



November 11, 2021

Mr. Michael Amodio, AICP
Keith & Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060

RE: *Live! Resort Pompano*
Commercial/Retail Trip Generation Analysis
PZ 21-12000045

Dear Mr. Amodio:

Kimley-Horn and Associates, Inc. has performed this trip generation analysis for the proposed addition of commercial/retail space associated with the *Live! Resorts Pompano* redevelopment generally located on the east side of Powerline Road between SW 3rd Street/Race Track Road and Cypress Bend Drive in Pompano Beach, Florida. Trip generation calculations were prepared consistent with the approved trip generation rates included in Exhibit S₃ of the City of Pompano Beach's *Planned Commercial Development* (PCD) amendment document, dated July 2020, and the *Live! Resorts Pompano Rezoning Traffic Impact Study Supplemental Trip Generation Analysis*, dated July 2020. The proposed addition consists of 155,000 square feet of commercial/retail space.

Previous traffic analyses prepared for the redevelopment assumed that the existing casino consists of 45,000 square feet of gaming area and 112,000 square feet of commercial/retail space generating 909 P.M. peak hour trips. However, upon further review by the development team, it was determined that the existing casino consists of 42,300 square feet of gaming area and 118,050 square feet of commercial/retail space generating 894 P.M. peak hour trips. Therefore, to provide a conservative analysis, the trip generation credit applied when calculating the proposed redevelopment's net new trip generation potential was updated from 909 P.M. peak hour trips to 894 P.M. peak hour trips. A summary of the updated existing casino trip generation calculations is included in Attachment A.

Furthermore, Exhibit S₄ of the PCD amendment documents specifies that off-site roadway improvements shall be constructed prior to the issuance of certificate of occupancy for new development generating more than 965 net new P.M. peak hour trips for Phase 1 improvements and more than 2,895 net new P.M. peak hour trips for Full Build Out improvements. Additionally, Exhibit M₃ of the PCD amendment documents specifies that the Crystalline Lagoon shall be constructed prior to the issuance of certificate of occupancy for new development generating more than 1,500 net new P.M. peak hour trips.

Table 1 summarizes the expected trip generation for the proposed commercial/retail space based on the trip generation rates established in the *Live! Resorts Pompano Rezoning Supplemental Trip Generation Analysis*, dated July 2020. Additionally, Table 2 includes an improvement threshold summary for Phase 1, Crystalline Lagoon, and Full Build Out improvements. As the tables indicate, the proposed commercial/retail space, along with the previously approved casino expansion (casino gaming area, parking garage, jai alai fronton, and casino terrace) and industrial park, does not result in the proposed overall redevelopment exceeding the thresholds identified in the PCD Amendment. Therefore, neither off-site roadway improvements nor the Crystalline Lagoon are expected to be required as part of the construction of the commercial/retail space per the City of Pompano Beach's PCD requirements. Supporting PCD documentation is included in Attachment B.

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Table 1: Trip Generation Summary			
Land Use	Scale	P.M. Peak Hour Trip Generation Rate	P.M. Peak Hour Trips
Commercial/Retail Trip Generation Summary			
Shopping Center	155,000 sf	1.66 per 1,000 sf	258
Commercial/Retail Total Trips			258
Previously Allocated Trips			
Casino Gaming Area Expansion (20-12000044) ⁽¹⁾			513
Parking Garage (20-12000004)			N/A
Jai Alai Fronton (19-12000052)			62
Casino Terrace Addition (19-12000030) ⁽²⁾			215
Industrial Park (21-12000035)			207
Previously Allocated Total Trips			997
Total Allocated Trips (Gross Trips)			1,255
Existing Casino Trip Generation			-894
Total Allocated Trips (Net New Trips)			361

Notes:

(1) Includes 42,300 sf of existing and 12,540 sf of proposed casino gaming area.

(2) Includes 118,050 sf of existing and 11,461 sf of proposed commercial/retail space.

Table 2: Improvement Threshold Summary		
Improvement	Net New P.M. Peak Hour Trips	Threshold Met?
Phase 1	965	No
Crystalline Lagoon	1,500	No
Full Build	2,895	No

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



John J. McWilliams, P.E.

Attachments



This document has been digitally signed and sealed by John J. McWilliams, P.E., on the date adjacent to the seal.

Digitally signed by John J. McWilliams
Date: 2021.11.11 07:47:07 -05'00'

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Fort Lauderdale, FL 33324
Registry 00000696

Attachment A

Existing Casino Trip Generation Calculations

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Existing Casino Trip Generation Summary

Existing Casino Trip Generation Summary			
Land Use	Scale	P.M. Peak Hour Trip Generation Rate	P.M. Peak Hour Trips
Previously Assumed Trip Generation Summary			
Commercial/Retail	112,000 sf	3.17 per 1,000 sf	355
Casino (Gaming Area)	45,000 sf	12.31 per 1,000 sf	554
Total Trips			909
Updated Trip Generation Summary			
Commercial/Retail	118,050 sf	3.17 per 1,000 sf	374
Casino (Gaming Area)	42,300 sf	12.31 per 1,000 sf	520
Total Trips			894

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Attachment B

PCD Amendment Exhibits

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EXHIBIT M₃

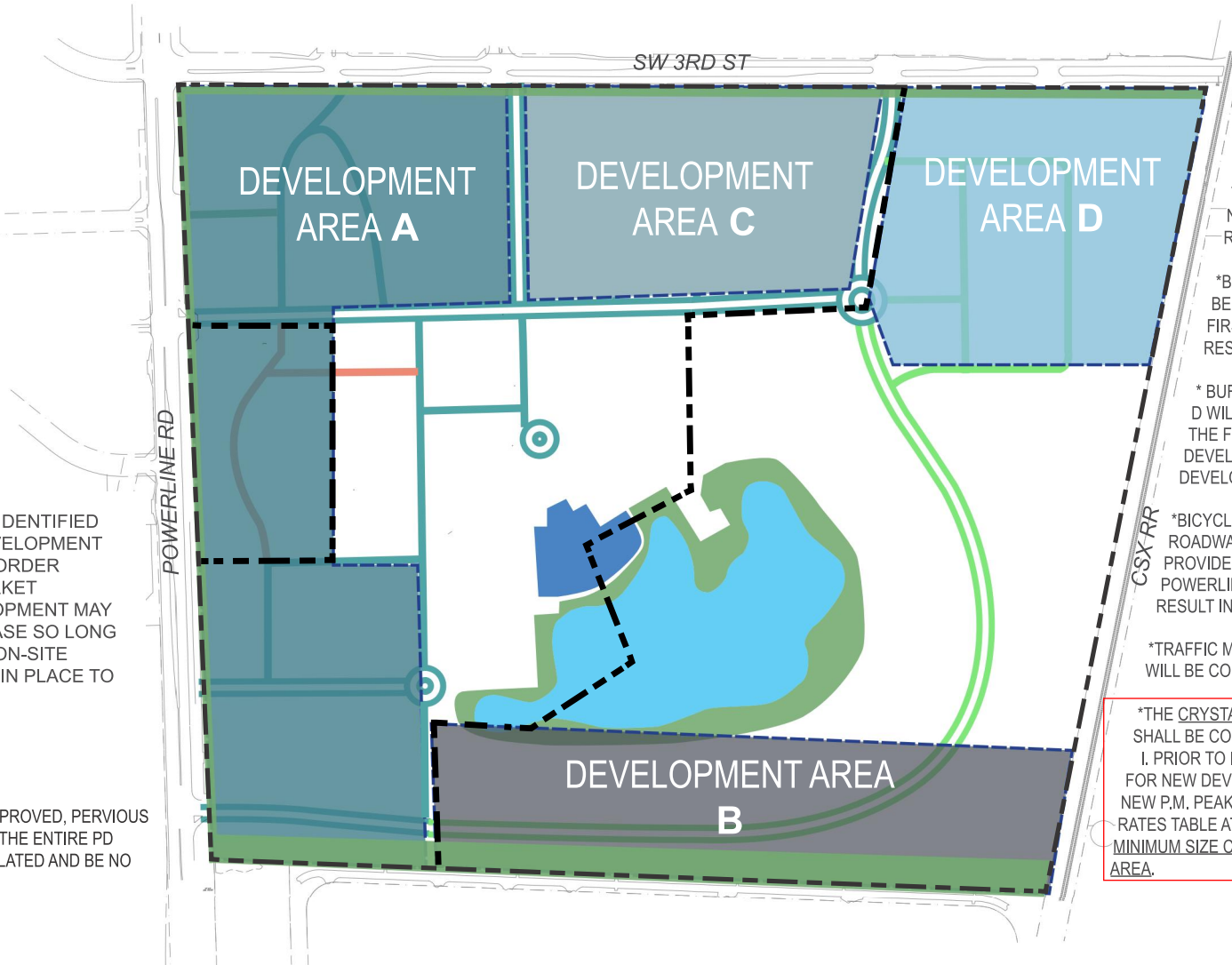


 BUFFER

NOTE:

- PHASE I HAS BEEN IDENTIFIED AS THE PRIMARY DEVELOPMENT AREA; HOWEVER, IN ORDER TO RESPOND TO MARKET CONDITIONS, DEVELOPMENT MAY PROCEED IN ANY PHASE SO LONG AS THE NECESSARY ON-SITE INFRASTRUCTURE IS IN PLACE TO SUPPORT THE USES.

PERVIOUS AREA:
AS EACH SITE PLAN IS APPROVED, PERVIOUS AREA CALCULATION FOR THE ENTIRE PD DISTRICT WILL BE CALCULATED AND BE NO LESS THAN 15 %



NOTE:

* THE BUFFER WITHIN DEVELOPMENT AREA A SHALL BE INSTALLED PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR NEW DEVELOPMENT, EXCEPT FOR ANY CASINO RELATED EXPANSION.

*BUFFER WITHIN DEVELOPMENT AREA B SHALL BE INSTALLED PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR ANY RESIDENTIAL BUILDING OVER 200 FEET.

* BUFFERS WITHIN DEVELOPMENT AREAS B, C AND D WILL BE INSTALLED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR NEW DEVELOPMENT WITHIN EACH OF THOSE DESIGNATED DEVELOPMENT AREAS.

*BICYCLE PATHS, PEDESTRIAN WALKWAYS, AND ROADWAYS IN ALL PHASES OF DEVELOPMENT SHALL PROVIDE A COHESIVE NETWORK CONNECTED TO POWERLINE ROAD AND SW 3RD STREET AND DO NOT RESULT IN DEAD-END CONDITIONS.

*TRAFFIC MITIGATION - OFF-SITE ROADWAY IMPROVEMENT WILL BE CONSTRUCTED ACCORDING TO EXHIBITS/S-4.

*THE CRYSTALLINE LAGOON AND LAKE/ RECREATION AREA SHALL BE CONSTRUCTED AS FOLLOWS:
I. PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR NEW DEVELOPMENT GENERATING MORE THAN 1500 NET NEW P.M. PEAK HOUR TRIPS BASED ON THE TRIP GENERATION RATES TABLE ATTACHED AS EXHIBIT S-3 COMPLETE THE MINIMUM SIZE CRYSTALLINE LAGOON AND LAKE/ RECREATION AREA.

CONSOLIDATED PHASING PLAN



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Exhibit S 3

Existing Development Trip Generation Summary			
Land Use	Scale	Trip Generation	Rate ⁽¹⁾
Shopping Center	112,000 sf	355	3.17 trips per 1,000 sf
Casino	45,000 sf	554	12.31 trips per 1,000 sf
Existing Total		909 P.M. Peak Hour Trips	

Proposed Development Trip Generation Summary			
Land Use	Scale	Trip Generation	Rate ⁽¹⁾
Shopping Center	470,000 sf	781	1.66 trips per 1,000 sf
Casino	142,182 sf	1,328	9.34 trips per 1,000 sf
Hotel	950 room	539	0.57 trips per room
Multifamily Housing (Mid-Rise)	4,100 unit	816	0.20 trips per unit
Movie Theater	18 screens	176	9.78 trips per screen
Arena	300 seats	26	0.09 trips per seat
General Office Building	1,400,000 sf	1,102	0.79 trips per 1,000 sf
Full Build-Out Total		4,768 P.M. Peak Hour Trips	
Full Build-Out Net New		3,859 P.M. Peak Hour Trips	
Phase 1 (25% threshold)		965 P.M. Peak Hour Trips	
Full Build-Out (75% threshold)		2,895 P.M. Peak Hour Trips	

Notes:

- (1) Trip generation rates calculated by dividing the trip generation attributable to each land use; accounting for multimodal reduction, internal capture, and pass-by capture, by the corresponding land use scale. Detailed trip generation calculations included in Appendix F of the *Live! Resorts Pompano* Traffic Impact Analysis, July 2019.

Sample Calculation A:

For a development program including the following:

- 60,000 square feet of shopping center
- 120,000 square feet of casino
- 16-screen movie theater

P.M. peak hour trip generation calculated as follows:

- Shopping Center: $1.66 \times 60,000 / 1,000 = 100$ trips
- Casino: $(120,000 \times 9.34) / 1,000 = 1,121$ trips
- Movie Theater: $16 \times 9.78 = 156$ trips

Net New P.M. Peak Hour Trips = $(100 + 1,121 + 156) - 909 = 468$ trips

No improvements required as the project generates less than 965 net new P.M. peak hour trips.

Sample Calculation B:

For a development program including the following:

- 185,000 square feet of shopping center
- 400-room hotel
- 130,000 square feet of casino
- 2,100 residential units

P.M. peak hour trip generation calculated as follows:

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- Shopping Center: $1.66 \times 185,000 / 1,000 = 307$ trips
- Hotel: $400 \times 0.57 = 228$ trips
- Casino: $130,000 \times 9.34 / 1,000 = 1,214$ trips
- Residential: $2,100 \times 0.2 = 420$ trips

Net New P.M. Peak Hour Trips = $(307 + 228 + 1,214 + 420) - 909 = 1,260$ trips

Phase 1 improvements required as the project generates more than 965 net new P.M. peak hour trips.

Sample Calculation C:

For a development program including the following:

- 350,000 square feet of shopping center
- 600-room hotel
- 130,000 square feet of casino
- 4,100 residential units
- 1,200,000 square feet of office

P.M. peak hour trip generation calculated as follows:

- Shopping Center: $1.66 \times 350,000 / 1,000 = 581$ trips
- Hotel: $600 \times 0.57 = 342$ trips
- Casino: $130,000 \times 9.34 / 1,000 = 1,214$ trips
- Residential: $4,100 \times 0.2 = 820$ trips
- Office: $1,200,000 \times 0.79 / 1,000 = 948$ trips

Net New P.M. Peak Hour Trips = $(581 + 342 + 1,214 + 820 + 948) - 909 = 2,996$ trips

Phase 1 and Full Build-Out improvements required as the project generates more than 2,895 net new P.M. peak hour trips.

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Exhibit S 4

The Phase 1 Improvements and the Full Build Out Improvements identified below will be completed as noted below. “Net new P.M. peak hours trips” are the trips expected to be generated by the proposed project land uses during the P.M. peak hour accounting for the reduction in site P.M. peak hour trips attributable to the demolition of existing land uses.

Phase 1 Improvements:

- SR 814/W Atlantic Boulevard and SR 845/Powerline Road
 - Addition of a second eastbound right-turn lane
 - Addition of an eastbound right-turn overlap phase
 - Signal timing optimization

These improvements will be constructed prior to the issuance of certificates of occupancy for project development generating more than 25 percent (25%) of the Full Build-Out trip generation equivalent to 965 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

- SR 814/W Atlantic Boulevard and Andrews Avenue
 - Addition of northbound right-turn overlap phase
 - Signal timing optimization

This improvement will be implemented when traffic volumes at the intersection warrant the optimization of the traffic signal and will be monitored annually following issuance of certificates of occupancy for project development generating more than 25 percent (25%) of the Full Build-Out trip generation equivalent to 965 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

- SW 3rd Street/Race Track Road and SW 15th Avenue/East Project Driveway
 - Signalization

This improvement will be constructed when traffic volumes at the intersection warrant the installation of a traffic signal and will be monitored annually following issuance of certificates of occupancy for project development generating more than 1,231 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3 until 2 years following full build-out.

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- SR 845/Powerline Road and Proposed Project Driveway

- Signalization

This improvement will be constructed when traffic volumes at the intersection warrant the installation of a traffic signal and will be monitored annually following issuance of certificates of occupancy for project development generating more than 1,231 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3 until 2 years following full build-out.

Full Build Out Improvements:

- SR 814/W Atlantic Boulevard and SW 27th Avenue

- Signal timing optimization

This improvement will be implemented when traffic volumes at the intersection warrant the optimization of the traffic signal and will be monitored annually following issuance of certificates of occupancy for project development generating more than 75 percent (75%) of the Full Build-Out trip generation equivalent to 2,895 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

- SR 814/W Atlantic Boulevard and SR 845/Powerline Road

- Addition of a third northbound left-turn lane
- Addition of westbound, northbound, and southbound right-turn overlap phases
- Signal phasing modification (northbound/southbound lead/lag phasing) and timing optimization

These improvements will be constructed prior to the issuance of certificates of occupancy for project development generating more than 75 percent (75%) of the Full Build-Out trip generation equivalent to 2,895 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3. In the event that at the time that the Applicant would be required to commence permitting of these intersection improvements for SR 814/W Atlantic Boulevard and SR 845/Powerline Road a public improvement that will create equal or better capacity is programed in the Broward County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) or the Florida Department of Transportation's (FDOT) Five Year Work Program, the Applicant is relieved of this construction obligation, but if requested by the

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governmental entity responsible for construction of this improvement, may be responsible to contribute up to \$ 300,000.00 to the governmental entity responsible for construction of this improvement for use in providing landscape enhancements to this intersection improvement.

- SW 3rd Street/Race Track Road and SR 845/Powerline Road
 - Addition of a second westbound right-turn lane
 - Addition of a third westbound left-turn lane
 - Addition of an exclusive northbound right-turn lane
 - Addition of a westbound right-turn overlap phase
 - Signal timing optimization

These improvements will be constructed prior to the issuance of certificates of occupancy for project development generating more than 75 percent (75%) of the Full Build-Out trip generation equivalent to 2,895 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

- SW 3rd Street/Race Track Road and SW 23rd Avenue/West Project Driveway
 - Signal timing optimization

This improvement will be implemented when traffic volumes at the intersection warrant the optimization of the traffic signal and will be monitored annually following issuance of certificates of occupancy for project development generating more than 75 percent (75%) of the Full Build-Out trip generation equivalent to 2,895 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

- SR 845/Powerline Road and W McNab Road
 - Addition of eastbound, westbound, and northbound right-turn overlap phases

These improvements will be constructed prior to the issuance of certificates of occupancy for project development generating more than 75 percent (75%) of the Full Build-Out trip generation equivalent to 2,895 net new P.M. peak hour trips based upon the Trip Generation Rates Table attached as Exhibit S-3.

The foregoing traffic mitigation improvements are subject to review and approval of the maintaining agencies including the City of Pompano Beach, Broward County, and the Florida Department of Transportation. If specific traffic mitigation improvements are not approved by a maintaining authority, an alternative traffic mitigation improvement will need to be provided that provides for an equivalent traffic operational benefit or comparable improvement/contribution to improvements to the overall area's transportation network subject to City staff approval.

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July 28, 2020

Ms. Jean Dolan, AICP, City of Pompano Beach, Principal Planner
City Hall Main Building
100 West Atlantic Boulevard - Third Floor
Pompano Beach, Florida 33060

**Re: *Live! Resorts Pompano Rezoning Traffic Impact Study
Supplemental Trip Generation Analysis***

Dear Ms. Dolan:

Kimley-Horn and Associates, Inc. has performed this supplemental trip generation analysis for the proposed Live! Resorts Pompano redevelopment of the parcels generally located on the east side of Powerline Road between SW 3rd Street/Race Track Road and Cypress Bend Drive in Pompano Beach, Florida. A comprehensive traffic impact analysis, dated July 2019, was previously prepared and approved for the following development program:

- 4,100 residential units
- 470,000 square feet of commercial space
- 18-screen movie theater
- 950 hotel rooms
- 142,182 square feet of casino
- 300-seat jai alai fronton
- 1,400,000 square feet of office

The applicant is proposing to simultaneously reduce to previously approved office density and introduce industrial uses into the development program as follows:

- 4,100 residential units
- 470,000 square feet of commercial space
- 18-screen movie theater
- 950 hotel rooms
- 142,182 square feet of casino
- 300-seat jai alai fronton
- 775,000 square feet of office
- 1,500,000 square feet of industrial

The following trip generation analysis was prepared to compare the trip generation included in the approved traffic impact analysis and the proposed trip generation accounting for industrial space.

TRIP GENERATION ANALYSIS

The trip generation analysis was conducted consistent with methodology applied in the approved traffic impact analysis using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The analysis utilized the A.M. and P.M. peak hour of adjacent street traffic for ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]), LUC 310 (Hotel), LUC 444 (Movie Theater), LUC

460 (Arena), LUC 473 (Casino), LUC 820 (Shopping Center), LUC 710 (General Office Building), and LUC 130 (Industrial Park).

A multimodal (public transit, bicycle, and pedestrian) factor of 5.0 percent (5.0%) was applied to the trip generation calculations to account for the environment in which the project site is located. It is expected that some employees, residents, and patrons will choose to walk or use public transit to and from the development.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. Internal capture rates of 10.4 percent (10.4%) for the A.M. peak hour trip generation and 28.2 percent (28.2%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the retail land use is 34.0 percent (34.0%) during the P.M. peak hour.

As Table 1 indicates, the proposed development program is expected to result in a reduction of four (4) A.M. peak hour vehicle trips and a reduction of one (1) P.M. peak hour vehicle trip. Detailed trip generation calculations are included in Attachment A.

Table 1: Trip Generation Summary		
Development Program	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Previously Approved	2,995	4,768
Proposed	2,991	4,767
Net New Trips	-4	-1

As indicated, the proposed change in the development program does not result in an increase in the overall trip generation of the approved development. Therefore, revisions to the traffic impact analysis previously approved by the City are not expected to be necessary. However, it is recognized that the introduction of the industrial use may impact/change the distribution of the project's traffic on the roadway network. The potential changes to the distribution of project traffic will be further analyzed as part of the ongoing coordination with the Florida Department of Transportation (FDOT) in an effort to obtain approval of the site's access plans and proposed traffic mitigation on the State Highway System. The development team will keep the City apprised of this coordination and any potential changes or modifications to the proposed traffic improvements outlined in the conditions of City approval.

Additionally, based on the P.M. peak hour trip generation calculations, an exchange rate was calculated to determine the trip generation equivalency between office space and industrial space.

As Table 2 indicates, the exchange rate between office space and industrial space is 1,000 sf of office space for every 2,570 sf of industrial space and 1,000 sf of industrial space for every 389 sf of office space.

Table 2: Trip Generation Summary				
Land Use	Scale (sf)	P.M. Peak Hour Trip Generation	Trips per 1,000 sf	Exchange Rate
General Office Building	775,000	628	0.811	0.389
Industrial Park	1,500,000	473	0.315	2.570

If you have any questions regarding this analysis, please feel free to contact me.

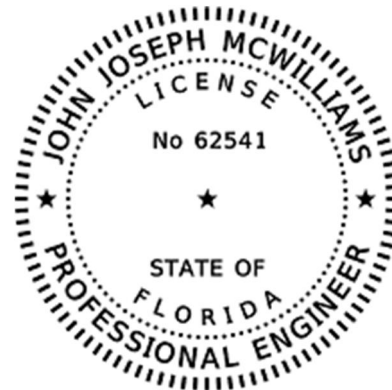
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



John J. McWilliams, P.E.

Attachments



This document has been digitally signed and sealed by John Joseph McWilliams, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John J. McWilliams, P.E.
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Plantation, Florida 33324
Registry # 00000696

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