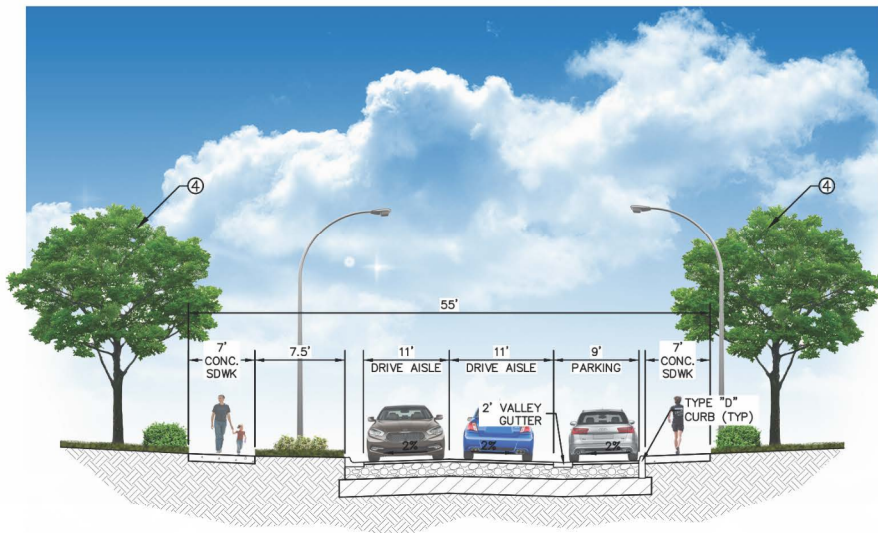
- A. Hardscape Variations
1. The Owners may employ a variety of curb and gutter types, including "curbless" profiles.
 2. The Project shall include benches and other seating areas along sidewalks and pedestrian circulation routes.
- B. Street Width. The minimum width of paved roadways shall be fifteen (15) feet for one-way streets and twenty-two (22) feet for two-way streets with the exception of the service drive for Pod 1 which shall have a minimum dimension of twenty (20) feet. All fire access drives shall be a minimum of twenty (20) feet.

- C. Typical Street and Perimeter Sections. In order to achieve the urban, pedestrian friendly characteristics desired, the Project shall comply with the following typical street and perimeter sections:

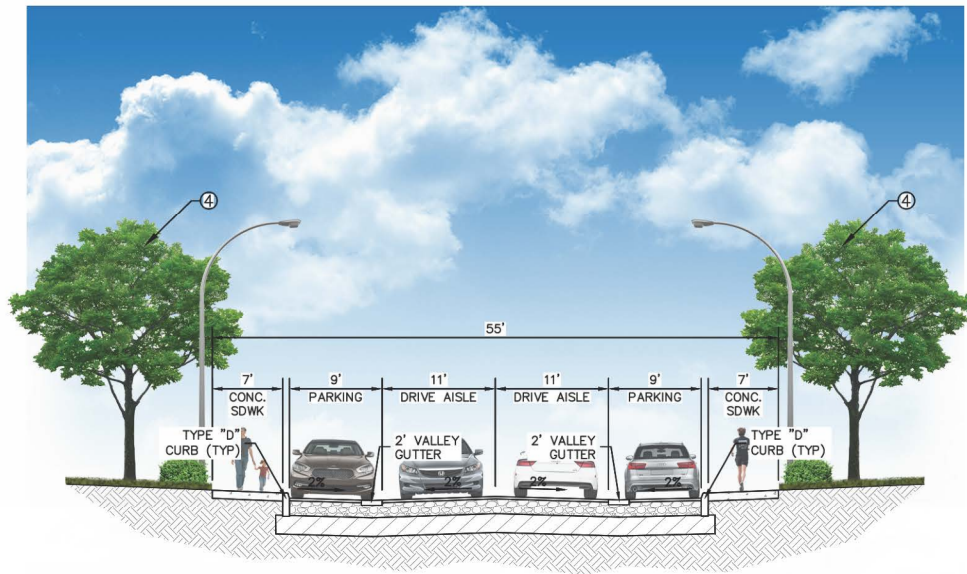




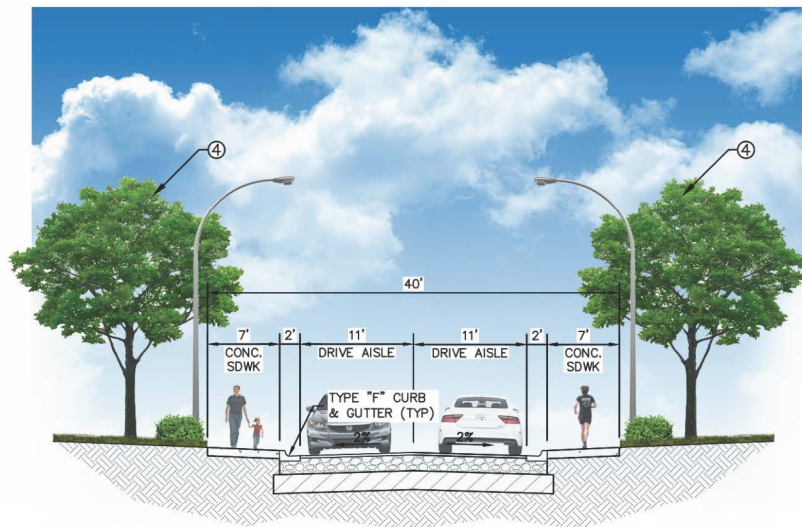
SECTION A-A
(ENTRY DRIVE WITH MEDIAN)
N.T.S



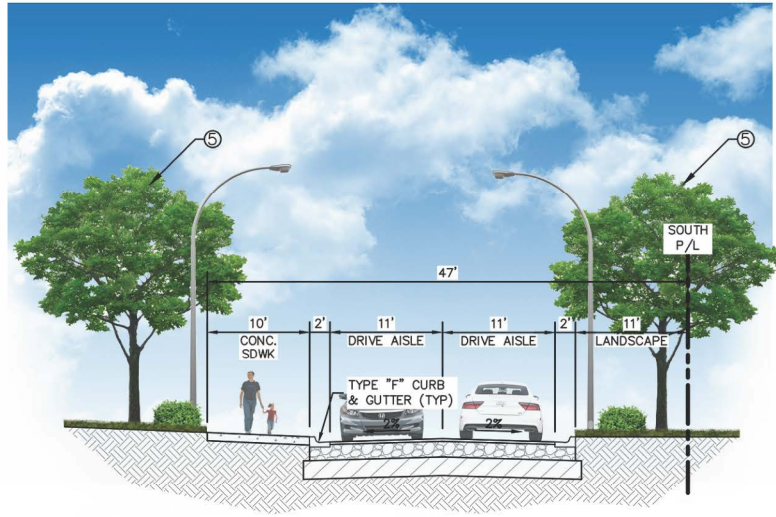
SECTION B-B
(SECONDARY INTERNAL COLLECTOR DRIVE)
N.T.S



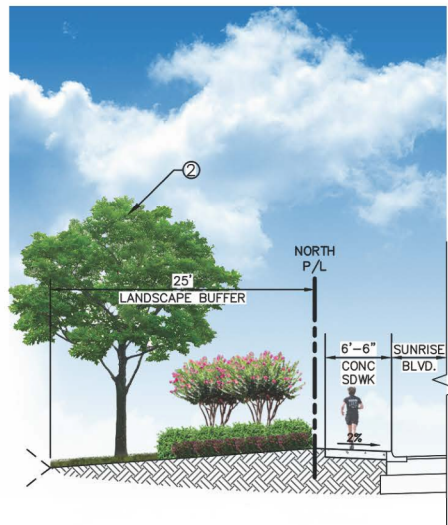
SECTION C-C
 (SECONDARY INTERNAL COLLECTOR DRIVE AND PARALLEL PARKING)
 N.T.S



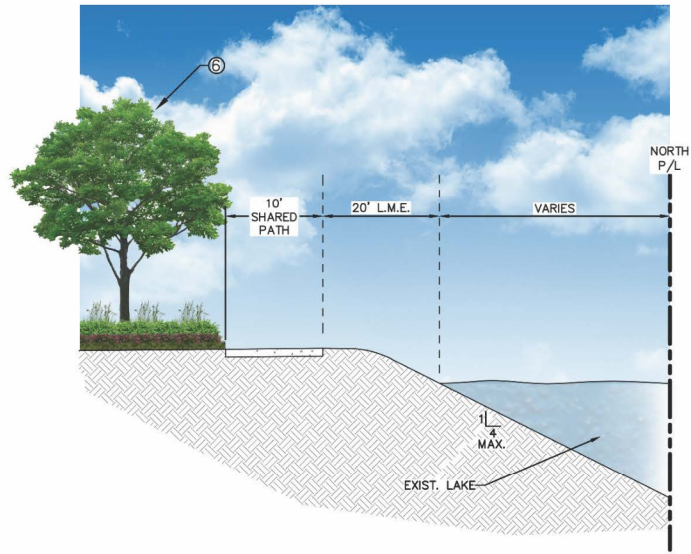
SECTION D-D
 (ENTRY DRIVE)
 N.T.S



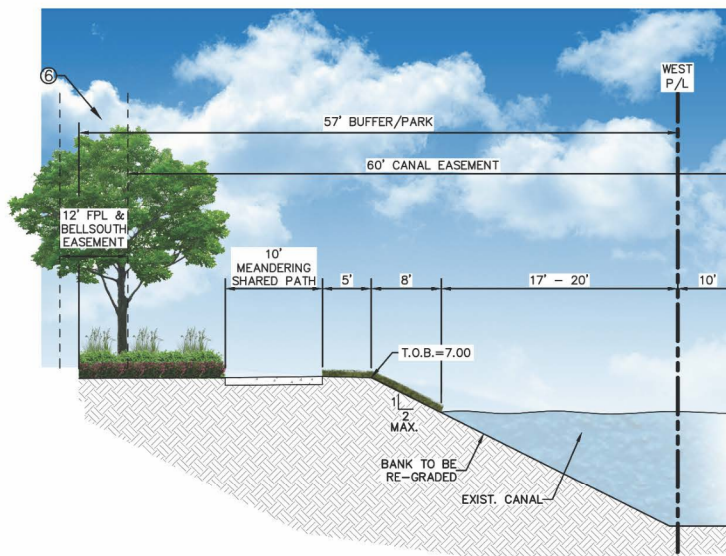
SECTION E-E
 (TERTIARY INTERNAL COLLECTOR DRIVE AT SOUTH PROPERTY LINE)
 N.T.S



SECTION F-F
 (BUFFER AT SUNRISE BOULEVARD)
 N.T.S



SECTION G-G
(COMMUNITY LINEAR GREENWAY- EXISTING LAKE)
N.T.S



SECTION H-H
(COMMUNITY LINEAR GREENWAY- CANAL)
N.T.S

17. Landscape Requirements. The Owners shall remove all exotic vegetation from the Property, if any, and shall landscape the Property applying the principles of Broward County's Naturescape program and using landscape best management practices. The Owners shall also implement on-site retention techniques, as required. By incorporating a primarily native plant palette, the designed landscape of the development will be evocative of the character of the Florida Everglades landscape and ecosystem while blending open spaces with an urban environment that is cohesive throughout.

Due to the urban form and characteristics desired for this project, the Owners and the City have agreed to adopt and implement customized landscaping regulations for the Project. All landscaping plans and materials (collectively "Landscaping Plans") for the Project shall be prepared, signed and sealed by a registered landscape architect. All plants and materials in the Landscaping Plans shall comply with the City of Sunrise Community Development Department's Approved Plant List (the "Plant List"), as may be amended from time to time.

The landscape design for Westerra will adhere to the provisions contained in Article VIII. Functional Landscaping of the City of Sunrise Code (the "Code"), except as set forth herein. The landscaping shall receive NatureScape certification after it is installed.

Pedestrian Zone Landscaping Sec. 16-169(d)	Min. pedestrian zone 10' between building and sidewalk for foundation plantings except in service courts where no pedestrian zone or foundation landscaping shall be required. A service court is defined as a vehicular use area that's primary function is to access overhead doors, service access panels or mechanical equipment. The equipment or service court shall be screened with a wall, fence, architectural screen, landscaping, or a combination thereof. If the service court area is not screened with a wall, fence, architectural screening, landscaping, or a combination thereof, a min. five (5) foot landscape area shall be provided with low and medium landscape material.
Perimeter Landscape Buffer North (Sunrise Blvd) Sec.16-169(a)(l)	25 ft.
Landscape Median Sec.16-169(g)	Refer to Sheets LP-2 and LP-3.

A. Installations

1. *Grouping at entry drives:* Trees and palms with a mature crown spread of less than twenty-five (25) feet may be installed at property vehicular access points provided that they do not obstruct intersection sight lines as per Florida Department of Transportation design standards.

2. *Irrigation system:* All landscaped areas will be irrigated as required within Article VIII. Functional Landscaping of the City of Sunrise Code, and will use non-potable water incorporating purple pipes for irrigation lines and to the extent possible utilizing reclaimed water. The roof top and amenity deck landscape areas may use potable water to avoid staining and to mitigate water pumping requirements to serve rooftops. Per Section 12.C, the Project will be designed and constructed to use reclaimed water when available.

B. Plant material

1. *Paved or architectural surfaces.* Paved or architectural surfaces within a landscaped area shall be free of weeds, pests, and diseases. Due to the urban character of the project, paved or architectural surfaces may be within the landscaped area as appropriate for ground level building uses. Landscape architectural paving such as pedestrian walkways, may not cover more than fifty (50) percent of the total area
2. *New trees.*
 - a. *Slow growing.* Native and non-native trees that have a mature height of less than twenty-five (25) feet may constitute up to twenty-five (25) percent of the trees or palms required by this article. Slow growing trees at the time of installation shall be a minimum height as specified by the approved plant list.
 - b. *Size at maturity.* Trees not covered in the slow growing subsection of this article shall be of a species having an average mature crown of greater than twenty-five (25) feet and having trunks which can be maintained with over six (6) feet of clear wood. If palms are used, they shall constitute no more than thirty-five (35) percent of the total tree requirements for any provisions herein and shall have a minimum of six (6) feet of clear wood. If the percentage of palms exceeds eighteen (18) percent of the total trees required, all additional palms beyond eighteen (18) percent shall be Royal Palm, Date Palm or other high quality species as approved by the City.
3. *Adjacent to street.* Trees used in the required landscaping adjacent to a public right-of-way are subject to the specific approval of the City of Sunrise Community Development Department so that the character of the public street can be maintained; see the *Street Trees* section herein for additional clarification.
4. *Size at planting.* Species having an average mature crown of greater than twenty-five (25) feet shall be a minimum height of twelve (12) feet with a minimum crown spread of six (6) feet at the time of installation. A minimum twenty-five (25) percent of the total required trees for the plot shall be specimen trees. Specimen trees shall be one-third (1/3) greater in height and spread than the minimum required size at planting. Specimen trees shall be used to reduce the scale of buildings and parking lots, and provide screening. Existing trees may be used to meet specimen tree requirements where their size and location conforms to this section. Any trees with limbs protruding over a pedestrian or bike path shall not have branches lower than six (6) feet eight (8) inches from the walkway. Larger trees may be required through the site plan approval process when it is determined that the scale of the project or the need for screening warrants a corresponding increase in the size of the required trees. Trees of species whose roots are known to cause damage to public roadways, sidewalks or other public facilities will require an approved root

barrier installation.

5. *Shrub Planting:* The minimum number of shrubs planted in any planting bed shall be one (1) shrub per two (2) feet of the length of the required landscaped area.

C. Street trees

Spacing and locations. Trees in urban street conditions shall be located a minimum of three (3) feet from the back of curb or a minimum of three (3) feet adjacent to a sidewalk. Structural soil or equal (i.e. silva cell) shall be installed on all street trees. Structural Soil shall be installed to a depth of 36 inches and extend out from the center of tree ten (10) feet in all directions. Structural soil shall not infringe into the area under the curbing or street or silva cell. If tree is ten (10) feet from roadway or sidewalk, then no structural soil or silva cell required.

D. Minimum landscape requirements

1. *Required landscape strip adjacent to the street rights-of-way.*
 - a. The landscape strips and berming requirements contained in the City of Sunrise Code are waived for Planned Development District's (PDD's) when other landscape screening provisions have been incorporated.
2. *Required perimeter landscaping adjacent to traffic right-of-ways and abutting properties.*
 - a. Perimeter landscaping treatments shall be commensurate with the designated ground level building uses identified in the development plan. Streetscape treatments adjacent to active ground level building uses will be characterized by an urban hardscape zone that includes landscape within, whereas non-active ground level building uses and perimeter zones abutting traffic right-of-ways shall be characterized by landscape zones that include sidewalks within. Due to the urban character of the Westerra development, along Sunrise Boulevard street tree plantings of Live Oaks (*Quercus virginiana*) and or Royal Palms (*Roystonea elata*), Date Palms (*Phoenix dactylifera*), or other high-quality species as approved by the City of Sunrise Community Development Department will be placed one (1) canopy tree every twenty-five (25) feet or if palm in between canopy tree every thirty-five (35) feet of frontage, excluding corner areas and intersections where sight triangles need to be maintained. Trees shall have a minimum height of 14 feet Height, and Palms shall have a minimum height of 8' GW as measured in accordance with the American Association of Nurseryman standards. Perimeter landscaping along Sunrise Boulevard will include a mix of trees, shrubs, groundcovers, paved surfaces. If relocated or existing Live Oaks are provided within the Sunrise Boulevard buffer, and the trees are equal to or larger than sixteen (16) inches DBH, trees shall be required for one (1) tree for every fifty (50) feet.
3. *Parking area interior landscaping.*
 - a. Quantity: In addition to the other requirements of this section, all off- street parking areas shall have a minimum requirement of fifteen (15) square feet of interior landscaping per each required parking space exclusive of the perimeter landscaped strip. Such separate landscaped areas shall consist of either sod, groundcover, shrubs, trees or any landscape treatment excluding paving. There shall be a minimum of one tree per each ten (10) required parking spaces and will be provided a time of individual site plans. For parallel parking spaces, there shall be a minimum of one (1) shade tree island per every three

- (3) parallel parking spaces and at both ends of a parallel parking row.
- b. Design: Parking lot landscape areas shall be incorporated so as to divide the groups of parking spaces. No grouping of parking spaces shall exceed ten (10) in a row.
- c. Landscaped areas shall have the following dimensional requirements: Landscaped islands shall be a minimum of eight (8) feet wide, not including curbing. Interior landscaped islands shall be eighteen (18) feet long. Exterior landscaped islands shall be eighteen (18) feet long, including curbing. If landscape medians are placed between head-to-head parking spaces, they shall be six (6) feet wide, not including curbing. Parallel parking shade tree island shall be a minimum of eight (8) feet wide and eight (8) feet in length.
- d. Landscaped areas, including landscaped islands, within or abutting vehicular use areas shall be excavated to a depth of two and one-half (2½) feet to ensure that adequate planting soil exists. Parking lot base course material, limerock, asphalt and other similar material shall be removed to a depth of two and one-half (2½) feet.
- e. Landscaped areas of landscaped islands or medians between head-to-head parking spaces may be clustered, combined, moved, or added to other landscaped areas for the purpose of preservation of trees or when the proposed parking lot design incorporates all of the following:
 - i. Is designed to be viewed from above as well as eye level.
 - ii. Is designed for multiple use.
 - iii. Is designed to be compatible with the building or the neighborhood which it serves.
 - iv. Is designed to be park-like or as an urban plaza.
 - v. Contains pavement which is varied in texture and color.
 - vi. Contains sculpture, fountains, gardens, pools or benches.
 - vii. Contains lighting which is designed not only from the standpoint of safety and resistance to vandalism but for visual effect. Contains parking lot lighting fixtures which are selected not only for their functional value but for their aesthetic qualities and can be considered part of the furniture of the parking lot both day and night.

If such alternative parking lot design is used, there shall be no reduction of required landscaped area, required trees, or traffic safety. The total landscaped area and number of required trees in the parking lot shall be equivalent to the landscaped area and number of trees required when the landscaped areas of landscaped islands are not clustered, combined, moved, or added to other landscaped areas.

4. *Parking garages or structures*

- a. All parking garages or structures, shall be fully screened on all sides with a uniquely designed architectural treatment/screening. As an alternate to providing the landscape planters or greenscreen and foundation planting, the parking garage landscaping shall consist of a grouping of three (3) palms at each garage corner, low and medium level landscape plant material throughout and no less than one (1) small tree for every twenty-five (25) lineal feet of length of each side of the garage. The small trees may be grouped if there is no area exceeding fifty (50) feet in length absent of trees. No grass is permitted within the landscape area surrounding a parking garage for a minimum of ten (10) feet or the entire landscape width between the structure

and surrounding sidewalk or roadway.

- b. *Rooftop parking area landscaping:* A minimum of one (1) tree shall be required for each ten (10) rooftop parking spaces or covered parking shall be provided. To the extent feasible, such trees should be planted on the rooftop, otherwise such trees shall be planted elsewhere on site. If covered parking is incorporated in lieu of tree planting, it shall provide shade coverage for a minimum of thirty (30) percent of rooftop parking spaces. Covered parking shall include architectural shade structures, solar farm, or other structure as approved by the Community Development Department of the City of Sunrise.

5. *Pedestrian zone landscaping.*

- a. *Pedestrian zone:* A pedestrian zone is defined as a setback from any building façade facing a parking area, drive or residential district. Due to the suburban/urban character of the site design, the project proposes ten (10) feet for "pedestrian zone" landscaping. If tree is ten (10) feet from roadway or sidewalk, then no structural soil or silva cell required.

Pedestrian zones adjacent to buildings will have a character appropriate for intended ground level uses. This may include hardscape areas for circulation, outdoor seating or other uses. Plant materials will be incorporated in landscape areas, tree grates or raised planters as appropriate to enhance the human comfort of the pedestrian zone.

- b. *Plant materials:* In addition to the other requirements of this article, all multifamily and all nonresidential development shall have one (1) large evergreen shade tree installed per each forty (40) linear feet of pedestrian zone except areas under a canopy. Trees or palms having an average mature crown spread of less than twenty-five (25) feet may be substituted for one (1) large evergreen shade tree so as to create the equivalent of a twenty-five (25) foot crown spread. There must be a minimum of one (1) tree per pedestrian zone unless otherwise specified herein. Parking garages are excluded from this requirement since the perimeter landscape treatment for a garage is included in section 4(a) above.

Landscaping in these pedestrian zones shall consist of trees, shrubs, and groundcovers and the minimum number of shrubs shall be one (1) shrub per two (2) linear feet of pedestrian zone not paved for pedestrian use. Lawn grass is not permitted within that portion of the pedestrian zone reserved for foundation landscaping. Annuals, if used, shall cover not more than ten (10) percent of the pedestrian zone.

E. Entry Features of this document.

1. Entry feature landscaping consisting of trees, low, mid and upper-level landscaping shall be provided in the perimeter of project entries and in project entry medians, if any. The entry feature landscaping shall extend, on both sides, the length of the entry drives up to an intersecting drive or parking spaces of a parking lot. The entry feature landscaping shall extend parallel to the abutting public right-of-way or private street one-half ($\frac{1}{2}$) the width of the right-of-way in both directions from the intersection of the right-of-way and the edge of pavement of the entry drive or to the property line whichever is less. Notwithstanding the above, the minimum required extent of the entry feature landscaping for secondary entries shall be one-half ($\frac{1}{2}$) the minimum extent for

other entries. Secondary entries shall be defined as those entries used primarily for service access to the site.

2. Paved surfaces shall be provided per Section 16 B.1 (Landscape Requirements) of these Design and Development Guidelines.
3. Entry feature landscaping shall consist of one (1) tree per twenty-five (25) lineal feet or one (1) tree per thirty-five (35) lineal foot with a palm planted in between of required landscaping. The minimum number of shrubs in the mid-level landscaping shall be one (1) shrub per two (2) lineal feet of entry feature landscaping. The minimum quantity of low-level landscaping shall be sufficient to cover one hundred (100) percent of the length of adjacent required mid-level landscaping. The minimum number of shrubs or small trees required for upper-level landscaping shall be sufficient to cover fifty (50) percent of the length of adjacent required mid-level landscaping. Shrubs or small trees used for upper-level landscaping shall have a minimum spread equal to seventy-five (75) percent of their spacing. Required perimeter shrubs may be used to satisfy the mid-level landscaping requirement.
4. Median plantings shall consist of one tree or large palm for each thirty-five (35) lineal feet of median or fraction thereof, and a combination of low and mid-level landscaping that encompasses a min. of twenty-five (25) percent of the median area.

F. Tree removal, relocation, and replacement.

1. Owners have met with City of Sunrise Community Development Department to establish a mutually agreed tree relocation strategy attempting to salvage as many specimens deemed feasible. All tree removal, relocation and/or replacement shall be done in accordance with the Westerra tree removal, relocation and replacement plan as previously agreed upon with the City of Sunrise.

18. Hotels.

- A. A hotel shall be designed in compliance with Section 16-79 of the City of Sunrise Land Development Code, unless otherwise listed within this Agreement. The standards for a Corporate Housing Hotel are included in Section 8.

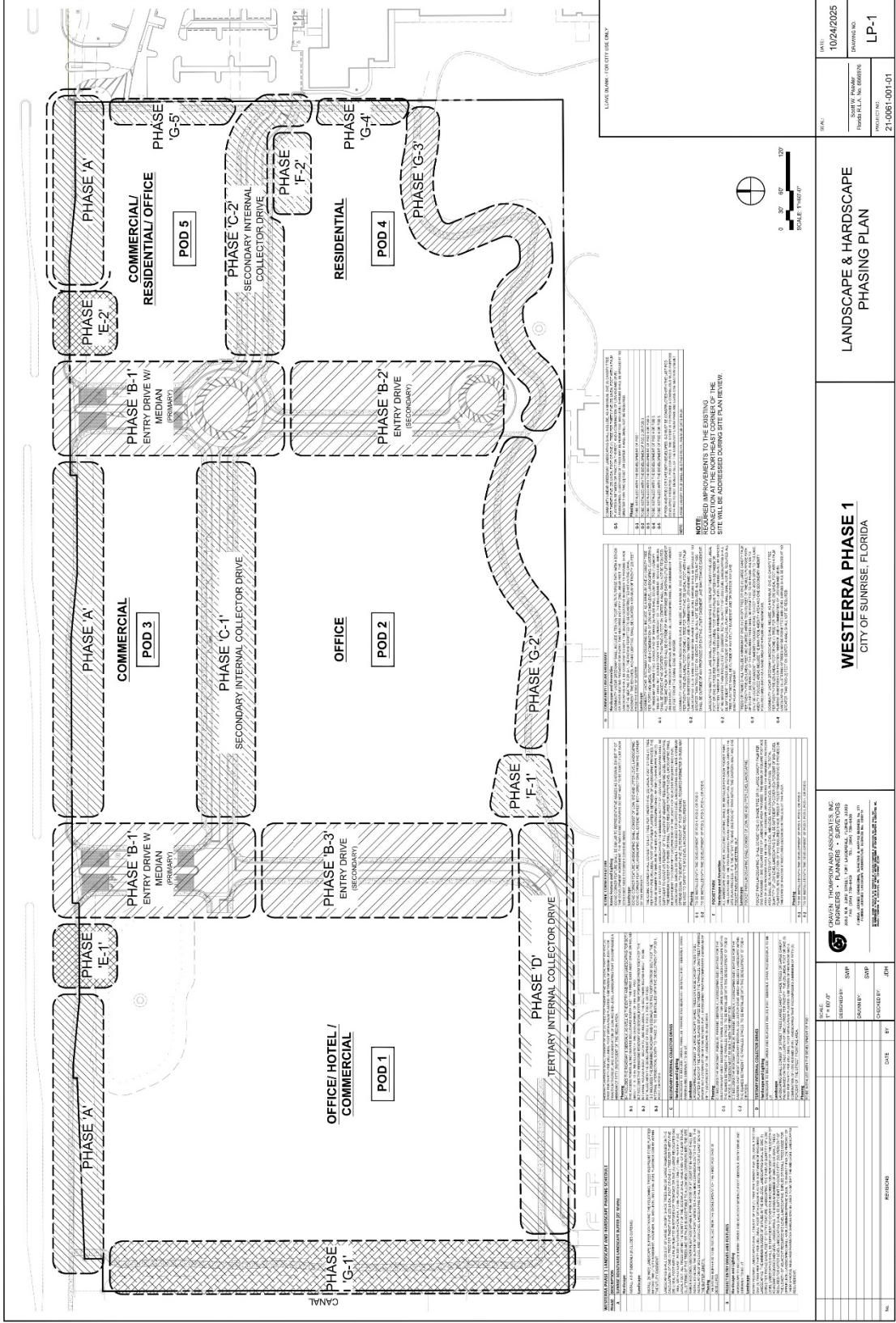
19. Phasing.

Master improvement phasing will be determined as individual Pod site plans are submitted to further clarify the master plan. We will coordinate with the City of Sunrise to ensure that the master plan improvements are adequately addressed. Each Pod can be developed independently of the other Pods and as separate phasing. The sequencing of the Pods is unknown and will depend on current market conditions.

Public Art (Iconic Element/Feature)

Installation of public art (iconic elements/features) shall be installed within the areas depicted in Phases E-1 and E-2. The public art (iconic elements/features) installed with the development of the PDD shall be in conformance with the Phasing schedule outlined in Exhibit D, and shall not be less than \$100,000 excluding the cost of the art pads and foundations.

SECOND AMENDED EXHIBIT D
Westerra Phase 1 Landscape and Hardscape Phasing Schedule



WESTERRA PHASE 1 LANDSCAPE AND HARDSCAPE PHASING SCHEDULE	
PHASE	DESCRIPTION
A	SUNRISE BOULEVARD LANDSCAPE BUFFER (25' Width)
	Hardscape
	INSTALL A 6'-6" SIDEWALK (INCLUDES CURBING)
	Landscape
	INSTALL 25' WIDE LANDSCAPE BUFFER CONTAINING THE FOLLOWING: TREES AND PALMS TO BE PLANTED BEYOND THE UTILITY EASEMENT, HOWEVER, ALL MID-LEVEL AND LOW-LEVEL PLANTINGS CAN BE WITHIN THE UTILITY EASEMENT
	LANDSCAPING SHALL CONSIST OF LARGE CANOPY SHADE TREES AND OR LARGE PALMS BASED ON THE CALCULATION OF ONE (1) TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OF FRONTAGE OR ONE (1) LARGE RELOCATED OAK TREE, WITH AT LEAST AN SIXTEEN (16) INCH CALIPER, TO BE PLANTED AT ONE (1) TREE PER FIFTY (50) LINEAL FOOT. ALL TREES WITHIN THE VICINITY OF THE SIDEWALK SHALL HAVE A MIN- OF 6' CLEAR TRUNK, CLUSTERING OF THE TREES AND OR PALMS IS ACCEPTABLE TO ALLOW VIEW CORRIDORS INTO THE SITE.
	SHRUB AND GROUNDCOVER PLANTINGS WITHIN BUFFER- HEDGE OF AT LEAST 30" IN HEIGHT SHALL BE INSTALLED ALONG THE BUFFER WITH OPPORTUNITIES TD ALLOW VIEW CORRIDORS ONTO THE SITE. THE INSTALLATION OF MID LEVEL AND LOW-LEVEL LANDSCAPING SHALL BE INSTALLED FOR AT LEAST 50% OF THE BUFFER LENGTH,
	Phasing
	THE ENTIRE BUFFER IS TO BE INSTALLED WITH THE DEVELOPMENT OF THE FIRST POD THAT IS DEVELOPED.
B	PROJECT ENTRY DRIVES AND FEATURES
	Hardscape and Lighting
	HARDSCAPE TO INCLUDE ENTRY DRIVES AND ADJACENT SEVEN (7) FOOT SIDEWALK. ENTRY DRIVE AND SIDEWALK TO BE LIT.
	Landscape
	ENTRY FEATURE LANDSCAPING SHALL CONSIST OF ONE (1) TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OF REQUIRED LANDSCAPING. THE MINIMUM NUMBER OF SHRUBS IN THE MID-LEVEL LANDSCAPING SHALL BE ONE (1) SHRUB PER TWO (2) LINEAL FEET OF ENTRY FEATURE LANDSCAPING. THE MINIMUM QUANTITY OF LOW-LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER ONE HUNDRED (100) PERCENT OF THE LENGTH OF ADJACENT REQUIRED MID-LEVEL LANDSCAPING. THE MINIMUM NUMBER OF SHRUBS OR SMALL TREES REQUIRED FOR UPPER-LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER FIFTY (50) PERCENT OF THE LENGTH OF ADJACENT REQUIRED MID LEVEL LANDSCAPING. SHRUBS OR SMALL TREES USED FOR UPPER-LEVEL LANDSCAPING SHALL HAVE A MINIMUM SPREAD EQUAL TO SEVENTY-FIVE (75) PERCENT OF THEIR SPACING, REQUIRED PERIMETER SHRUBS MAY BE USED TO SATISFY THE MID-LEVEL LANDSCAPING REQUIREMENT,
	MEDIAN PLANTINGS SHALL CONSIST OF ONE (1) TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OF MEDIAN LEGNTH OR FRACTION THEREOF, AND A COMBINATION OF LOW AND MID-LEVEL LANDSCAPING THAT ENCOMPASSES A MINIMUM OF FIFTY (50) PERCENT OF THE MEDIAN AREA.

	Phasing
B-1	B-1 INCLUDES THE ROADWAY & SIDEWALK, AS WELL AS THE ENTRY AND MEDIAN LANDSCAPING FOR BOTH THE ACCESS POINTS ALONG SUNRISE BOULEVARD SOUTH PAST THE FIRST EAST-WEST DRIVE OR ROUND-ABOUT. IT IS TO BE INSTALLED WITH THE DEVELOPMENT OF THE FIRST POD.
B-2	B-2 INCLUDES THE REMAINING ROADWAY AND SIDEWALK FOR THE PORTIONS FROM SOUTH OF THE INTERNAL ROUND-A-BOUT, SOUTH TO, AND INCLUDING, THE SOUTHERN ROUND-A-BOUT. TO BE INSTALLED WITH THE DEVELOPMENT OF POD 2, POD 3, POD 4 OR POD 5.
B-3	B-3 INCLUDES THE REMAINING ROADWAY AND SIDEWALK FOR THE PORTION FROM SOUTH OF THE INTERNAL INTERSECTION, SOUTH TO PHASE 'D'. TO BE INSTALLED WITH THE DEVELOPMENT OF POD 1, POD 2 OR POD 3.
C	SECONDARY INTERNAL COLLECTOR DRIVES
	Hardscape and Lighting
	HARDSCAPE TO INCLUDE ROADWAY, DRIVES, PARALLEL PARKING AND ADJACENT SEVEN (7) FOOT SIDEWALK. DRIVE. PARKING AND SIDEWALK TO BE LIT.
	Landscape
	LANDSCAPING SHALL CONSIST OF LARGE CANOPY SHADE TREES OR LARGE CANOPY PALMS TO BE PLANTED IN EACH OF THE LANDSCAPE ISLANDS SITUATED BETWEEN THE PARALLEL ON-STREET PARKING SPACES AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING THAT ENCOMPASSES A MINIMUM OF FIFTY (50) PERCENT OF THE LANDSCAPE ISLAND AREA .
	Phasing
C-1	C-1 INCLUDES THE ROADWAY, PARALLEL PARKING, SIDEWALK, LANDSCAPING AND LIGHTING FOR THE WESTERN EAST-WEST SECONDARY INTERNAL COLLECTOR DRIVE WHICH INCLUDES LANDSCAPE WITHIN THE ISLANDS BETWEEN THE PARALLEL SPACES. TO BE INSTALLED WITH THE DEVELOPMENT OF POD 2 OR POD 3. ROADWAY MUST BE BUILT WITH THE FIRST POD.
C-2	C-2 INCLUDES THE ROADWAY, PARALLEL PARKING, SIDEWALK, LANDSCAPING AND LIGHTING FOR THE EASTERN EAST-WEST SECONDARY INTERNAL COLLECTOR DRIVE WHICH INCLUDES LANDSCAPE WITHIN THE ISLANDS BETWEEN THE PARALLEL SPACES. TO BE INSTALLED WITH THE DEVELOPMENT OF POD 4 OR POD 5 OR WHEN THE CONNECTION IS REMOVED.
D	TERTIARY INTERNAL COLLECTOR DRIVES
	Hardscape and Lighting
	HARDSCAPE TO INCLUDE DRIVES AND ADJACENT TEN (10) FOOT SIDEWALK. DRIVE AND SIDEWALK TO BE LIT.
	Landscape
	LANDSCAPING SHALL CONSIST OF STREET TREES (LARGE CANOPY SHADE TREES OR LARGE CANOPY PALMS) BASED ON THE CALCULATION OF ONE (1) TREE PER TWENTY· FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OF FRONTAGE AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING THAT ENCOMPASSES A MINIMUM OF FIFTY (50) PERCENT OF THE STREET FRONTAGE AREA.
	Phasing
	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 1
E	ICONIC CORNER FEATURE
	Iconic Feature/Element and Lighting

	ICONIC CORNER FEATURE SHALL BE SIMILAR TO REPRESENTATIVE IMAGES AS SHOWN IN EXHIBIT "F" (ICONIC ELEMENT) OF THE DEVELOPMENT AGREEMENT. THE TWO ICONIC FEATURES/ ELEMENTS DO NOT HAVE TO BE EXACTLY LIKE EACH OTHER BUT NEED TO FORM A COHESIVE IMAGE AND SHALL MEET THE REQUIREMENTS DETAILED IN SECTION 19.
	Landscape
	ICONIC CORNER FEATURE LANDSCAPING SHALL CONSIST OF LOW, MID AND UPPER LEVEL LANDSCAPING. ICONIC CORNER FEATURE LANDSCAPING SHALL EXTEND 35 FEET BOTH DIRECTIONS FROM THE CORNER OF THE PROPERTY.
	THE ICONIC CORNER SHALL CONSIST ONE (1) TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OF LANDSCAPING PROVIDED. THE MINIMUM NUMBER OF SHRUBS IN THE MID LEVEL LANDSCAPING SHALL BE ONE (1) SHRUB PER TWO (2) LINEAL FEET OF FEATURE LANDSCAPING THE MINIMUM QUANTITY OF LOW LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER (75 PERCENT OF THE LENGTH OF ADJACENT REQUIRED MID LEVEL LANDSCAPING, THE MINIMUM NUMBER OF SHRUBS OR SMALL TREES REQUIRED FOR UPPER LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER FIFTY (50) PERCENT OF THE LENGTH OF ADJACENT REQUIRED MID LEVEL LANDSCAPING. SHRUBS OR SMALL TREES USED FOR UPPER LEVEL LANDSCAPING SHALL HAVE A MINIMUM SPREAD EQUAL TO SEVENTY-FIVE (75) PERCENT OF THEIR SPACING, REQUIRED PERIMETER SHRUBS MAY BE USED TO SATISFY THE MID LEVEL LANDSCAPING REQUIREMENT
	Phasing
E-1	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 1, POD 2 OR POD 3
E-2	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 2, POD 3, POD 4 OR POD 5.

F	POCKET PARK
	Hardscape and Amenities
	ALL HARDSCAPE AND AMENITIES, INCLUDING LIGHTING, SHALL BE INSTALLED FOR EACH POCKET PARK. THE LOCATIONS OF THE TWO REQUIRED POCKET PARKS ARE CONCEPTUAL AND CAN MOVE DURING THE SITE PLAN PROCESS. IT IS THE INTENT TO HAVE ONE POCKET PARK WITHIN THE EASTERN HALF AND ONE POCKET PARK WITHIN THE WESTERN HALF.
	Landscape
	POCKET PARK LANDSCAPING SHALL CONSIST OF LOW, MID AND UPPER LEVEL LANDSCAPING.
	POCKET PARK LANDSCAPING - SHALL CONSIST ONE (1) SHADE TREE OR (1) LARGE CANOPY PALM PER ONE-THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA PROVIDED. THE MAXIMUM SQUARE FOOTAGE AREA OF SOD PROVIDED SHALL BE 50% OF THE LANDSCAPE AREA PROVIDED THE REMAINING LANDSCAPE AREA SHALL BE PLANTED WITH UPPER-LEVEL, MID-LEVEL AND LOW-LEVEL PLANTINGS. THE TOTAL QUANTITY OF LOW LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER (50) PERCENT OF MID- LEVEL PLANTINGS. 50% REDUCTION OF THE REQUIRED SHADE TREES IF PEDESTRIAN SHADING IS PROVIDED IN THE FORM OF SHADING STRUCTURES (GAZEBOS OR TRELLIS) AT THE PLAZA.
	Phasing
F-1	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 1, POD 2 OR POD 3
F-2	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 2, POD 3, POD 4 OR POD 5.
G	COMMUNITY LINEAR GREENWAY
	Hardscape and Amenities

	COMMUNITY LINEAR GREENWAY SHALL INCLUDE A TEN (10) FOOT MULTI-PURPOSE PATH WITH A BENCH OR OTHER SEATING PROVIDED FOR EVERY TWO HUNDRED AND FIFTY (250) LINEAR FEET. THE LANDSCAPING SHALL BE COORDINATED WITH THE SEATING LOCATIONS IN ORDER TO PROVIDE SHADE FOR THE SEATING. FOR G-1, THE PATH IS PERMITTED TO BE CONSTRUCTED WITHIN THE CANAL EASEMENT. THE BENCHES, AND ANY LIGHTING, SHALL BE LOCATED A MINIMUM OF TWENTY (20) FEET FROM THE EDGE OF WATER. ONE (1) BIKE REPAIR STATION SHALL ALSO BE INCLUDED.
	Landscape
G-1	COMMUNITY LINEAR GREENWAY LANDSCAPING SHALL INCLUDE, AS A MINIMUM, ONE (1) CANOPY TREE PER FORTY (40) LINEAL FOOT AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING. CLUSTERING OF TREES MAY BE PERMITTED. A GROUPING OF THREE (3) PALMS SHALL COUNT AS ONE (1) CANOPY TREE BUT SHALL NOT EXCEED TWENTY FIVE (25) PERCENT OF THE REQUIREMENT. MID-LEVEL SHRUBS SHALL BE SPACED AT NO GREATER THAN TWO (2) FEET ON CENTER. A WALL SHALL NOT BE REQUIRED. ALL TREE AND PALM PLANTINGS SHALL BE OUTSIDE OF ANY PROPOSED OR EXISTING UTILITY EASEMENT UNLESS UTILITY PROVIDER APPROVAL IS OBTAINED. ALL LANDSCAPING SHALL BE A MINIMUM OF TWENTY (20) FEET FROM THE CANAL EDGE OF WATER.
G-2	COMMUNITY LINEAR GREENWAY LANDSCAPING SHALL INCLUDE, AS A MINIMUM, ONE (1) CANOPY TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OR FRACTION THEREOF AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING. CLUSTERING OF TREES MAY BE PERMITTED. MID-LEVEL SHRUBS SHALL BE SPACED AT NO GREATER THAN TWO (2) FEET ON CENTER. A WALL SHALL NOT BE REQUIRED. ALL TREE PLANTINGS SHALL BE OUTSIDE OF ANY PROPOSED OR EXISTING UTILITY EASEMENT OR LAKE MAINTENANCE EASEMENT.
G-2	LANDSCAPING ABUTTING A LAKE SHALL INCLUDE A MINIMUM ONE (1) TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OR FRACTION THEREOF. CLUSTERING OF TREES MAY BE PERMITTED. MID-LEVEL SHRUBS SHALL BE SPACED AT NO GREATER THAN TWO (2) FEET ON CENTER, TOTAL QUANTITY OF LOW LEVEL LANDSCAPING SHALL BE SUFFICIENT TO COVER (50) PERCENT OF MID-LEVEL PLANTINGS, A WALL SHALL NOT BE REQUIRED. ALL TREE PLANTINGS SHALL BE OUTSIDE OF ANY UTILITY EASEMENT AND OR OUTSIDE ANY LAKE MAINTENANCE EASEMENT.
G-3	TREES OR PALMS SHALL INCLUDE A MINIMUM OF ONE (1) CANOPY TREE OR ONE (1) LARGE CANOPY PALM PER TWENTY-FIVE (25) LINEAL FEET AND PLANTED WITHIN TEN (10) FEET OF THE MULTI-PURPOSE PATH. UP TO FIFTY (50) PERCENT OF THE REQUIRED TREES SHALL BE PERMITTED TO BE PALMS. PALMS TO ONLY BE LOCATED ADJACENT TO AMENITY-FOCUSED AREAS TO KEEP THOSE VIEWS OPEN TO THE LAKE. AMENITY FOCUSED AREAS INCLUDE THE MAIN POOL AMENITY AREA AND ONE SECONDARY AMENITY FOCUSED AREA SUCH AS A SAND AREA WITH PALMS AND HAMMOCKS.
G-4	COMMUNITY LINEAR GREENWAY LANDSCAPING SHALL INCLUDE, AS A MINIMUM, ONE (1) CANOPY TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OR FRACTION THEREOF AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING. CLUSTERING OF TREES MAY BE PERMITTED. MID-LEVEL SHRUBS SHALL BE SPACED AT NO GREATER THAN TWO (2) FEET ON CENTER. A WALL SHALL NOT BE REQUIRED.
G-5	COMMUNITY LINEAR GREENWAY LANDSCAPING SHALL INCLUDE, AS A MINIMUM, ONE (1) CANOPY TREE PER TWENTY-FIVE (25) LINEAL FOOT OR ONE (1) TREE PER THIRTY-FIVE (35) LINEAL FOOT WITH A PALM PLANTED IN BETWEEN OR FRACTION THEREOF AND A COMBINATION OF LOW AND MID LEVEL LANDSCAPING. CLUSTERING OF TREES MAY BE PERMITTED. MID-LEVEL SHRUBS SHALL BE SPACED AT NO GREATER THAN TWO (2) FEET ON CENTER. A WALL SHALL NOT BE REQUIRED.
	Phasing
G-1	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 1

G-2	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 2 OR POD 3
G-3	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 4 OR POD 5.
G-4	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 4 OR POD 5.
G-5	TO BE INSTALLED WITH THE DEVELOPMENT OF POD 4 OR POD 5.
	IF POD1 AND POD 2 OR 3 ARE BOTH DEVELOPED, G-2 MUST BE CONSTRUCTED WITH THE LAST POD DEVELOPED FROM POD 1, POD 2 OR POD 3. THE INTENT IS TO PROVIDE A CONTINUOUS MULTI-PURPOSE PATH AND TO NOT DEVELOP ALL OF THE COMMUNITY LINEAR PARK AND LEAVE ONE SECTION UNBUILT.
NOTE:	LARGE CANOPY PALM SHALL BE EITHER ROYAL PALM OR DATE PALM.

EXHIBIT E
Transportation Demand Management Plan

Westerra

Commuter Trip Reduction Plan

December 15, 2017

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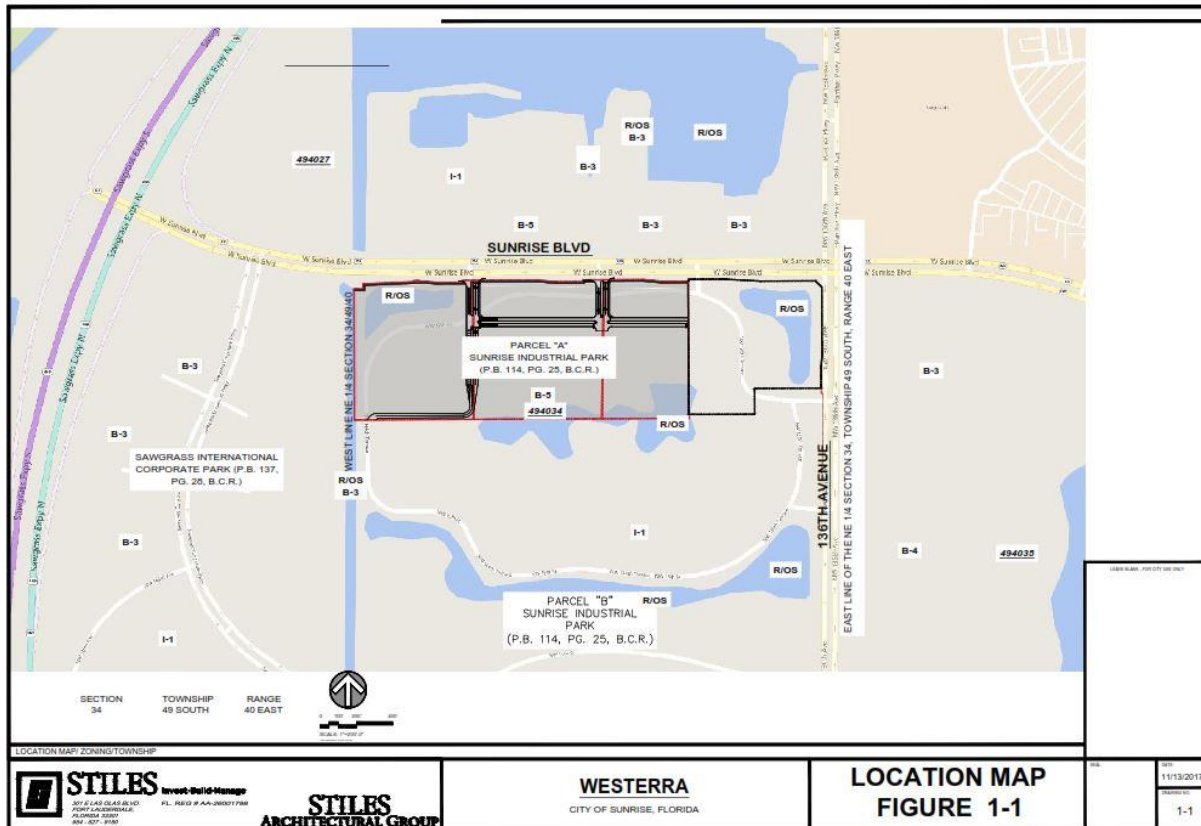
List of Acronyms

- 1 Employee Transportation Coordinator (ETC)
- 2 Commute Trip Reduction Plan (CTR)
- 3 Transportation Demand Management (TDM)
- 4 Development of Regional Impact (DRI)
- 5 High Occupancy Vehicle (HOV)
- 6 Single Occupant Vehicle (SOV)
- 7 Local Activity Center (LAC)
- 8 Institute of Transportation Engineers (ITE)
- 9 Urban Land Institute (ULI)
- 10 South Florida Commuter Services (SFCS)
- 11 Florida Department of Transportation (FDOT)
- 12 Emergency Ride Home (ERH)
- 13 Best Workplaces for Commuters (BWC)
- 14 Transportation Demand Management Work Plan (TDMWP)
- 15 Onsite Transportation Coordinator (OTC)

Section 1 | Introduction

1. 1 Westerra Development of Regional Impact (DRI)

The Harrison Park Development DRI was originally approved by the City of Sunrise in 1982. A request for a substantial deviation and development order renaming the DRI that created the Westerra DRI was approved in 2009 as set forth in Ordinance No.237-X-09-A. The DRI site is 100 acres in size and is generally located south of Sunrise Boulevard and west of NW 136th Avenue as depicted on Figure 1-1.



The Westerra DRI is approved for the following uses:

Residential	1,650 high-rise units 100 townhouse units
Commercial	285,000 gross square feet
Office	1,650,000 gross square feet (Including 555,998 s.f. previously constructed)
Hotel	300 rooms
Industrial	170,000 (Including 166,905 s.f. previously constructed)

The actual mix of uses may be modified based on the flexibility matrix, assuming that the peak hour trip threshold of 4,163 gross PM peak hour trips and 2,965 net PM peak hour trips are not exceeded as shown in the following table:

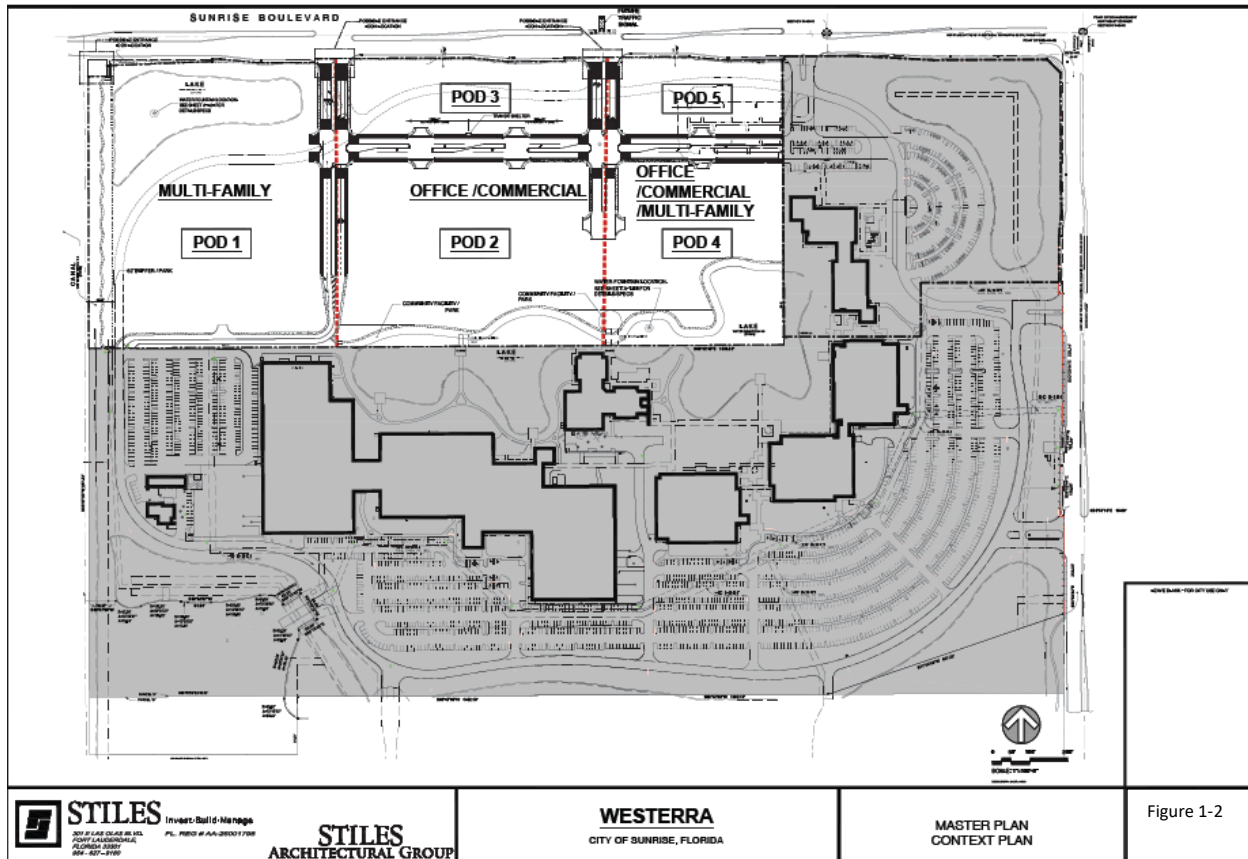
Table 1
Flexibility Matrix

Land Use	Proposed Minimum Thresholds	Proposed Maximum Thresholds	Proposed DRI Development
Residential	1,313 units	1,750 units	1,750 units
Commercial	213,750 S.F.	356,250 S.F.	285,000 S.F.
Office	1,237,500 S.F.	2,062,500 S.F.	1,650,000 S.F.
Industrial	170,000 S.F.	170,000 S.F.	170,000 S.F.
Hotel	225 rooms	375 rooms	300 rooms

1. 2 Westerra Phase 1 Development Program

A 33-acre portion of the Westerra DRI is planned as Westerra Phase 1 as depicted on the Westerra Phase 1 Master Plan as outlined below and shown on Figure 1-2:

Residential	750 residential units
Office	750,000 S.F.
Commercial	50,000 S.F. of retail space (including restaurant and entertainment)



As part of the DRI Section 3.6.5, the Developer must execute a Commute Trip Reduction Program, using Transportation Demand Management (TDM) best practices. TDM is a general term for strategies that result in more efficient use of transportation resources. There are many different TDM strategies with a variety of impacts. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. Some reduce the need for physical travel through mobility substitutes or more efficient land use. TDM strategies can change travel timing, route, destination, or mode.

According to the DRI, the program should include the following elements:

- a) Guidelines for the locations of kiosks.
- b) Identification of High Occupancy Vehicle (HOV) parking.
- c) Formal Designation of an Employee Transportation Coordinator (ETC).
- d) A commitment to introduce new owners or property management to the CTR program.
- e) Specific milestones for implementation of the CTR and for transit-related improvements.
- f) Procedures for monitoring and implementing of the CTR.

Other Elements include:

- Coordination with the City of Sunrise, Broward County, and the Florida Department of Transportation, to implement transit use, carpooling, vanpooling, and improved transit routes serving the development.
- Enter into an agreement with the City of Sunrise to develop an ADA-compliant alternative fuel shuttle service that will provide regular service between Westerra, Metropica, Sawgrass Mills and Sawgrass International Corporate Park, and potentially other points of interest.
- Construct two bus stops along N.W. 136th Avenue.

The purpose of the Westerra Phase 1 CTR Plan is to present a framework for and identification of certain measures necessary to achieve the goals set forth in the DRI for vehicle trip reductions associated with the development.

2 | Background Information

To develop a comprehensive TDM program, it is important to understand the commuting trends and attitudes in Florida. In addition to the assumptions and methodology used in the preparation of the Westerra DRI traffic study, the Sawgrass Area Intermodal Station Planning Study was reviewed.

2.1 Sawgrass Area Intermodal Station Planning Study

The Florida Department of Transportation prepared an Intermodal Station Planning Study in 2011 to plan an intermodal facility that would link the various transportation modes in the Sawgrass area and in Southwest Sunrise.

The study recognized the Westerra and Metropica properties as future generators of potential transit users, and will create land use districts with densities conducive to transit. The report forecasted just over 3,000 daily transit boardings for the Sawgrass Intermodal Station, exceeding the description of Gateway Hubs that would be anticipated to experience more than 2,200 daily boardings.

The report listed several opportunities and issues, provided planning principles, and potential station locations and prototypes.

Section 3 | Westerra Phase 1

3.1 Project description

The subject site is generally located in the City of Sunrise in the southwest quadrant of the Sunrise Boulevard/NW 136th Avenue intersection. The site location map is shown on Figure 3-1. The Westerra Phase site is a 33-acre portion of the overall 100 acres Westerra site.



Westerra
Figure 3-1



Westerra Phase 1 is planned to include a mix of residential, office, and retail uses as shown on Table 3-2.

Table 3-2
Westerra Phase 1

Land Use	Amount (gross square feet)
Residential	750 D.U.
Office	750,000 S.F.
Retail	50,000 S.F.

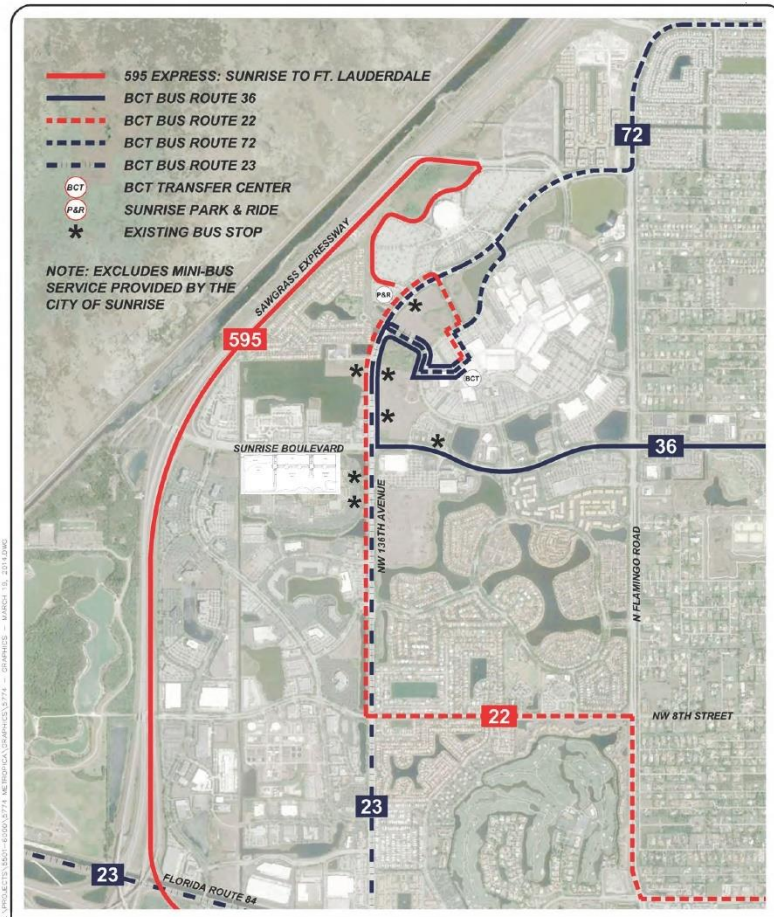
3.2 Vehicular Access

Vehicular access to the site would be provided via an interconnected grid of streets that would facilitate connections to the adjacent roadway network. The Phase 1 conceptual masterplan generally utilizes existing and/or approved driveways on NW 136th Avenue and Sunrise Blvd (Refer to Figure 1-2).

3.3 Existing Transit Facilities

Existing transit facilities exist in proximity to the Westerra property. As shown on Figure 3-2, bus stops are located on NW 136th Avenue. A bus transfer station is located within Sawgrass Mills just north east of the site. A park-and-ride lot is located on the west side of NW 136th Avenue within the BB&T Center. The area is served by four (4) bus lines (22, 23, 36, and 72) These are shown on Figure 3-2. The average weekday ridership for each of the routes was obtained from the Broward County Transit September 2017 Ridership Report. The report indicates the following average weekday ridership information: Route 22 – 2,904; Route 23 – 245; Route 36 – 3,795 and Route 72 – 6,189. In addition, the City of Sunrise provides Mini-bus shuttle service in the area with several routes. The existing bicycle and pedestrian facilities are shown on Figure 3-3.

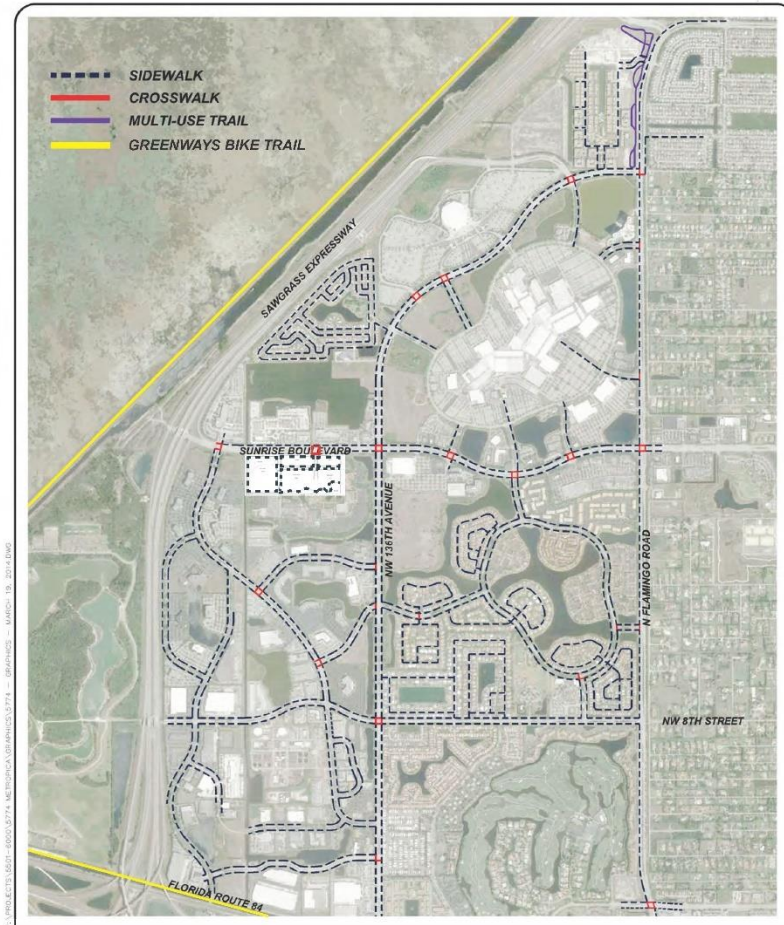
Existing Transit Facilities
Figure 3-2



Westerra
Sunrise, Florida



Existing Bicycle and Pedestrian Facilities
Figure 3-3



Westerra
Sunrise, Florida



3.4 Trip Reduction Goals

Baseline Trip Generation

The baseline trip generation for the proposed uses was estimated based on the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, consistent with the Development Order for the Westerra DRI.

Internal Synergy

The mixed-use nature of the Westerra site will promote a synergy among the land uses, which will reduce the number of external vehicular trips destined to/from Westerra. The key to the success of mixed-use developments is this synergy among land uses. Table 3-6 depicts what the Urban Land Institute (ULI) considers to be the major land use combinations that have the most synergy. As the Pods get developed, specific goals will be addressed to incentivize participation in the trip reduction programs.

Table 3-6
On-site Support and Synergy in Mixed-Use Projects

Land Use	Degree of Support/Synergy		
	Residential	Hotel	Retail
Office	• •	• • • • •	• • • •
Residential	• • •	• • •	• • • •
Hotel	• • • • •	• • •	• • • •
Retail	• • • • •	• • • • •	• • • • •

Notes: Bullets: • = very weak, • • = weak, • • • = moderate, • • • • = strong, • • • • • = very strong
Source: NCHRP Report 684, *Enhancing Internal Trip Capture Estimation for Mixed Use Developments*

The Westerra DRI will include a strong mix of uses. The internal capture procedure and methodology outlined in the ITE, *Trip Generation Handbook* was followed, as well as coordination with the DRI review team, to quantify the number of internally generated trips within the development. The expected internal trip capture rates for Westerra Phase 1 range between five (5) and 16 percent. For the buildout of Westerra, the internal capture rates range between 16 and 24 percent.

The estimation methodology consists of the following steps:

1. Document Characteristics of Multi-Use Development
2. Select Time Period for Analysis
3. Compute Baseline Trip Generation for Individual Land Uses
4. Estimate Anticipated Internal Capture Rate Between Each Pair of Land Uses
5. Estimate “Unconstrained Demand” Volume by Direction
6. Estimate “Balanced Demand” Volume by Direction
7. Estimate Total Internal Trips to/from Multi-Use Development Land Uses

Transit Mode Share

The DRI envisioned a mixed-use project that would achieve trip reductions to maintain a balance between land use and transportation. However, to provide a conservative analysis, transit mode share reduction was not taken for any of the land uses within Westerra.

Pass-by Capture

Pass-by capture refers to vehicular traffic already travelling on the adjacent roadway network that will enter the site while passing by. This reduces the number of new trips on the surrounding roadway system. A pass-by capture of 25 percent was used for the retail portion of the development based on coordination with the Westerra DRI review team.

Results of the trip generation analysis are summarized in Table 3-7 below.

Table 3-7
Westerra DRI Buildout Trip Generation Summary

	PM Peak Hour-Westerra			PM Peak Hour-Westerra		
	In	Out	Total	In	Out	Total
ITE Vehicle Trips	646	1,716	2,362	1,455	2,708	4,163
Net New Vehicle Trips	429	1,499	1,928	856	2,109	2,965
% Overall Trip Reduction	34%	13%	18%	41%	22%	29%

Section 4 | Evaluation of TDM and Potential Measures

As demonstrated in Section 3, denser, mixed use, Local Activity Centers (LAC) like the Westerra DRI realize a substantial percentage of residents, visitors, patrons and employees that utilize alternative transportation modes without any additional incentives in place. This new pattern of land use will reduce the need for vehicular trips because jobs, housing, shopping and recreational and cultural opportunities will be proximate to each other and accessible by walking, biking or a short transit ride. To further reduce trips, the DRI recommends the implementation of a broad, systematic and integrated program of transportation strategies be implemented to reduce the demand for vehicle trips.

There are numerous TDM strategies to influence travel decisions. Some improve the transportation options available; some provide incentives to change travel mode, time or destination; others improve land use accessibility; some involve transportation policy reforms and new programs that provide a foundation for TDM. Typical TDM Programs consist of education, marketing, outreach to employers and residents as well as advocacy for alternative commuting options. By reducing total vehicle traffic and improving overall accessibility, TDM provides multiple benefits, including:

- Congestion reduction
- Road and parking savings
- Transportation options (choices)
- Road safety
- Environmental protection
- Improved quality of life
- Economic development
- Healthy lifestyles

4.1 Examples of TDM Measures

The Westerra DRI references several TDM measures, including but not limited to the establishment of High Occupancy Vehicle (HOV) parking spaces, an Employee Transportation Coordinator (ETC), and facilities for cyclists/walkers. Table 4-1 below categorizes these and other examples of TDM measures by type.

Table 4-1
TDM Measures by Type

Type Measures
Alternative Modes of Transportation • Carpool program • Vanpool program • Transit service/shuttle service • Bicycle/pedestrian facilities and site improvements
Economic • Fuel Tax • Road user charging • Parking charges • Tradable permits (combined with regulation by quantity) • Public transportation subsidization
Land Use • Land use and transportation strategies such as: car free developments and location of new developments • Park and Ride facilities
Information for Travelers • Travel information provided before a trip is taken
Substitution of Communications for Travel • Teleworking
Administrative Measures • Parking controls • Pedestrianized zones • Alternative working patterns such as variable work hours, flex-time, compressed work week and staggered work hours

4.2 TDM Program Impacts

Research into TDM program effectiveness points to a range of impacts and factors for consideration in developing a site-specific program:

- There is no single TDM strategy for success. The same elements implemented at different sites achieve different results. Variation in population demographics, convenience of travel alternatives, community culture and the energy with which the program is implemented on a continuing basis all influence outcomes.
- Literature consistently points to financial incentives and disincentives as most effective in causing mode switch. Financial incentives include mode subsidies (i.e. tax favored transit discounts or vanpool fare subsidies), parking cash-out, discounted parking for alternative mode users, and indirect financial incentives (i.e. programs awarding points toward rewards for trips and alternative modes). Parking fees, particularly those set at market rate, are the primary disincentive. Programs employing financial incentives/disincentives exhibit trip reduction rates several times those of programs without these strategies.
- Travelers need to know about alternative modes and incentives to use them. Thus, marketing is an important component of successful TDM initiatives. However, programs that involve information dissemination (i.e. transit maps or ride matching) and support programs (i.e. guaranteed ride home programs) are far less effective in the absence of financial incentive/disincentives.
- Effective TDM programs market specific incentives for attractive travel options (modes), using messages appealing to travelers' self-interest as opposed to general information about mode options.

4.3 Sawgrass Area Application

The Sawgrass Intermodal Planning Study included a comparison of existing, proposed, and remaining development within area DRI's. The results showed that most significant component of remaining development was general office space, with over 4.0 MSF remaining to be built, along with 1.5 MSF of retail space, and 4,550 residential units.

Typically, the type of TDM program is dictated by the volume of inbound and outbound commuters. The larger the percentage of inbound commuters the more emphasis should be placed on employer services. The larger the percentage of outbound commuters, the more emphasis should be placed on residential services.

Initially, there would be more outbound commuters associated with the residential uses. However, as the project and surrounding development occurs, there would be a slight shift for inbound traffic due to the amount of planned office and retail space.

A successful TDM program should focus on both employers' services and residential based programs.

Section 5 | TDM Program Elements

5.1 Westerra Phase 1 TDM Program Elements

The DRI suggests certain TDM program elements should be implemented as part of the site development. These elements include, but are not limited to the following:

Per the DRI:

- Guidelines for the locations of kiosks.
- Identification of High Occupancy Vehicle (HOV) parking.
- Formal Designation of an Employee Transportation Coordinator (ETC).
- A commitment to introduce new owners or property management to the CTR program.
- Specific milestones for implementation of the CTR and for transit-related improvements.
- Completion of bus stops shown on the master development plan (Refer to Figure 3-2).
- Procedures for monitoring and implementing of the CTR.

Other Specific Elements in the DRI:

- Rideshare and transit information for residents, tenants, and employees
- Covered waiting areas
- Kiosks with bus system maps, route maps, schedules, and fare information
- Bicycle racks and storage facilities
- On-site bicycle storage facilities
- An ADA-compliant alternative fuel shuttle service between Westerra and Metropica, and other nearby points of interest (to be joined by other neighboring developments)

Potential Elements:

- Transit and vanpool subsidies
- Pre-tax deduction of transit and vanpool fares
- Telework program
- Carpool and vanpool matching service
- Shower and locker facilities for bicyclists and walkers
- Carpool and vanpool preferential parking
- On-site car sharing vehicle
- Guaranteed Ride Home Program
- Flexible or alternative work hours
- TDM education programs directed at the public and employers
- Parking controls/management programs

The specific TDM elements that are selected to form the basis of a site-wide TDM program should be determined by the program intensity needed to meet appropriate trip reduction goals.

As discussed previously, the TDM strategies listed in the DRI can be broadly categorized as follows:

- Alternative work arrangements
- Transportation services
- Financial incentives/disincentives
- Support services

5.2 Westerra Phase 1 Design Elements

Site design features supportive of TDM strategies will be implemented as part of the overall design of the Westerra DRI site. Such features typically include the following:

- Covered waiting areas and information kiosks
- Secure and safe bicycle storage at employment, retail and residential locations
- Showers and lockers for walkers/cyclists at employment centers
- Pedestrian and bicyclists system connectivity with adjacent sites and other paths

The Westerra DRI project will include design elements to further the use of alternate modes. Table 5-2 provides a checklist summarizing those specific design elements to be incorporated into the project, as reflected in the Master Plan.

Table 5-2
TDM Supportive Design Elements

TDM Supportive Design Elements		
Design Element	Yes	No
Development Plan		
- The property is located within at least 1/2 mile from a transit station.		
- The plan provides a multimodal environment.		
- The plan avoids placing blank walls along sidewalks/walkways.		
- The plan provides for a transit friendly mix of uses.		
- The plan provides uses that would be considered conveniences. f for surrounding residents, workers and transit patrons or surrounding residents, workers and transit patrons.		
- The property is located close to existing office, residential and retail options.		
- Parking ratios will be consistent with the Master Plan Development Agreement.		
- Parking will be hidden from the street view behind buildings, architectural treatments/landscapes screenings or in below-grade structures		
- The property includes way finding signage for all modes and amenities of transportation.		
Complete Streets		
- 70% to 90% of the streets will be designed for speeds equal to or less than 35 mph.		
- Street lighting will be provided along all major streets		
- Complete streets, shared streets and traffic calming will be elements of the development plan		
- On-street parking will be provided along select streets to buffer pedestrians and create a reserve of short term parking.		
- The streets will provide for transit vehicles and their operational needs (i.e., bus pullouts, circulator reservation, curb radii) as required.		
- Streetscape amenities will be provided to encourage walking and biking, such as benches, trash receptacles, planters, etc.		
Pedestrian and Bicycle Facilities		
- Pedestrian and bike pathways will be designed to be continuous and facilitate connectivity to surrounding uses.		

- Crosswalks will be provided in locations approved by FDOT and as recommended by the City and Broward County.		
- Building entrances will be clearly defined so people do not have to search for the way in.		
- Bicycle lockers and racks will be provided throughout the site.		
- Showers will be provided in office buildings to encourage bicycle use.		
- Designated bicycle lanes will be provided for along all major collectors.		
- Pedestrian signals will be incorporated as part of any new signal plans.		
- Lighting will be provided to ensure pedestrian safety.		
* Will be determined on a building by building basis.		

5.3 Westerra – Phase 1 Existing South Florida, Broward County, and Regional TDM Programs

Another element of the Westerra– Phase 1 DRI TDM program will be participation in City and/or regional programs already in place and operational. The South Florida Commuter Services (SFCS) currently offers many commuter-related programs and incentives for residents, employers and employees which can be leveraged by the Developer at no cost. These external programs, services and incentives have been grouped into various classifications of TDM products and services and are summarized below:

Rideshare (Carpooling and Vanpooling)

- **South Florida Commuter Services Carpool Program** is service that matches commuters with others who live and work in the same area
<http://www.1800234ride.com/carpooling>
- **South Florida Commuter Services Vanpool Program** provides eligible groups of 5-15 commuters with a month- to- month lease of a new van that includes insurance and maintenance. The Metropolitan Planning Organization provides a \$400/month subsidy toward the monthly lease of the van.
<http://www.1800234ride.com/vanpooling>
- **Find a Ride: Florida Commuter Services and Transit Agencies – District 4** is a program managed by the Center for Urban Transportation Research at University of South Florida.
<http://www.commuterservices.com/find-a-ride/florida-commuter-services-and-transit-agencies-by-district/>
- The **Emergency Ride Home (ERH) program** provides free taxi service for registered commuters that work or attend college in Broward, Miami-Dade, and Palm Beach counties in the event of an emergency 24 hours a day, seven days a week

Cycling

- Bicycle commuters are eligible for the **Federal Bicycle Benefit** of \$20.00 per month for bicycle commuters. <http://bikeleague.org/content/media>

Telework

- **Telework** Teleworking is becoming an alternative to commuting to work. Teleworking applies to part- or full-time employees who work from home or small offices with communications access to the main workplace. Additional information is provided through South Florida Commuter Services. <http://www.1800234ride.com/telework>

Transit

- **Broward County Transit (BCT)** is the bus service offered by Broward County and lines available in the area. BCT buses connect to Palm Beach and Miami-Dade transit systems and to Tri-Rail. <https://www.broward.org/bct/Pages/Default.aspx>
- **Tri-Rail Service** offered by SFRTA. Take BCT route 22 eastbound to the Fort Lauderdale Tri-Rail Station. <http://www.tri-rail.com/>

Benefits

- **Best Workplaces for Commuters (BWC)** is an innovative membership program that provides qualified employers with national recognition and an elite designation for offering outstanding commuter benefits, such as free or low-cost bus passes and vanpool fares and strong telework programs. <http://www.bestworkplaces.org/about1/>
- **Commuter Tax Benefits** is a convenient program to electronically allocate money each month for commuting via rail, bus or vanpool to employees. Employers can choose to offer transit benefits by either withholding a certain amount of money from paychecks or offering it as a tax- free benefit. <http://www.1800234ride.com/employer-services/commuter-tax-benefits>

Events & Campaigns

- **National Telework Week** –The Telework Exchange hosts a national telework day/ week. Employees are asked and encouraged to telework for the day or at least part of the week. January 2017. <https://www.telework.gov/>
- **Walk to Work Day** - Walk to Work Day encourages commuters to get to their place of employment on foot. The event is best suited for densely populated cities and people that live close to their work. April 6, 2018. <https://www.daysoftheyear.com/days/walk-to-work-day/>
- **Earth Day** - Earth Day encourages individuals to curb their personal impact on the planet by cutting pollution and waste for the day. Started as a day of observance, Earth Day has evolved into a global action-driven event. April 22, 2018. <https://www.earthday.org/about/>
- **Bike to Work Day** - This event encourages commuters to bike to work and raises awareness of alternative modes for transportation. Local organizations offer bike safety workshops. May 18, 2018. <https://www.bikeleague.org/content/bike-month-dates-events-0>
- **International Car Free Day** - This is an international event celebrated every September in which people are encouraged to get around without cars and instead ride a train, bus, bicycle, carpool, subway, vanpool, walk or telework. Car Free Day is open to all

commuters, students, homemakers and seniors. September 2018.
<http://www.worldcarfree.net/wcfd/>

As part of the Westerra DRI TDM program, residents, visitors, employees and patrons have been and will be made aware of the many existing programs at their disposal. Brochures, marketing materials, etc. will be provided through the offices of an Employee Transportation Coordinator (ETC) retained for the project.

5.4 Phase 1 - Site Wide TDM Program Elements

The following summarizes both required and potential site-wide strategies that apply to the entire site. A description of each strategy is provided below:

- Property-wide TDM Program Management
- TDM Program Branding
- Transportation Program Web Site
- Promotion of Real-time Transit Information
- Site-based Transportation Access Guides
- Bicycle Accommodations
- Bikesharing Placement and Services
- Parking Management
- Information Kiosks
- Bus Stops
- Alternative Fuel Shuttle Service

Site-Wide TDM Program Management

STRATEGY: THE DEVELOPER WILL FORMALLY DESIGNATE AN INDIVIDUAL OR COMPANY TO SERVE AS THE EMPLOYEE TRANSPORTATION COORDINATOR (ETC) FOR THE DEVELOPMENT.

The Developer will formally designate an individual or Company to serve as the ETC for the Westerra Phase 1 DRI development. The ETC management responsibilities will be designated to a single site representative associated with the development that may also be responsible for overall site operations and maintenance. This individual will serve as a central point of contact and manage the overall TDM program and work plan. The location of the ETC's office will be publicized broadly within the site, and the manager will be available for consultation during regular office hours.

The ETC will be established within six (6) months following the issuance of a Certificate of Occupancy for the first building on the site and funded by the developer. This activity may be administered by a third-party contractor. The City and Commuter Services will be notified by any changes in contact information.

Note that individual coordinators maybe established for residential or office buildings in advance of the Property-wide coordinator, depending on the development phasing of the project.

ETC's responsibilities will include:

- Develop an initial TDM Work Plan (TDMWP) and subsequent annual report which will outline the activities to be implemented in the upcoming year, provide an assessment of strategies implemented to date and in consultation with the City, secure approval of the TDMWP as outlined in Section 8.
- Create a protocol to introduce new owners or property management to the Commute Trip Reduction Plan and the Commuter Assistance Program upon sale or lease of properties within the development.
- Promote transportation alternatives to all owners, residents and office/retail employees.
- Remain available to answer questions about all aspects of the TDM program
- Manage shower facilities within individual buildings.
- Manage a volunteer network of Onsite Transportation Coordinators (OTC) composed of individuals located within other adjacent buildings, provide these coordinators with materials and information to distribute about the TDM Program, and organize periodic and regular meetings with these coordinators, if appropriate.
- Recruit and engage participants (residential and office/retail) for any outreach events or campaigns associated with the TDM Program over time.
- Coordinate with City and South Florida's Employer Services program to conduct TDM outreach to employers located in office/retail space at the site.
- Coordinate with other regional TDM providers to avoid duplication of services and obtain support for program implementation.
- Work with residential staff to train them on TDM Program elements and information so they can provide these materials to tenants as they move in or to use as a recruitment tool.
- Coordinate and manage IT efforts associated with the TDM Program.
- Coordinate all monitoring and evaluation activities necessary to measure the effectiveness of the TDM program.

The overall approach of the site-wide ETC is likely to follow an individualized marketing framework. Individualized marketing is a TDM implementation and evaluation process that takes the principles of social marketing and customizes them to transportation programs focused on the individual traveler. The approach is simple: target customized information, training and incentives to people who are open to changing the way they travel. Identifying people open to trying transportation alternatives is achieved through pre-surveys of the population to determine who uses transportation alternatives currently, who is interested in using them more, and who would never consider changing their travel behavior. The programs are implemented, and the participants are then surveyed again to understand how their travel behavior changed. This approach will ensure resources are spent on individuals most likely to change and will make sure all elements of the TDM program are captured in one fluid implementation strategy.

TDM Program Branding

STRATEGY: THE DEVELOPER, THROUGH THE ETC, WILL DEVELOP A BRAND FOR THE TDM PROGRAM INCLUDING A LOGO, MISSION STATEMENT AND CORRESPONDING COLLATERAL.

An initial step in the promotion and marketing of the TDM Program is the development of a program brand. The brand will be used on TDM program marketing materials, which may include e-newsletters, the program web site, print ads, brochures, flyers, premiums and news releases.

To be successful, a brand must offer a relevant, consistent message that resonates with current and potential customers. The graphic identity of a program brand, including a logo, taglines, and a brand standards document should convey the program's ability to address the needs of the various types of employees, residents and visitors that will travel to the site. The brand should create a single point of reference for the individuals that will access the site daily.

Ideally, branding will eventually be coordinated with an area or district-wide TDM program. However, unique site branding will be pursued should an area-wide Transportation Management Association not be in place at the time of development or if adequate coordination with adjacent property owners cannot be achieved.

Program Web Site

STRATEGY: THE DEVELOPER, THROUGH THE ETC, WILL DEVELOP, DEPLOY, AND MAINTAIN A WEBSITE FOR THE TDM PROGRAM.

The ETC will develop and maintain a central web site to serve as a hub of transportation-related information for residents, employees, and visitors to the site. The web site will contain links to area transit, rideshare, and other relevant agencies for scheduling and route information as well as providing opportunities for users to learn more about transportation options. If an existing property-wide website exists, a link to the TDM Program Web Site will be created and maintained.

Promote Real-time Transit Information

STRATEGY: THE ETC WILL INCORPORATE REAL-TIME TRANSIT INFORMATION INTO THE TDM PROGRAM WEBSITE INCLUDING OPTIONAL SMARTPHONE ACCESSIBILITY.

Because real-time transit information has been found to decrease perceived wait times and increase rider satisfaction with transit systems, the Westerra TDM Program will promote applications and web sites that provide real-time travel information. In addition, through this platform, the ETC can monitor new technology that can be used to increase the use of non-SOV travel modes and implement those strategies when appropriate based on costs and potential benefits.

Site-based Transportation Access Guide

STRATEGY: THE ETC WILL DEVELOP AND DISTRIBUTE AN Westerra DRI ACCESS GUIDE ON AN ONGOING BASIS.

A local access guide will be made available to all traveler groups to the site, including residents, employees, guests, and visitors. The guide will provide them with information about how to access transportation options, parking, retail, and services, as well as provide them with a sense of amenities and destinations within walking and biking distance. When possible, these access guides will be provided to new residents as part of their move-in packet as well as to all new employees in office and retail space. The purpose of the local access guide is to familiarize residents and employees with what is available in and around the project site. By doing so, the need to travel off-site is reduced and in some cases, this eliminates the need for a vehicle during work hours to run errands. The local access guide will be updated on an annual basis or as needed.

Transportation Fair

STRATEGY: THE ETC WILL COORDINATE AND IMPLEMENTING AN ANNUAL TRANSPORTATION FAIR.

The Transportation Fair will be designed to be comprehensive, informational forum for employers, employees and residents in the development. Exhibitors will educate attendees about the complete range of transportation alternatives and related support programs available to aid them in their commute. The annual event will be filled with exhibits presenting commute information and related materials and admission will be free. Special drawings may also be held to award prizes to attendees.

Live-Work-Play Marketing

STRATEGY: THE ETC WILL DEVELOP MARKETING CAMPAIGNS AND MESSAGING FOCUSED ON LIVING, WORKING AND PLAYING IN AND AROUND THE Westerra DRI PROPERTY.

A live-work-play marketing program will be implemented to encourage tenants of the residential uses to work, shop, and eat within the immediate site area. An advanced strategy will be implemented to encourage local employees to purchase or lease housing close to their worksites. These may include, but are not limited to, incentives like giving away bicycles to encourage biking from home to work and encourage taking transit. The ETC will also seek discounts or coupons from local retail and service establishments and distribute those items to residents to encourage them to shop locally. This marketing encourages residents to shop at, eat at, and visit businesses that are within walking distance of their homes or accessible via transit.

Bicycle Accommodations

STRATEGY: THE DEVELOPER, THROUGH THE ETC, WILL PROVIDE ADEQUATE BICYCLE ACCOMMODATIONS INCLUDING END OF TRIP FACILITIES FOR EMPLOYEES AND RESIDENTS.

Secure locations will be provided throughout the project as development occurs. Outdoor racks will be designed to provide support at both the bicycle's wheel and frame. Racks will

be placed near building entrances and in well-lit areas. The outdoor racks will largely serve as an amenity for visitors.

Bicycle storage options that protect bikes from weather and offer higher security will be offered for those who commute to work via bicycle and store their bicycle onsite for long time periods. These options will include indoor storage with access to clothes lockers, changing rooms, and showers for office and/or retail use only.

A minimum of one (1) bicycle storage room per residential building will be provided. Multiple bicycle racks and/or secured storage areas will be provided within the retail and office parcels. Final locations and number of spaces will be determined with each site plan submission in coordination with the Director of Community Development at the City of Sunrise.

Bike Share

STRATEGY: THE ETC WILL COORDINATE WITH THE CITY AND/OR OTHER APPOINTED STAKEHOLDERS TO ASSESS BIKE SHARE INFRASTRUCTURE ON THE Westerra DRI SITE.

Should a bike share program be created within the site area, the ETC will work with the City to determine whether location(s) on the property for bike kiosks would be appropriate. If locations are deemed feasible, the ETC will market and promote the bike share services to tenants, employees and residents.

Vehicle Parking Management

STRATEGY: THE DEVELOPER, THROUGH THE ETC, WILL DEVELOP AND IMPLEMENT A PARKING MANAGEMENT PLAN AIMED AT DISCOURAGING SOV TRIPS.

There are several parking management techniques that can influence the use of alternative modes of transportation. The ETC will develop and manage parking within the property to utilize the parking supply to the maximum extent possible.

Prior to the issuance of the first building permit for a new principal structure, the City shall establish a parking maximum for the project. The ETC will be responsible administering the parking management plan.

A key element of the plan is the location of preferential parking for HOV (carpools and vanpools). These spaces will account for 2.0 percent of the parking provided for office and retail space. Users shall register to use these spaces, and shall be located within parking structures serving the property and will be indicated on each site plan application. If the demand for preferential parking increases through buildout, the demand for preferential HOV parking will be assessed regularly and the number of spaces may be increased as needed and appropriate throughout the life of the project. Signage will be installed to indicate where the spaces are located and will also act as secondary marketing for the preferential parking benefit. The signs will also provide a number that can be called to report violators.

Information Kiosks

STRATEGY: THE DEVELOPER WILL PROVIDE KIOSKS WITHIN THE DEVELOPMENT FOR THE POSTING OF TDM INFORMATION.

Kiosks will be located within the development in areas readily visible to employees, commuters, and residents. These areas will include but not limited to residential and office lobbies and areas within the retail center. These may include electronic or paper displays and materials, and will be maintained and kept up-to-date by the ETC

Shuttle Stops

STRATEGY: THE DEVELOPER WILL CONSTRUCT COVERED WAITING AREAS WITHIN THE SITE

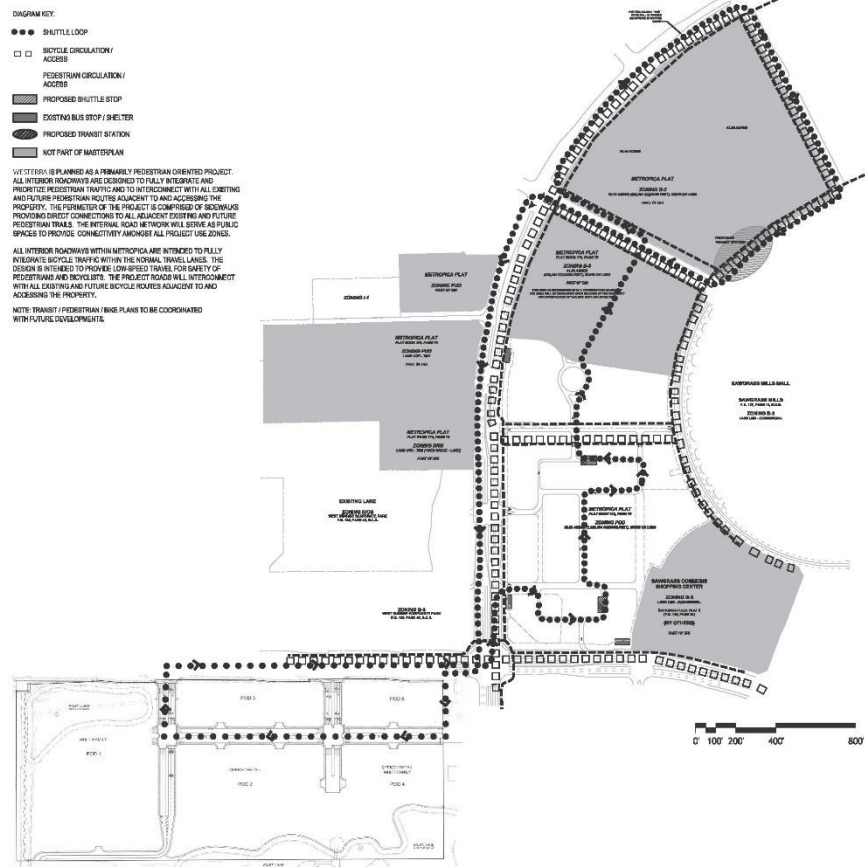
Shuttle stops shown on the Master Plan will be constructed as the development warrants.

Develop Alternative Fuel Shuttle Service

STRATEGY: THE DEVELOPER WILL DEVELOP AN ALTERNATIVE FUEL SHUTTLE SERVICE BETWEEN THE WESTERRA, AMERIFIRST-METROPICA DRI AND THE SAWGRASS INTERNATIONAL CORPORATE PARK.

No earlier than the later of six (6) months after the first certificate of occupancy for the first new principal building, or 80% occupancy of the first new principal building the Developer will enter into an agreement with the City of Sunrise to participate in an ADA-compliant alternative fuel shuttle service between Westerra, and/or other points of interest. The program will be coordinated through Broward County and the FDOT's Commuter assistance program, and shall stipulate routes, hours of service and headways in order to calculate the cost and the Developer's share. Prior to the issuance of the Certificate of Occupancy for the first new principal structure, the Developer shall fund its share of the implementation of the shuttle service. The City shall encourage participation by other developers in the area, and shall require participation by area developers of properties that would benefit from the service. The service area and frequency shall increase in accordance with the addition of other participants to the agreement. An initial route for the shuttle service provided is shown in Exhibit A.

Westerra Transit Plan Exhibit A



Westerra
Sunrise, Florida



5.5 Westerra Phase 1 Site-Specific TDM Program Elements

In addition to the project-wide TDM Program elements outlined in Section 5.4, there are several sites- specific TDM Program elements that will be implemented in each residential, retail, and office building (or group of buildings under common ownership) planned for the property. These strategies are meant to evolve over time as the project reaches full build-out. However, the following core strategies and elements will be implemented:

Residential Elements

- Each residential development or group of buildings under common ownership will have a property manager designated to serve as the Onsite Transportation Coordinator (OTC) for that building(s). These Coordinators could be paid staff of the on-site property management company, residential leasing agents, or others who

have responsibility for the ongoing operation and maintenance of the building(s). The coordinator will be established six (6) months prior to the opening of the first building on the site, and will be encouraged to coordinate with the property-wide ETC.

- A Commuter Center/Information Kiosk will be provided within each residential building. This will provide transit information, and may include electronic or paper displays. It may also include the sales of transit media fare.
- The OTC will distribute new resident packages for those signing leases within the building. This package (or information pamphlet) will include transit services information regarding the various TDM elements and the OTC and ETC contact information, and will be coordinated through the City, County, and South Florida Commuter Services.

Office Elements

- Each new office building, or group of office buildings under common ownership, will designate a property management staff member to serve as the building(s) Onsite Transportation Coordinator (OTC) to work with the overall ETC. Within each new building, the OTC will coordinate TDM program implementation with representatives from companies and organizations who are leasing or own space. Depending on their size, some companies and/or organizations may be large enough that they designate their own transportation program personnel and are running several programs in addition to the Westerra-DRI TDM program. These personnel will be encouraged to coordinate with the property-wide ETC.
- The OTC will distribute new tenant packages for those signing leases within the building. This package (or information pamphlet) will include transit services information regarding the various TDM elements and the OTC and ETC contact information, and will be coordinated through the City, County, and South Florida Commuter Services.
- Consider providing shower and locker facilities within the building (or adjacent building) for those workers that chose to take transit or bike to work.
- Provide secure bicycle parking facilities within each building or garage for employees.
- Provide pretax transit, vanpool, carpool, and bicycle benefit programs, if available, and coordinated through the South Florida Commuter Services program.
- Inform employees and employers of Emergency Ride Home program and its associated benefits provided through the South Florida Commuter Services program
- Inform employees and employers of the benefits of the carpooling and vanpooling (i.e., “ridesharing”) program provided at no cost through the South Florida *Commuter Services Program*.
- The OTC will encourage and assist companies with the development and implementation of telework and variable work schedules policies and procedures.

Retail Elements

- The group of retail buildings under common ownership will designate a property management staff member to serve as the building(s) Onsite Transportation Coordinator (OTC) to work with the overall ETC. These personnel will be encouraged

to coordinate with the property-wide ETC and will be encouraged to coordinate with the property-wide ETC

- The OTC will distribute new tenant packages for those signing leases within the building. This package (or information pamphlet) will include transit services information regarding the various TDM elements and the OTC and ETC contact information, and will be coordinated through the City, County, and South Florida Commuter Services.
- Inform employees and employers of Emergency Ride Home program and its associated benefits provided through the South Florida Commuter Services program.
- Inform employees and employers of the benefits of the carpooling and vanpooling (i.e., “ridesharing”) program provided at no cost through the South Florida *Commuter Services Program*.
- Consider providing shower and locker facilities within the building (or adjacent building) for those workers that chose to take transit or bike to work.

Section 6 | Evaluation and Monitoring

Program monitoring, and evaluation are important components of any successful TDM program, and include the following:

- Provide a quantitative benchmark of the program’s effectiveness in reducing trips.
- Assist the City, County, and the ETC in redirecting efforts when assessing the effectiveness of program elements in achieving trip reduction goals.
- Provide the ETC with a tool to direct the TDM program.
- Provide evidence to the City and the public of the diligence of the Developer in implementing the program.

There are different methods for collecting the data necessary to monitor a TDM program, including person surveys (of employees, residents and/or visitors), program participation documentation, and activity logs. The Westerra DRI monitoring program will use surveys in evaluating the effectiveness of the program as discussed below.

6.1 Monitoring

Person Survey

One of the primary tools for monitoring the effectiveness of the Westerra DRI TDM program will be regular person surveys of on-site residents and employees. Person surveys will be conducted at regular intervals (annually). Subsequent to the buildout of the DRI, person surveys may then be completed periodically (every two years) thereafter.

The person surveys are intended to provide a qualitative understanding of how well the TDM program and specific elements are working. The survey questions, at a minimum, will ask residents and employees for the type and frequency of modes of transportation used in a typical week, reasons behind driving alone, incentives that would encourage drive alone respondents to use an alternative mode, whether or not respondents participate in

telecommuting and/or flex work hours, etc. Person surveys will be developed and conducted by the ETC in consultation with City staff. A sample survey is included herein as Exhibit B.

The ETC will conduct such surveys once a year and will be completed during a week without any holidays and when area public schools are in session. The timing of the surveys will consider seasonal variations in the area to accurately assess the TDM program. The surveys may be conducted by mail, telephone and/or email. Regardless of the type of survey ultimately used, a high degree of follow-up is recommended. This is very important to achieving a high response rate.

Patron Survey

Surveys of patrons visiting the commercial uses will be conducted every two years subsequent to the development and occupancy of the Phase 1 uses. The intent of the survey is to provide evidence that the Live-Work-Play concept creates the internal capture (synergy) of vehicle trips among complementary land uses. The survey questions and/or methodology will be developed and conducted by the ETC (or other source) in consultation with City staff. The patron surveys may be suspended if adequate evidence is provided that internal capture exists, subject to the approval of the Director of Community Development at the City of Sunrise.

6.2 Schedule and Milestones

A monitoring plan proposes (regular/periodic) evaluation to determine how the TDM Program is achieving the goal of reducing the number of drive alone trips to the site and minimizing new peak hour trips. The monitoring program will begin within one (1) year following the issuance of the Certificate of Occupancy for the first new building in Phase 1.

6.3 Reports

The ETC will summarize the results of the TDM program periodically for submission to the Director of Community Development at the City of Sunrise within six months of the collection of the survey data. Typically, these reports will include a summary of the past year's program, how many individuals (employers, employees and residents) participated, lessons learned on what strategies are most effective for the site and seem to be performing well, the following year's work plan as well as a summary of monies expended/available in the TDM accounts. All reports will be delivered to the Director of Community Development at the City of Sunrise.

The ETC will review the strategies in place and develop modifications to the TDM strategies, or adopt additional TDM strategies as deemed appropriate in coordination with City staff. Quarterly meetings will be held with City staff to coordinate and provide updates to the TDM plan.

Section 7 | Program Funding & Sustainability

All elements of the TDM Program will be funded by the Developer or its assigns in coordination with the City. The Developer shall also fund its share of the implementation of the Alternative Fuel Shuttle Service as previously described in this document. Other areas where joint funding may be available will be explored on a case-by-case basis and in conjunction with City approval.

Section 8 | Program Implementation

8.1 TDM Work Plan/Annual Report

The TDM Work Plan is intended to be a dynamic document that is updated periodically to respond to the evolving conditions of the site as well as other external variables. This Report shall include, at a minimum, (1) details as to the start-up components of the program that will be put into action effective with the issuance of the first new residential or non-residential Certificate of Occupancy associated with the Property and (2) outline the specific details associated with monitoring and reporting.

After approval of the first report, the Developer will begin implementation of the approved program and report periodically.

The following table summarizes the implementation schedule and milestones for each of the major program elements for the Westerra DRI.

Table 8-1
TDM Implementation Schedule and Milestones for Major Program Elements

Guidelines for Locations of Kiosks	Prior to the issuance of a Certificate of Occupancy for a new principal structure	Written notice to City to be shown on site plans.
Identification of High Occupancy Vehicle (HOV) Parking	Prior to the issuance of a Certificate of Occupancy for a new principal structure	Submitted with individual site plans
Formal Designation of an Employee Transportation Coordinator (ETC)	3 months prior to the issuance of a Certificate of Occupancy	Provide written documentation to City
Commitment to introduce new owners or property management to the TDM program	Prior to the issuance of a Certificate of Occupancy for a new principal structure	Provide written documentation to City
Specific milestones for implementation of the TDM Program and for transit- related improvements	With approval of Master Plan	Provide written documentation to the City for approval
Completion of bus stops along N.W. 136th Avenue shown on Figure 3-2 Master Development Plan	No later than the issuance of a Certificate of Occupancy for a new principal structure	Provide written documentation to City
Provide rideshare Info to residents tenants, and employees	Prior to the issuance of the first Certificate of Occupancy for a new principal structure	Provide written documentation to City
Provide covered waiting areas at each stop as shown on Master Plan within ¼ mile of a principal structure	Prior to the issuance of the first Certificate of Occupancy for a new principal structure	Provide written documentation to City
Kiosks with bus system maps, route maps, schedules, and fare information	Prior to the issuance of the first Certificate of Occupancy for a new principal structure	Provide written documentation to City
Provide bicycle racks and storage	Prior to the issuance of the first Certificate of Occupancy for a new principal structure	Provide written documentation to City
Provide on-site bicycle facilities	Prior to the issuance of the first Certificate of Occupancy for a new principal structure	Provide written documentation to City
Develop Alternative Fuel Shuttle Service	No earlier than 80% occupancy, or six (6) months after the first Certificate of Occupancy for the first new principal structure or when deemed appropriate.	Enter into formal agreement with City
Other Potential Program Elements	Within 6 months of establishing the ETC	Provide written documentation to City
Procedures for Monitoring and Implementing the TDM Program	With approval of Master Plan	Provide written documentation to the City for approval
Implement Monitoring	Beginning one year following issuance of the final Certificate of Occupancy for the first new residential or office building on the property	Provide written notification to the City 30 days before survey.
Submit Reports	Within 6 months of collecting the survey data	Summarize prior year's efforts, analysis of survey results, and plans for future year

1. Fill out the form in its entirety to win prizes.
2. Return the survey to your manager or Guest Services.

access
TYSONS

*Terms, conditions, expiration dates and fees may apply. Visit www.givethegiftcard.com

For optimum accuracy, please write your responses in PRINTED CAPITAL LETTERS without touching the sides.

Fill in the circle below if you do not want to receive email updates and commute tips from Access Tysons.

What is your home street address? Ex. 123 Main St.

[illegible]

	Day 1	Day 2	Day 3
Drove Alone	☐	☐	☐
Biked	☐	☐	☐
Bus	☐	☐	☐
Rail	☐	☐	☐
Carpool/Vanpool	☐	☐	☐
Dropped Off	☐	☐	☐
Motorcycle	☐	☐	☐
Walked	☐	☐	☐
Worked from home	☐	☐	☐
Didn't Work	☐	☐	☐

3. At what time do you leave work, typically? Hr Min ☐ AM / ☐ PM

4. Using the scale provided, please indicate how much you agree or disagree with the following statement.

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE
I have considered taking transit to work	☐	☐	☐	☐	☐
I have considered carpooling to work	☐	☐	☐	☐	☐
I have considered riding my bike to work	☐	☐	☐	☐	☐
I have considered walking to work	☐	☐	☐	☐	☐
I consider my commute enjoyable	☐	☐	☐	☐	☐
If I could change, I would change my commute	☐	☐	☐	☐	☐

5. Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE
A free taxi ride home in case of an emergency or need to work late	☐	☐	☐	☐	☐
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	☐	☐	☐	☐	☐
Transit route and schedule information tailored specifically to your needs	☐	☐	☐	☐	☐
Access to special parking spaces that are close to building entrances for people who carpool or vanpool	☐	☐	☐	☐	☐
Access to a Transportation "Counselor" who will help coordinate transportation options for me and my family	☐	☐	☐	☐	☐
Child care facilities located conveniently near work	☐	☐	☐	☐	☐
Access to Showers	☐	☐	☐	☐	☐

6. What is the the most important improvement that will encourage you to take transit? (Please select one)

- | | | |
|--|---|--|
| ☐ Operate longer hours | ☐ Increase awareness of existing routes | ☐ Create new routes that will better serve my area |
| ☐ Increase frequency | ☐ Improve safety | |
| ☐ Reduce fare cost | ☐ Reduce overcrowding | ☐ No improvement will encourage me to take transit |
| ☐ Increase reliability | ☐ Increase speed of trips | |

If you answered on Question 1 that you take either bus or rail, please let us know a little more about your commute by filling out Questions 7 - 10. If you indicated on Question 1 that you did not take bus or rail then you are done.

BUS AND RAIL COMMUTERS ONLY

The following questions are only for those individuals who responded that they take bus or rail in Question 1.

7. Do you have the option to drive to work? ☐ Yes ☐ No

8. What bus routes do you usually take?

Route #: Connector #: Other #:

9. How long does it usually take you to get to work?

Hr Min

10. What is your favorite part of taking transit to work? (Please select only one)

- ☐ Convenience
- ☐ Being able read or check emails
- ☐ Being able to work on my smart phone, computer or read.
- ☐ Less stress
- ☐ Cheaper
- ☐ Healthier
- ☐ Better for the environment

EXHIBIT F
Representative Images

REPRESENTATIVE IMAGES

WESTERRA

PHASE 1

MULTIFAMILY





REPRESENTATIVE IMAGES

WESTERRA PHASE 1

OFFICE















REPRESENTATIVE IMAGES

WESTERRA PHASE 1

RETAIL









REPRESENTATIVE IMAGES



WESTERRA PHASE 1
ENTRY FEATURE
LANDSCAPING

Entry Feature Landscaping with Signage



Entry Feature Landscaping with median



Tiered Landscaping – Buffer Planting



Buffer Landscaping along major street



Iconic Element within Landscape Perimeter Buffer



Entry Features











Lighting Concepts

ROUND TAPERED LIGHTING STANDARDS

The product family of centrifugally cast light poles delivers an exceptional level of performance and economy to street and area lighting applications. These rugged, durable composite material poles are a result of decades of development and refinement of CMT processes and technology.

Virtually maintenance free, CMT round tapered light poles can be configured for direct-burial or anchor base installations. Customers can choose from these standard configurations:

- Post Top • Side Mount • Mast Arm (Standard arm lengths of 4, 6, 8, 10, or 12-feet)



LED Head Concept



This product, or selected versions of this product, meet the standards listed below



Composites - Enduring Quality for the Road Ahead

CMT employs a centrifugal cast process to produce our round tapered composite poles. Each pole starts with a layer of polyester veil to provide a smooth exterior finish and lifetime warranty against fiber blooming. Then a knitted fiberglass fabric is cut to size and laid over the veil. We then select the layers of fiberglass and other content according to the strength and other factors required in the finished pole. Our production team then inserts the pattern into one of our spin-casting machines.

As the machine spins, we introduce our specially formulated resin. From the centrifugal force, the resin immediately moves through the fiberglass to the outside of the spinning mold. After some curing time, the finished pole is removed from the machine. The pole then moves through the operation to receive custom drilling, handholes, tenons, and paint, all to customers' specifications. The final step is to wrap the poles for shipment to the customer.



SQUARE COMPOSITE LIGHT POLES

CMT straight square composite poles are engineered with a high-strength-to-weight ratio. Ideal for direct burial or anchor-base installations, CMT square composite lighting standards are available in 4x4-inch configurations for mounting heights up to 25-feet, and 5x5-inch configurations for mounting heights up to 30feet.

Durable, yet lightweight, CMT square poles can be carried and installed without lifting equipment.



Poles - Built to Last

- Engineered for specific height and strength applications
- Sturdy, durable, and dent-resistant fiberglass composite structures
- Rust-proof and corrosion-resistant for low lifetime maintenance
- Lightweight and easier to install than concrete, steel, and wood poles
- A hollow core accommodates current and telecom, wireless, security, and fiber access, if specified
- Long lasting, with embedded UV inhibitors, polyester veil, and anti-UV coatings
- Less electrically conductive than steel, aluminum or wood
- Available in a variety of colors and finishes for enduring beauty
- High-wind-speed light poles with ratings UP to 180 mph available

Color and Finish Options

The resins that form these light poles incorporate UV inhibitors for long-lasting eye appeal. In addition, the finished poles are coated with a pigmented, high-performance polyurethane containing UV inhibitors to help prevent color fading over time.

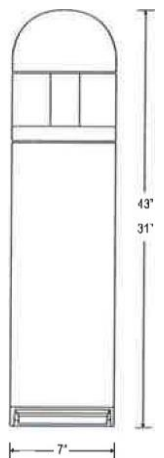
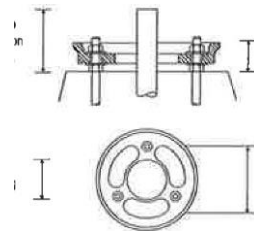
BOLLARD CONCEPT

Standard and architectural colors are available — including the 3 most popular CMT colors: dark bronze, black and white. In addition, most any RAL color can be matched. Gloss or semi-gloss finishes are

standard;
Contact CMT to



aggregate and custom finishes are available.
learn more.



Description

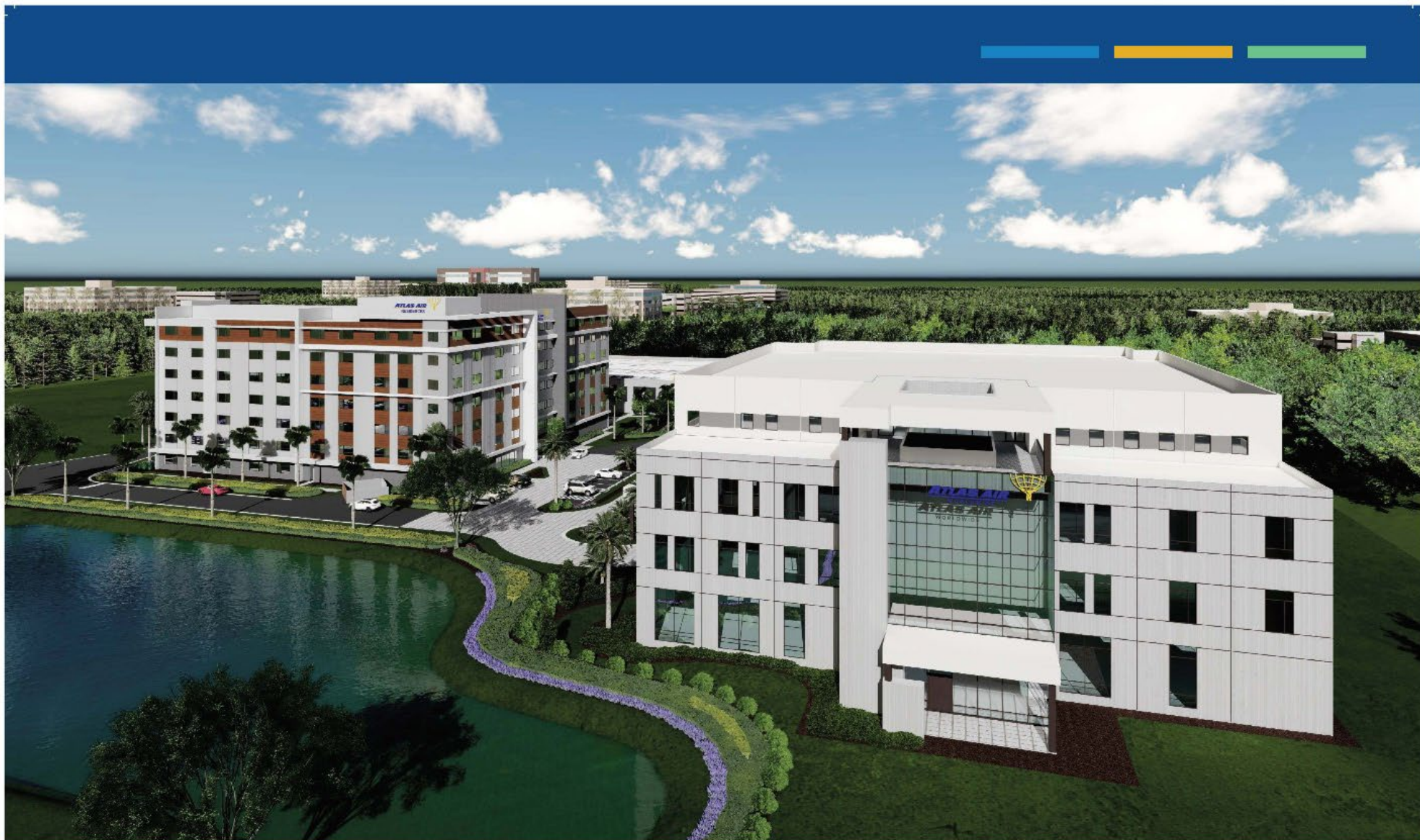
Deco Lighting is proud to introduce its family of 7" diameter round bollard. These fixtures provide uniform illumination, superior spacing, and remarkable brightness control. Each bollard features rugged construction, and comes supplied with silicone gasketing to assure years of trouble free service.

- IES Type III Clear Prismatic Glass Refractor
- Extruded aluminum housings with flush mounting base.
- Vandal resistant screws, Powdercoated finish.
- CRI: 83; Operating Temp: -40 °C to +40 °C, Clear polycarbonate lens
- Mounting Kit with 8" Anchor Bolts included
- Standard color is bronze; also, available in black and white.
- Contact factory for custom finishes.

• CSA listed for wet locations, IP65

REPRESENTATIVE
IMAGES

WESTERRA
PHASE 1
FLIGHT TRAINING
CAMPUS



GLCOMMERCIAL* (954) 796-4500

RADIUS