

EXHIBIT 3

ATTACHMENT 14

Correspondence Received on Behalf of the Miramar Citizens' Coalition, Inc.

- Exhibit A - Email correspondence from Judy Jawer, dated October 6, 2017
- Exhibit B – Petition summary to “Stop the planned destruction of 120-acre wetland forest in West Miramar, Florida” (all petition signatures are available in digital format)
- Exhibit C –Correspondence from Hossein “Zane” Tavana, PhD, to Miramar Mayor Messam and Miramar City Commissioners regarding traffic analysis, dated June 18, 2017
- Exhibit D - Correspondence from Hossein “Zane” Tavana, PhD, to Miramar Mayor Messam and Miramar City Commissioners regarding traffic analysis, dated June 21, 2017
- Exhibit E - Correspondence from Hossein “Zane” Tavana, PhD, to Mr. Silva and Mr. Goldstein regarding traffic analysis
- Exhibit F - Correspondence from Hossein “Zane” Tavana, PhD, to Miramar Mayor Messam and Miramar City Commissioners regarding traffic analysis, dated May 19, 2017
- Exhibit G - Correspondence from Hossein Tavana, PhD, PE, to Miramar Mayor Messam regarding traffic analysis
- Exhibit H - Email correspondence from Andrew G. Sebo, PE, PTOE, Acting Assistant Director, Broward County Traffic Engineering Division, to Bissy Vempala, dated April 1, 2014
- Exhibit I – City of Miramar Community and Economic Development Department Traffic Study Comments
- Exhibit J – Additional Requirements for Lennar (per Miramar City Commission)
- Exhibit K – Presentation – PC 18-2 Miramar, Broward County Comprehensive Plan Analysis, by Miramar Citizens' Coalition dated September 28, 2017
- Exhibit L – Choose Mitigation, Not Development prepared by Save Miramar Wildlife, Earth Advisors, Inc., dated May 9, 2017
- Exhibit M – Choose Mitigation, Not Development Addendum: Environmental Issues and Concerns presented by the Miramar Citizens' Coalition
- Exhibit N - Miramar Citizens' Coalition Corrections to Broward County Planning Council Agency Comments regarding Broward County Land Use Plan Amendment PC 18-2
- Exhibit O - Correspondence from Hossein Tavana, PhD, PE, to Barbara Blake Boy and Scott Brunner regarding traffic analysis
- Exhibit P – Email correspondence from Hossein Tavana, PhD, PE, to Barbara Blake Boy and Scott Brunner regarding coordination of transportation and land use requirements

EXHIBIT A

From: Judy Jawer
To: [Blake Boy, Barbara](#); [Von Stetina, Deanne](#)
Cc: ["Miramar Citizens Coalition"](#); ["Kate T."](#); ["Mark Morgan"](#); ["Jytte Nielsen"](#); ["Nick Vermont"](#); ["Angel W. Marquez Sr"](#)
Subject: Documents Related to Lennar's LUPA 1502812
Date: Friday, October 06, 2017 4:55:04 PM
Attachments: [Petition Summary Opposing Lennar's LUPA for 120 Acres.docx](#)
[Petition Signers as of 2017-10-2.xlsx](#)
[Letter to Commissioners 06-17-2017.docx](#)
[Commissioners meeting letter 06-21-2017.docx](#)
[Letter to Mr. Silva 05-22-2017.docx](#)
[Letter to Commissioners final 05-19-2017.docx](#)
[Letter to Mayor Messam--SW 172 Land Use Change--01-06-2017.docx](#)
[Broward County Traffic Study--Miramar and Dykes.docx](#)
[Lennar Conditions.pdf](#)
[Additional Requirements for Lennar.docx](#)
[Presentation to Broward County.pdf](#)
[Univision Site-Choose Mitigation not Development-Earth Advisors Report-0....pdf](#)
[Univision Site-Addendum of Miramar Citizens' Coalition Environmental Con....pdf](#)
[Corrections and Comments to.pdf](#)

Hello, Ms. Blake Boy and Ms. Von Stetina. As we discussed, the Miramar Citizens Coalition Inc. (MCC) is forwarding documents related to Lennar's LUPA 1502812.

When the revised Broward County Planning Council's report is ready, we would appreciate if you would please forward a copy to judyjawer@gmail.com and to hosstavana@gmail.com.

The following documents are attached to this email:

- Word Summary of Petition to "Save the Wetlands".
- Spreadsheet of All the Petition Signers – **Of the total 10,268 signers as of 10/2/2017, there are 9,470 signatures from Florida – including 1,660 from Miramar.** The petition has even caught international attention, as any impact to the planet – like erasing 120 acres of wetland forest – impacts everyone, not just those living within the City or County borders.
- Letter to Commissioners re: Traffic Study_2017-6-17
- Letter for Commissioners' Meeting re: Traffic_2017-6-21
- Letter to Mr. Silva and Mr. Goldstein re: Traffic_2017-5-22
- Letter to Commissioners re: Traffic_2017-5-19
- Letter to Mayor Messam re: Traffic_2017-1-6
- Broward County Traffic Study - Miramar & Dykes_2014-4-1
- MCC's latest copy of the City's conditions for Lennar
- Additional Requirements for Lennar from the MCC – Provided to Mayor Messam October 2nd, 2017, to communicate with Lennar. **Please Note:** We will be adding the requirement to extend Pembroke Road west to U.S. Route 27 (Okeechobee Road).
- Presentation to Broward County_2017-9-28
- Choose Mitigation, Not Development (Earth Advisors Report)_2017-5-9
- Addendum - MCC Environmental Concerns_2017-5-8
- Corrections and Comments for Broward County Planning Council's Initial Report_2017-9-28

Please let us know if you have any questions.

Thank you,

Judy Jawer on behalf of the Miramar Citizens Coalition Inc.



Virus-free. www.avast.com

EXHIBIT B

Petitioning Mayor Wayne Messam, Miramar FL, City of Miramar Commissioners

Stop the planned destruction of 120 acre wetland forest in West Miramar, FL



[Jytte Nielsen](#) Hollywood, FL



Florida has lost over 100,000 acres of wetlands in the last few years. We are determined to save the wetlands in our neighborhood, more specifically the 120 acres of land located at the southwest corner of Bass Creek Road and SW 172 Avenue in Miramar. This area is teeming with threatened and endangered wildlife that must be protected.

Lennar Construction has filed an Application for Land Use Plan Amendment (#1502812) to develop 385 (modified from 537) single-family residential units on this land.

This proposed development will

- erase 120 acres of existing natural wildlife habitat and surrounding wetlands. This pristine area is now home for dozens of threatened and endangered animals such as osprey, heron, key deer, turtles, and exotic plant-life.
- destroy a fragile wetland-forest eco-system that reduces green-house gasses, and is essential to preserving our drinking water,
- add over 1000 cars to our already congested and dangerous roadways and add further delays to the response time of our Emergency Responders

Sign this petition - - tell Mayor Wayne M. Messam and the City of Miramar Commissioners to reject proposed land use plan amendment #1502812, and convert this area into an environmentally “impact positive” nature preserve and education center. Please also make a comment about why it's important to you!

This petition will be delivered to:

- Mayor Wayne Messam, Miramar FL, City of Miramar Commissioners
-

Letter to

Mayor Wayne Messam, Miramar FL, City of Miramar Commissioners

Dear Mayor Messam and esteemed City of Miramar Commissioners.

We, the undersigned, hereby strongly oppose plan use amendment 1502812, as it will adversely affect our Public Safety, traffic, schools, and environment -- every aspect of our Quality of Life.

Traffic and Public Safety

- o These 385 single-family homes will add over 3000 trips to our already congested and dangerous roadways. The people of West Miramar already suffer a 30 to 60 minute morning drive just to cover the 3 mile drive down Miramar Parkway only to get stuck in the I-75/Turnpike “parking lot”.
- o Added congestion from this development will further add delays to the response time of our Emergency Responders. In an emergency, every life-saving second counts, and delays on our congested roads literally become a matter of life and death.

Schools

- o The addition of this development’s school-aged children will add to our school system’s challenge to provide our children quality education. .
- o These additional students will live directly across 172nd Avenue (one of the busiest in the city) and be unnecessarily exposed to the dangers of crossing this thoroughfare twice a day during our heaviest traffic times.
- o This proposed development’s 5-year construction project will be located directly across the street from the school where our children will be unnecessarily exposed to an environment of construction noise echoing through every classroom.
- o The World Health Organization warns that continuous exposure to high levels of noise is a serious impairment to learning and can result in serious physical and mental health problems. The WHO has established maximum classroom noise standards at 35 decibels (dB). For years, this construction site will generate constant noise that will exceed this standard by nearly 3 times (construction noise from jack-hammers, rock-drills, trucks, hammering creates noise levels of nearly 90 dada at a distance of 50 feet.)
- o Not the environment we want to expose our families, pets, and surrounding wildlife.

Threats to our Environment, Wildlife and Water Supply

o This proposed development will erase 120 acres of existing natural wildlife habitat and surrounding wetlands. This pristine area is now home for dozens of threatened and endangered animals such as osprey, heron, key deer, turtles, wood stork, and exotic plant-life.

o This proposed development will result in the deforestation and obliteration of this 120-acre community treasure and its fragile eco-system that today absorbs greenhouse gases, reduces erosion, and filters harmful contaminants from water the rain that eventually becomes our drinking water.

We, the undersigned, urge you to REJECT PROPOSED PLAN USE AMENDMENT 1502812.

Jytte Nielsen started this petition with a single signature, and now has 10,270 supporters.

<https://www.change.org/p/mayor-wayne-messam-miramar-fl-city-of-miramar-commissioners-stop-the-planned-destruction-of-120-acre-wetland-forest-in-the-heart-of-west-miramar-fl>

(Note: All petition digital signatures are available online.)

EXHIBIT C

June 18, 2017

Dear Mayor Messam, Vice Mayor Chambers, Commissioners Barnes, Colbourne and Riggs:

I am writing on behalf of more than 180 residents included in the CC field of the email and thousands of others who have signed different petitions to oppose this land use amendment to build 385 dwelling units in West Miramar.

Apparently the response to my May 21 email has come from Kimley-Horn consultants hired by the City. It is claimed that since the traffic analysis is conducted by a licensed professional engineer hired by Lennar and reviewed by another licensed engineer from Kimley-Horn, we should trust the analysis and the consultant's recommendations. That is like saying since a lawyer has passed the bar exam, s/he will put forward all the facts regardless of who s/he is representing!

Indeed the report presented by Lennar is full of misrepresentations. I will discuss many of these issues and at the end show that it was not simply a coincidence that Kimley-Horn did not raise any of these issues and gave the developer an easy pass.

1. The traffic analysis reported by the developer includes only the current and the year 2020 conditions, while **the long-term analysis and requirements by year 2035 are not included** and was never asked for by the City's consultant. Is this a coincidence?
2. The appendices to the report very clearly exhibit that the traffic conditions are generally far worse during the AM peak hours, but **nowhere in the "body" of the report nor in the "presentations" to the P&Z Board meetings are the AM results presented**, nor raised by the consultant. Is this a coincidence?
3. Item 6 in the Traffic Study Comments (Exhibit 1) states the southbound left-turn movement at the intersection of Miramar Parkway and SW 184 Avenue is operating and will continue to operate at Level of Service (LOS) F. The consultant's report claims that "The proposed project is not anticipated to add traffic to the subject deficient movement." One does not need to be a licensed traffic engineer to know that **any increase in the opposing northbound traffic will add to delay and queue length of this left-turn movement**, worsening the LOS of the whole intersection. Is this a coincidence?
4. It is suggested that the 'applicant' will monitor this movement 60-90 days after the signal timing adjustment and will confirm the 'improvement.' If there is no 'improvement,' the applicant will provide appropriate mitigation. First of all, **it is not clear what level of 'improvement' is acceptable**. Secondly, it is suggested that 'improvement' be measured in the current conditions. There is no talk of added traffic volume after this land use change in 2020, let alone future long-term horizon of 2035. Thirdly, **the verification of this improvement is delegated to the Lennar which is the beneficiary of this land use amendment**. Is this a coincidence?
5. At all locations where the deficiencies are minor, very specific remedies like adding lanes or constructing a roundabout is recommended, **except locations where the situation is so bad that there are no easy solutions**. Is this a coincidence?

6. Indeed, the situation at the intersection of Miramar Parkway and SW 160th Ave is so bad that, according to the study by Lennar itself, **the Intersection Capacity Utilization in 2020, the first year the project is complete, is expected to reach 103.2%, which is an ICU LOS of G!** This indicates the intersection should go through a major reconstruction and most likely an overpass needs to be constructed. An overpass is not only esthetically unpleasant for a City that prides itself in its beauty, but it also affects all the businesses in the area who should be consulted before such plan is approved. Clearly, the consultant has not communicated this probable scenario with the City nor the P&Z Board. Is this a coincidence?
7. Kimley-Horn consultant has only required Lennar to “monitor and conduct analysis” on the problematic intersections prior to the approval of the application! **Based on Kimley-Horn’s recommendation, the City is allowing this application to proceed to Broward County without knowing the extent of required reconstruction!** Is this a coincidence?
8. Any mitigation of traffic problems at key critical locations with severe traffic conditions are **postponed prior to issuance of “Certificate of Occupancy!”** This is in clear violation of the City’s **Comprehensive Plan, Coordination of Transportation and Land Use, Objective 4, Policy 4.3** (as discussed in detail in my May 21 email). Is this a coincidence?
9. The most absurd part of these recommendations is that **the evaluation of these mitigations and to show that these intersections operate at LOS D or better is delegated to Lennar itself!! This is reprehensible!** Is this a coincidence?
10. Many times it is implied by Lennar and Kimley-Horn representatives that since the current Level of Service at many locations is at E or F, adding more traffic is ok because LOS will continue to be E, F (or G)!! A LOS F on a road is like having big cracks and a sagging structure in a building or a bridge. In these cases the structure should be abandoned, and repaired or reconstructed. **The argument that we can add more load since the infrastructure is already failing is inexcusable.** Is this a coincidence?
11. Lennar claims and Kimely-Horn ratifies that the opening of Pembroke Road will improve the LOS on Miramar Parkway. However, the residents know that **Pembroke Road and its intersection at SW 160th Ave is already over capacity and is failing.** This fact is not brought up to the attention of the City or PZB neither by Lennar nor by Kimley-Horn. Is this a coincidence?
12. At the Oct 2016 P&Z Board meeting, there were extended discussions regarding conducting a traffic study along the Pembroke Road Overpass in January 2017. As Exhibit 2 shows, Lennar’s traffic engineer refers to Kimley-Horn consultant’s requirements for this traffic study and that **if the measurements did not meet certain criteria, the applicant had agreed to devise traffic mitigation solutions. However, the developer never presented those traffic measurements, nor has Kimley-Horn reiterated those requirements.** Is this a coincidence?
13. At the May P&Z Board meeting, Lennar claimed that they did not conduct the mentioned study since there was continued construction along Miramar Parkway, **as if this construction was something new and neither of the licensed traffic engineers were aware of it in October!** Indeed the only reason the following PZB review meeting was scheduled for March (which was subsequently postponed to May) was to analyze the results of this study, which was never presented. Is this a coincidence?

Of course, it is no surprise that the traffic engineer representing Lennar strives to preserve his client's interests and only show the rosy picture of the situation. However, how about the Kimley-Horn consultant hired by the City? This consulting firm is supposed to preserve the interests of the City of Miramar and its residents, or at least be impartial. **One could argue all the aforementioned 'seeming overlooks and coincidences' might be because the Kimley-Horn consultant did not exercise due diligence or was incompetent.**

I believe the reason for all these 'coincidences' is none of the above. **Indeed, a simple search online shows that Kimley-Horn has been a close partner of Lennar in many different projects in the State of Florida and nationwide. Practically, Kimley-Horn is the consulting arm of Lennar. This consultant firm has been either directly hired by Lennar or have cooperated with them in many projects. Some of these projects are listed in Exhibits 3 to 10 of this letter.**

Now the question is whether these two entities have disclosed this conflict of interest. Here are a couple of scenarios:

- a. Lennar and Kimley-Horn have disclosed their cooperation and this conflict of interest. In this case, **the question is why the City still chose this consultant and continued to follow their recommendation.**
- b. Lennar and Kimley-Horn have not disclosed their continued cooperation and the conflict of interest. **This is a serious ethical violation of licensed Professional Engineers subject to sanction by the governing body of Professional Engineers in the State of Florida. Furthermore, this undisclosed conflict of interest and seeming collusion has very likely violated the US antitrust laws, which should be investigated by law enforcement and judiciary system.**

In either case, the recommendations made by the City and the approval of this application by the P&Z Board have been based on conflict of interest, flawed information and probable collusion between the developer and the City's hired consultant and should be nullified.

We demand that the City retract its recommendations and the Commissioners refrain from hearing this case until this conflict of interest and probable collusion are investigated. Otherwise, both the City staff and the City officials could be considered complicit in this affair.

Cordially, on behalf of residents of City of Miramar,

Hossein "Zane" Tavana, PhD

Exhibit 1:

Item 6 from Traffic Study Comments:

“The southbound left-turn movement of the intersection of Miramar Parkway and Southwest 184 Avenue is operating deficiently and **will continue to operate at a LOS “F” in the future. The proposed project is not anticipated to add traffic to the subject deficient movement.**”

Exhibit 2:

Minutes of P&Z Board meeting, Oct 18, 2016, page 17:

“**Mr. Vargas** said it was expected that the Pembroke Road Overpass would take about 37,000* cars off Miramar Parkway, and the applicant’s proposed development would add 300* cars, and this was Broward County’s and **the City’s traffic consultant’s opinion**. **When the applicant did the traffic study in January 2017 as required by the City’s consultant, if the calculations were incorrect and the anticipated traffic impact was greater, the applicant agreed to devise traffic mitigation solutions.**”

[* Interestingly, 37000 refers to ‘daily’ traffic and 300 is during ‘peak hour!’]

Exhibit 3:

Construction of Gran Paradiso development in Venice, FL.

Party Information

Party Name Lennar Homes, LLC

Contact Type Permittee

Address Attn: Darin McMurray, 10481 Six Mile Cypress / Ben C. Pratt Parkway, Fort Myers, FL 33966

Telephone Number Business 239-278-1396

Email darin.mcmurray@lennar.com

Party Name Kimley-Horn and Associates, Inc.

Contact Type Engineer / Consultant Firm

Address 1777 Main Street, Suite 200, Sarasota, FL 34236

Telephone Number Business 941-379-7600

Email susan.johnson@kimley-horn.com

Party Name Dean Paquet, P.E.

Contact Type Engineer / Consultant

Address 1777 Main Street, Suite 200, Sarasota, FL 34236

Telephone Number Business 941-379-7600

Email dean.paquet@kimley-horn.com

<http://www18.swfwmd.state.fl.us/Erp/Export/ViewDoc/uwprhjve.pdf>

Exhibit 4:

iSquare Mall + Hotel

Orlando's famous International Drive will soon be making room for one of the city's newest premiere tourist attractions. Developer Abdul Mathin and a project team have created a complete work of schematics for the 27-story iSquare Mall + Hotel (which will include Capella Suites and Solis Orlando Hotel).

Interior designs for the new project will be done by Hirsch Bedner Associates, while other designs will be completed by HKS Architects, Balfour Beatty Construction, Brochette Davis Drake Inc., **Kimley-Horn & Associates Inc.**, EDSA Inc., and Walker Parking Consultants. Construction breaks ground this summer, and the complex should be complete by late fall of 2017.

[Click here](#) to read more about the iSquare Mall + Hotel. For more information **about Lennar Orlando**, please visit us <http://www.lennar.com/new-homes/florida/orlando>
Source: Lennar Orlando

<http://theopendoor.lennar.com/our-communities/new-tourist-attraction-to-orlando/>

Exhibit 5:

Lennar reveals Northeast Minneapolis tower design (Images)
Jan 19, 2015, 1:04pm CST Updated Jan 19, 2015, 1:14pm CST

Lennar Multifamily Communities has revealed the first renderings of an 18-story apartment tower it plans to develop on a key site in Northeast Minneapolis.

Lennar Development Manager **Peter Chmielewski** will meet Wednesday with a Northeast Minneapolis neighborhood group to discuss a 240-unit apartment complex at 315 First Ave. NE. **Lennar Multifamily is a division of Miami-based home-builder Lennar Corp.** (NYSE: LEN), the Twin Cities' largest single family homebuilder.

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The project was designed by Elness Swenson Graham Architects Inc., in Minneapolis. **The civil engineer and landscape architect is Kimley Horn Associates, based in St. Paul.** Ericksen Roed & Associates, also based in St. Paul, is the structural engineer, while Dunham Engineers, in Minneapolis, is the mechanical, electrical and plumbing engineer.

<http://www.bizjournals.com/twincities/news/2015/01/19/lennar-reveals-images-of-northeast-minneapolis.html>

Exhibit 6:

Lennar seeks zone change for planned 17-story tower

Metro Planning Department documents show **Lennar Multifamily Communities** is calling its 17-story tower planned for the Music Row area "M Residences" and is seeking a zone change for the effort.

Dale C. Morris owns the parcels, located at 814, 816, 818, 822 and 824 19th Ave. S., on which **LMC (a subsidiary of Miami-based Lennar Corp.)** wants to develop the apartment building. The Nashville office of **Kimley-Horn and Associates, Inc.**, has been enlisted to request a zoning change to specific plan mixed-used.

<http://www.nashvillepost.com/home/blog/20478631/lennar-seeks-zone-change-for-planned-17story-tower>

Exhibit 7:

Welton Corridor Denver, Colorado

With plans for a new, 18-story Five Points tower moving through the city, a major developer has scooped up a block of Welton Street.

Lennar Multifamily Communities bought one-half city block at 21st and Welton streets for \$5.5 million last week. The company plans an 18-story apartment tower with 329 residences, according to the most recent set of plans filed with the city.

Lennar proposes to build a tower with more than 345,000 square feet of living space and about 4,000 square feet of ground-floor retail. Plans also show a fifth-floor pool deck and patio.

RNL Design is the architect. **Kimley-Horn and Associates is the engineer.** **Lennar's Scott Johnson** did not return a phone message seeking comment by press time Tuesday.

The Five Points tower is one of at least two jumbo apartment projects Lennar is working on in downtown Denver. The company also **bought** a 1.66-acre site at 24th and Blake streets, the former home of River North Brewery, with plans for more than 200 apartments.

<http://www.businessden.com/2016/06/08/developer-plans-18-story-apartment-building-in-five-points/>

Exhibit 8:

Response to Request for Proposals RFP No. 2006000119

Murdock Village redevelopment Charlotte County, Florida

B. Team Member Profiles

The following firms are the **core members of the Lennar** consultant team for the Murdock Village program. Lennar will work with Charlotte County to round out the advisory services firms as the project progresses.

Urban Resource Group (A division of **Kimley-Horn** & Associates)

Planning and Engineering

2601 Cattleman Road, Suite 500

Sarasota, FL 34232

(941)922-8187

Bruz Noel, Lead Principal

<https://www.charlottecountyfl.gov/CRA/MurdockVillage/Documents/lennar.pdf>

Exhibit 9:

Nicollet Island – East Bank Neighborhood Association (NIEBNA)

Excerpts from Lennar’s presentation:

Lennar has carefully assembled a stellar team of local firms and individuals from nationally and globally recognized firms that are very familiar with this site, its history, and its future. **Lennar has worked with each of its partners on developments in the past** in the MSP region.

team

Nicollet Island East Bank Neighborhood Association (NIEBNA)

Superior Plating Site – Introduction to Lennar – October 2014



Lennar has carefully assembled a stellar team of local firms and individuals from nationally and globally recognized firms that are very familiar with this site, its history, and its future. Lennar has worked with each of its partners on developments in the past in the MSP region

ELNESS SWENSON GRAHAM (ESG) ARCHITECTS:

- Well-established and highly-regarded local firm
- Designed some of the best multi-family and mixed use developments in MSP, including several recent high-rises.

LIESCH

- Environmental and Geotechnical Engineers
- Liesch has performed work and done studies on this site for years. They are very familiar with the site and surrounding areas.

KIMLEY-HORN

- Kimley Horn is one of, if not the, most established and sought-after civil engineering firms in the MSP region. They are very familiar with the site and surrounding areas.
- They are working on the EAW for the site

FAEGRE BAKER DANIELS

- Real Estate and Environmental Legal Team
- FBD has real estate and environmental specialist that have years of experience working on sites similar to Superior Plating
- FBD is working with the city on the EAW and Zoning for the site

The most important member of this development team is the Nicollet Island East Bank Neighborhood Association (NIEBNA). Our team understands the passion and importance of this site to the neighborhood and we are here to listen and generate ideas for the site.

Exhibit 10:

Lennar faces grilling from Frazier St. area residents

Roswell residents wanted answers about traffic, fate of Hispanic community

A big issue on Norcross Street especially is traffic, and residents wanted to know how **Lennar** would handle around 500 residents leaving the Lennar complex each morning.

Cassidy said Lennar's traffic study done by Kimley-Horn shows "negligible impact" to the current traffic patterns. While there will be twice the units on the property, the number of people living there will be about the same.

<http://northfulton.com/stories/Lennar-faces-grilling-from-Frazier-St-area-residents,21144>

EXHIBIT D

June 21, 2017

Mr. Mayor, Dear Commissioners:

Hello,

My name is Hossein Tavana. I live at 3672 SW 163rd Ave. I hold a PhD in transportation engineering and I am a licensed Professional Engineer in the State of Texas.

I am representing about 200 residents who have participated in one of the petitions to oppose this land use change.

I have examined the traffic report prepared by Lennar and the recommendations by Kimley-Horn who is supposed to represent the City and the residents' interests. I am afraid to say that the report is full of omissions and misrepresentations, none of which are pinpointed by the Kimley-Horn consultant either.

Despite this fact, if one examines the appendices to the report, one can see that almost all key points in the area during AM and PM peak hours operate or will operate at unacceptable LOS E, F and G!

Indeed, in the report the solutions to "critical" problems at key intersections are not addressed at all and the City, based on Kimly-Horn's recommendations, is allowing this application to proceed.

A simple search online shows that Kimley-Horn has a very close relationship with Lennar. In many projects, Kimley-Horn has been hired by Lennar or has been the consulting arm of Lennar.

This is like a case where the defendant and the prosecutor are sisters!

Mr. Mayor and dear commissioners:

We the residents of the City of Miramar demand the following:

- Due to a very close relationship between Lennar and Kimley-Horn, this application with its current recommendations should be denied and sent back to the City.
- The City should sack Kimley-Horn due to their (disclosed or) undisclosed conflict of interest.
- It is recommended that a traffic monitoring and analysis should be conducted 60-90 days after the new Miramar Bridge is due to be completed.
- Therefore, the application should be halted until this study is conducted and the City and the residents know the extent of required reconstruction to improve the intersection's Level of Service to D.
- Before this application is referred to the County, the residents should know whether this intersection needs extensive reconstruction or it needs an overpass and the developer should set aside legally binding funds for the reconstruction, again, before this application is passed to the County.
- Any traffic study should be conducted by a third party who does not have any tie or conflict of interest with the applicant.

Sincerely,

Hossein "Zane" Tavana, PhD

EXHIBIT E

I am writing with regards to application 1502812 (Univision LUPA) on behalf of more than one hundred concerned residents who object to this project. These residents, who are only a fraction of all residents objecting to this project, are included in the Bcc field of this email (the list will be provided upon request).

Dear Mr. Silva and Mr. Goldstein:

Thank you for the information provided in the May 18 email. However, I don't see the review report by the traffic consultant hired by the City, nor his recommendations. I honestly would like to believe that the ill-advised report to the P&Z Board by the City was based on an outside consultant's recommendations and that he did not convey the severity of the issues, rather than it being done by our own City staff.

1. Please let me know the name of the consulting firm, the principal engineer in charge of this project and his PE license number in FL.
2. I would also like to receive a copy of his review reports and recommendations.
3. Please clarify why the City waived its own requirements that a traffic study should be conducted along Pembroke Road before the application could be presented to the P&Z Board for the second time to be voted on. Was it because the results were not favorable?
4. The report to the P&Z Board does neither reflect the traffic conditions in the area, nor present the results of the study conducted by the developer him/herself, let alone other studies conducted in the area by the Broward County or other developers. The description that the intersection of Miramar Parkway and SW 160th Avenue is "projected to experience LOS 'deficiencies' in the future following project build out" is an understatement, if not outright misleading.
One just needs to pay attention to the appendices of the developer's traffic study to see all the Levels of Service being E, F or even an unheard LOS of G!
These levels of service are not 'deficiencies,' they are 'intolerable.'
5. In the report, the Pembroke Road overpass is referred to as something 'futuristic' which will magically solve the problems along Miramar Parkway and its intersections. It is obviously overlooked that to reach that overpass from the West, drivers have to go through the intersections along Miramar Parkway. Not to mention that this overpass is already built and is being used! The intersection of Pembroke Road and SW 160th Avenue has already long queues during peak hours and operates at LOS F. The situation is so bad that no measurement is required (which makes one wonder why the traffic measurements along this road were not presented to the City). A traffic engineer can easily tell you that by observing the length of the queue.
6. The report to the P&Z Board lists a few locations such as the intersection of Miramar Parkway and SW 160th Avenue to be upgraded to LOS D by the developer. Even though this intersection is one of the most congested segments in the area, this is not the only intersection along Miramar Parkway with LOS of E or F, **as the developer's report shows** as well. The City should require that all intersections and segments that are included in the traffic study, plus the intersection of Pembroke Road and SW 160th Ave, to be improved to LOS D or better during peak AM and PM hours by the developer.

7. The approval of this application is conditioned upon improving the "current" situations to LOS D or better. However, the expected traffic increase in the area AND the expected traffic generated by this land use amendment must be included in the traffic loads.
8. The most absurd part of this recommendation is that, to evaluate the effectiveness of the required improvements, the future monitoring and measurement of LOS at these intersections are delegated to the developer who has vested interest in this project! These studies should be conducted by the Broward County Traffic Engineering Department and BEFORE the application proceeds to the next phase.
9. The City recommendations have also violated many of the Comprehensive Plan mandates, prepared by your own office. For instance, the City in its report has allowed the applicant to delay taking traffic mitigation measures until the issuance of certificate of occupancy, rather than at the time the permit is issued. This is a serious violation. No permit should be issued before knowing the extent of the required improvements, their estimated costs and a binding executable contract with proper financial guarantees that the developer will pay for these improvements.

For instance, it is very likely that the intersection of Miramar Parkway and Dykes Road would need an overpass to perform at LOS D or better during peak hours. Is the developer going to pay for it? What are the binding financial guarantees?

I have attached Policy 4.3 of Coordination of Transportation and Land Use from the Comprehensive Plan. **The City's recommendation clearly does not meet ANY of these requirements.**

10. There are many other environmental issues and problems related to the school system that other residents have communicated before but I do not believe they have been addressed properly.

Mr. Silva, we respectfully urge **that the City's hired traffic consultants** and your staff revisit these recommendations and correct these serious issues before it is too late. The current recommendations will very likely put the residents and tax payers on the hook for millions of dollars additional costs and expose the City to serious litigations.

Please make this electronic letter a part of the official record on the matter. I kindly expect a written response indicating the revisions before this application is presented in the next Commissioners meeting for an up or down vote.

Sincerely,

Hossein "Zane" Tavana, Ph.D.

Cc: The Mayor, Vice Mayor, City Commissioners, City Manager and Deputy Manager
Bcc: More than one hundred concerned residents in the area objecting to this project

Enclosure: Policy 4.3, Coordination of Transportation and Land Use, City of Miramar
Comprehensive Plan

Attachment: Traffic Study Comments, Staff Report to P&Z Board

Enclosure:

Coordination of Transportation and Land Use

CO 12.01.00

Objective 4

Policy 4.3 The concurrency management system shall provide that a development order or permit may be issued when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

Standard Concurrency District

1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.
2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owner(s), the appropriate municipality, and the County Commission.
3. The necessary improvements to provide a LOS "D" are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS "D" are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS "D" have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
6. The necessary improvements for the LOS "D" have been included in the first two (2) years of the adopted municipal five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the municipality, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
7. The necessary facilities and services for LOS "D" are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless conditions 3., 4., 5., or 6. above apply.

CP 12.01.10

Policy 4.3 Prior to application for a building permit, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City will not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from these requirement categories of building permits that clearly do not create additional transportation impacts.

EXHIBIT F

May 19, 2017

Dear Mayor Messam,
Dear City Commissioners,
Dear Ms. Wood-Richardson

I am writing on behalf of residents of West Miramar who will be affected by Lennar's intention to amend the land use of 120 acres of natural green land owned by Univision (land use amendment 1502812). As the traffic report prepared by the developer indicates, this development will create additional 3630 daily trips in the area.

Over the past few years, there have been numerous traffic studies, all showing that the traffic conditions along Miramar Parkway and its cross intersections, especially during peak morning and evening hours, are at the unacceptable level of service (LOS) of E or F.

The traffic study conducted by the traffic engineering firm—hired by no one but Lennar itself—not only has confirmed these results, but also shows that due to this proposed land use amendment the level of service at the intersection of Miramar Parkway and Dykes Road during AM Peak hours in “2020” will degrade to an unheard level of service of G (document attached)!

These poor results are obtained despite the assumption that the Pembroke Road overpass on I-75 will alleviate the traffic congestion on Miramar Parkway. The residents familiar with the area are well aware that Pembroke Road has already reached its saturation level and there are long queues at its intersection with Dykes Road.

I feel that non-engineers have a hard time grasping what these levels of service represent. To put it in perspective, I am going to translate what they would mean if they were used for a building or a bridge.

- LOS D means the structure has reached its loadbearing limit.
- LOS E is when the beams start to sag and tiny cracks can be observed even with naked eye.
- LOS F means the columns are buckling, the beams have large cracks such that the reinforcement bars are exposed, the structure is unsafe and the building has to be evacuated.
- One could say the unheard LOS G means the search and rescue team is trying to pull bodies out of the rubble!

The City of Miramar and its hired traffic consultant ignored all these published facts. Instead, they required Lennar to conduct a traffic study on Pembroke Road, which is miles away from the site in question! In the previous P&Z Board meeting, it was mandated that this land use amendment could only advance to the Commissioners meeting if the results of the study met certain criteria. This test was designed thinking that it could be passed very easily, so the City could save face and let the application go through, ignoring all the problematic locations within the impact area of this site.

Nevertheless, the traffic situation in the area is so bad that even this easy test obviously failed and the City and the P&Z Board brazenly ignored their own mandate and decided to approve the application to

proceed to the next phase. We should also add that many of the twelve conditions recently attached to the application are not binding; some are meaningless, not enforceable, nor verifiable. The most ridiculous part of these conditions is that the monitoring of traffic and the judgement of improvement to LOS is passed to the developer himself who has vested interest in this project. This is a clear conflict of interest and to any sensible observer has created the optics of collusion with the developer.

The Intersection Capacity Utilization of 103.2% (as shown in the attached document) means that an at-grade intersection will no longer be tolerable and an overpass is required by the year "2020", the very first year this project is planned to be occupied should it be approved. An overpass in a residential area is dreadful and creates visual noise, not to mention there might not be sufficient right of way in the area. Furthermore, this study does consider the effects of natural or imposed growth due to recently approved development in the area and does not extend to 2035, as expected.

We would like to remind the City officials that as tax payers and constituents, we have the right to know who is going to pay for these costs. Of course, a construction company builds, sells, makes money and leaves, but all the burden of infrastructure costs will fall on the residents' and tax payers' shoulders.

Therefore, once again we cordially ask the City to reverse its recommendation and to follow the national and state-level standards and guidelines. If this is not done by the next Commissioners meeting, we call on the Mayor and the Commissioners to pay more attention to these living standards and the associated and undisclosed costs of this development and deny its passage to the next phase. We strongly urge the City to keep the "Rural" designation of this land with a maximum of 48 dwelling units.

We would also like to emphasize that we, the residents of West Miramar, are not opposed to progress and development in the City; however, it should not come at the cost of a total collapse of our infrastructure, while simultaneously degrading the quality of our life, hurting the education of our children, affecting their future, and harming our wildlife by plowing up 120 acres of the last piece of natural green land in West Miramar.

We suggest that the City work with the developer to find a better site that does not have all the mentioned problems. Not only do we not have any objections for Lennar to contribute to the development of our City and add to their bottom line, but we do encourage it. We welcome Lennar to build 48 beautiful and luxurious dwelling units at this site, as specified in the City's Comprehensive Plan, or choose another site for their mass production.

In the end, we would like to add that so far we have been patiently using any possible venue to inform the elected City officials and the City staff about the well-established problems in the area, but we feel that they are all falling on deaf ears.

Regards,

On behalf of residents of West Miramar,

Hossein "Zane" Tavana, Ph.D.

EXHIBIT G

Dear Mayor Messam:

I am writing regarding the Land Use Plan Amendment #1502812 (at the southwest corner of Bass Creek Road and SW 172 Ave) submitted by Lennar. I am a resident of the City of Miramar (Nautica). I have a PhD in traffic and transportation engineering, and I am a licensed professional engineer (PE) in the state of Texas.

I have enclosed two traffic reports, both indicating intolerable traffic situations along Miramar Parkway around Dykes Rd. One of these reports is prepared by a traffic engineer hired by the developer who had filed to change the land use plan at Toledo Isles. The other is a detailed study by the Broward County Traffic Engineering Department (BCTED) conducted upon a request by the City of Miramar in 2014.

The former study, conducted "by a developer," clearly indicates that the intersection in question operates at unacceptable levels of service of E or F during peak hours.

The latter report considers three different improvement alternatives and concludes that under all three scenarios, the level of service will not improve significantly. That is, the improvement of one movement would come at the cost of degradation of other movements.

It is true these studies were done before the opening of Pembroke Road overpass; however, many other major land uses have been added or planned to be constructed in the area since then.

Apparently, Lennar is going to conduct a traffic study on Pembroke Road, distracting attention from the problematic areas and the bottlenecks that exist on Miramar Parkway, which will also be affected adversely by the proposed land use change.

I am sure you, the City officials and the staff care greatly about the environment and the quality of life of Miramar's citizens. Therefore, I strongly and cordially urge you to deny this land use change, unless the developer pays for significant traffic improvement at the intersection of Miramar and Dykes Rd and the expansion of westbound and eastbound lanes on Miramar Parkway between the I-75 interchange and 172 Ave.

Wishing you and the City staff a very happy 2017!

Sincerely,

Hossein Tavana, PhD, PE (TX)

P.S. Dear Mr. _____, could you please send me a copy of any traffic studies conducted by the City or Lennar regarding this land use change application?

EXHIBIT H

From: Sebo, Andrew [mailto:ASEBO@broward.org]

Sent: Tuesday, April 01, 2014 2:13 PM

To: Vempala, Bissy

Cc: Zombek, Harold C.; Hall, Lorri L.; Brunner, Scott; d'Anjou, Yves; Zhu, Charlie

Subject: FW: City Commission Directive - Miramar Parkway and SW 160 Avenue Intersection

Good Afternoon Bissy,

At the request of the City of Miramar, the Broward County Traffic Engineering Division (BCTED) has examined traffic operations at the intersection of Miramar Parkway and Dykes Road. More specifically, BCTED has performed a traffic study to determine signal operating conditions and to assess the justification for two potential roadway modifications to the northbound approach to the subject intersection. Both of the roadway modification alternative scenarios have been compared to the existing conditions. Accordingly, the three scenarios that were studied are summarized below:

- **Scenario 1** – This is the existing lane configuration with two left-turn lanes, 2 through lanes and one right-turn lane at the northbound approach.
- **Scenario 2** – This scenario converts the outer-more of the two existing northbound through lanes to a second northbound right-turn lane. The final configuration would be two left-turn lanes, one through lane and two right-turn lanes.
- **Scenario 3** – This scenario includes the addition of a second newly constructed northbound right-turn lane. In addition to the existing lanes. It appears that there may be sufficient right-of-way available to construct the new turn lane without having to alter the existing left-turn or through lanes. This scenario would involve significantly more construction activity.

Full intersection turning movement counts were collected at Miramar Parkway and SW 160 Street on Thursday, October 10, 2013. The counts were performed during the morning (7:00 to 9:00 AM), midday (11:00 AM to 1:00 PM) and afternoon (4:00 to 6:00 PM) peak-hour periods. The volumes were collected in 15-minute intervals. These counts represent typical weekday traffic conditions. The turning movement counts are included as an attachment to this email.

Intersection capacity analysis was conducted using Trafficware's Synchro Software. The analyses techniques employed in the software are based on the methodologies outlined in the latest edition of the Transportation Research Board's Fifth Edition of the [Highway Capacity Manual \(2010\)](#). Traffic operating conditions were examined for the AM and PM peak-hour periods for the three above-mentioned analysis scenarios; midday was not analyzed as those volumes were found to be notably lower than the AM and PM peak-hour volumes. An Operational Comparison summary table is attached. This table summarizes the results of the intersection analyses, which includes Level of Service (LOS) and Queue Length comparisons.

The analysis results indicate that the subject intersection is shown to operate at the same overall LOS F during the AM peak and LOS E during the PM peaks under each of the proposed scenarios. Generally, the geometric changes will impact the northbound approach but have negligible impacts to the eastbound, westbound and southbound approaches. Under Scenario 2, the Level of Service for the northbound right-turn approach will improve from LOS F to LOS E in the AM peak hour and from LOS E to LOS D in the PM peak hour. The corresponding queue length of northbound right turning vehicles will be reduced from 787 feet to 348 feet in the AM peak hour; however, the elimination of the second northbound through lane will cause an increase in the northbound queue from 253 feet to 642 feet. The LOS for the northbound right-turn movement will improve from LOS F to LOS D, but once again, the northbound movement will suffer a reduction from LOS E to LOS F. Similar results can be expected in the PM peak hour. Under Scenario 3, the benefits of Scenario 2 will be realized without the negative impacts associated with the elimination of the second northbound through lane. The analysis indicates that Scenario 3 provides the most favorable overall operational results for the northbound approach to the studied intersection.

Andrew G. Sebo, P.E., PTOE, Acting Assistant Director
Broward County Traffic Engineering Division
2300 West Commercial Boulevard, Fort Lauderdale, FL 33309
Office Tel. No.: [954.847.2600](tel:954.847.2600), Facsimile Transmittal No.: [954.847.2700](tel:954.847.2700)
asebo@broward.org www.broward.org
ein, may be subject to public disclosure.



1300

2060

EXHIBIT I

ATTACHMENT
Application: 1502612

209 5

City of Miramar
Community and Economic Development Department
Future Land Use Map Amendment Application

(120 acres southwest of the intersection of SW 172nd Avenue and Bass Creek Road)

Traffic Study Comments

TraTech Engineering, Inc. provided an updated study for this project dated September 15, 2016. The study was prepared by Joaquín Vargas, P.E. This traffic study was submitted as a part of an application for an amendment to the Future Land Use Map of the City of Miramar's Comprehensive Plan. This study evaluated the traffic impacts from a reduced development program (385 single-family dwelling units) in comparison to the previous submittal. Below are the City's comments.

gated community

1. The Applicant has provided stacking analyses for both gated entry points. The City's **minimum standard of 110 feet is met at the Bass Creek Road entry**. The SW 172 Avenue entry is approximately 100 feet; however, the stacking analysis demonstrates that the **95th percentile requirement for this driveway is only 22 feet** and the 100 feet provided will therefore be sufficient. This is not part of the land use plan amendment review; therefore, coordination on this issue will continue **through the site plan review process**.
2. As part of the **site plan application review**, it will be necessary to review anticipated vehicular queues in the turn lanes at the study intersections in comparison to queue storage provided to determine whether any turn lane modifications are necessary. This is not part of the land use plan amendment review; however, **during the site plan review**, it will be requested that the **Applicant provide summary tables with the comparison of queue length** to available turn lane storage and address deficiencies that are identified.
3. **Intersection of Bass Creek Road & SW 172nd Avenue**: The analysis indicates that minor street movements will fail to meet adopted level of service standards under future peak hour conditions. Broward County has performed a signal warrant analysis at this location (November 18, 2015), which included a review of MUTCD Warrant 1A, Warrant 1B (Eight-Hour Vehicular Volume) and Warrant 7 (Crash Experience) criteria. The Broward County analysis indicates that the volumes and crash data are far below the thresholds at which criteria would be met, and the volumes generated by this project appear unlikely to cause the criteria in Warrants 1A or 1B to be met. **Prior to issuance of the first certificate of occupancy (CO), applicant will be required to construct a two-lane roundabout at this intersection** and the analysis indicates that this will mitigate the level of service deficiency at this intersection. The geometry of the proposed roundabout shall accommodate the ultimate cross section of both Bass Creek Road and SW 172 Avenue (four-lane divided) at this intersection.

Heard \$4,000,000

Round about

4. **Intersection of Miramar Parkway & SW 160th Avenue** and Segment of Miramar Parkway from SW 160th Avenue to I-75: The analysis indicates that both of these facilities are projected to experience LOS deficiencies in the future following project buildout. The analysis indicates that the **opening of the Pembroke Road overpass is anticipated to alleviate these conditions**. Although the opening of this future overpass will likely divert some traffic away from Miramar Parkway, the exact traffic impacts of the overpass are unknown. Furthermore, it will provide an opportunity for diversion from some of the movements at the intersection of Miramar Parkway & SW 160th Avenue, but other movements, such as northbound right turns, may not see much, if any, relief. The applicant shall conduct monitoring studies at this **intersection within 90 days of the opening of the Pembroke Road overpass and Miramar Parkway bridge reconstruction with an analysis to be available prior to land use plan amendment approval**. If the study indicates that LOS failures still occur after Pembroke Road overpass completion, the applicant will be required to complete improvements required for the intersection and movements to operate at LOS D or better prior to issuance of first certificate of occupancy (CO). Prior to the issuance of the last 100 COs, the **Applicant must conduct traffic monitoring studies at this intersection. If the study indicates that LOS failures still occur, the applicant will be required to complete any additional improvements required for the intersection and movements to operate at LOS D or better prior to issuance of last CO**.

5. The analysis of the driveway connection on 172nd Avenue identifies significant PM peak hour SB right-turn volume into the project driveway (111 vehicles per hour during the PM peak hour). **An exclusive southbound right turn lane shall be constructed by the applicant, prior to the issuance of the first CO**. Furthermore, the applicant will be required to provide a **northbound left turn lane on SW 172 Avenue**.

6. The southbound left-turn movement of the intersection of **Miramar Parkway and Southwest 184 Avenue** is operating deficiently and will continue to operate at a **LOS "F"** in the future. The proposed project is not anticipated to add traffic to the subject deficient movement. Moreover, the Applicant shall work with the City and Broward County to **ensure that the signal timing adjustments are made**. The Applicant shall continue to **monitor these conditions 60 to 90 days after the signal timing adjustments to confirm improvement. If the adjustments do not indicate improvement, the applicant will provide the appropriate mitigation**.

7. The roadway link analysis evaluates SW 172nd Avenue as a four-lane roadway from Bass Creek Road north to Miramar Parkway. However, the roadway transitions to two lanes prior to reaching Bass Creek Road. **The Applicant shall construct a four lane roadway for the entire length of the segment (Bass Creek Road to Miramar Parkway, including a transition to two lanes south of Bass Creek Road), prior to the first CO**.

8. The Applicant shall construct two lanes of Bass Creek Road from SW 172 Avenue to **SW 179 Way** with curbing, median, landscaping, irrigation, lighting, sidewalk, bike lanes, and reclaimed water line improvements, **prior to the first CO**.

Roths
35% above
* fire
* 1012
* 250,000

Public

Signal timing

Increase

ZONED?
UNIVISION

Last unused parcel of land

50K (200)
Know number

If they happen, I'm okay

OK at lower density

Lower density

← Allowed

9. As a part of the **Broward County Land Use Amendment** application process, the Applicant will be required to evaluate long-range level of service conditions resulting from the proposed land use change. That analysis has been provided and the City will coordinate with the Applicant and County during the County's review of the Land Use Plan Amendment.

10. The applicant should **coordinate with Broward County Transit and the City of Miramar's Public Works Department** regarding transit improvements on Bass Creek Road and other adjacent roadways.

11. Full compliance city code

Tree area
ratio
Tree capital

12. Tree Plant / Humanely trap
re locate.



11. Full compliance with city code to make Miramar the "Tree Capital." Tree areas will be added to the Lennar Project. Where? How Many? What percentage of land will be designated for tree planting?

12 Trees will be planted and animals will be humanely trapped and relocated. Where? Report of approximately how many animals and which kinds were relocated. How will this be monitored? Will Lennar assume responsibility if one of these animals, such as a poisonous snake injures or kills a resident in the adjoining neighborhoods.

EXHIBIT J

Additional Requirements for Lennar

NOTE: ALL CONDITIONS NEED TO BE STARTED BEFORE GROUND IS BROKEN – and be fully met prior to the issuance of the first Certificate of Occupancy.

1. All sections of the roads, all intersections, and all movements that are forecasted to operate at LOS E or F with the project should be improved to at least LOS D. Designs to meet these requirements should be approved by the Broward County Traffic Engineering Department. **The road improvements should be started before – but no later than concurrent with – the ground breaking of the project.**
2. Add dedicated right turn lane on 184th north bound at Miramar Parkway (coming from Bass Creek Road).
3. Widen 184 to four lanes from Bass Creek Road to Pembroke Road.
4. Widen Pembroke Road to four lanes from 172nd Street to I-75.
5. For the Silver Lakes community facing Bass Creek Road, extend the berm along the entire length of Bass Creek that begins near the West entrance of Sunset Falls to 172nd. It may help with privacy and noise.
6. Add traffic islands for speed control on Bass Creek Road.
7. Provide lighting improvements along Bass Creek Road.
8. Establish clear responsibility for paying for and repairing the new roundabout at Bass Creek and 172nd. The Sunset Lakes roundabout needs repairs at least twice a year from cars damaging it.
9. Provide name of environmental group that will humanely trap and relocate the animals found on the 120 acres, describe the process that will be used to trap them, and specify the location to which they will be taken and released.
10. Add one lane to Miramar Parkway Eastbound from 164th Ave (Nautica access road) up to the new Southbound I-75 onramp.
11. Add one lane to Miramar Parkway Westbound between I-75 Southbound right turn off-ramp and Dykes road.
12. Add asphalt to create a **true** 2nd right-hand turn lane heading north on Dykes Road to turn right onto Miramar Parkway, while maintaining the bike lane on the east side of Dykes Road south of Miramar Parkway. (The interim County fix involves “squeezing

in” a second right turn lane by temporarily eliminating the undesignated bike lane, and narrowing some of the other lane widths).

13. Do not have allow any construction during school hours (7am to 5pm, Monday to Friday) to reduce the impact to students of the noise and dust.
14. Set aside 10 acres (less than 10% of the land), for a community/public hiking/biking/dog park. Preferably it would be the land next to Sunset Falls.