

CERTIFICATE OF OCCUPANCY # 285

2982

Owner ANDREW JOHNSON Mailing Address Permit No. 13836 Date Apr. 1-1940
 Lot 18 Block 19 Subdivision Palm View Address 1719 Lenox avenue
 General Contractor Owner builds Address 5179
 Architect V.H. Nellenbogen Address
 Front 39-10 Depth 55-2 Height 13½ Stories 1 Use Residence- 6 rooms and garage
 Type of construction c/b/s/ Cost \$ 7,500.00 Foundation spread footing Roof Tile

Plumbing Contractor Jeo Leinecker # 13285 Address Date 4-17-1940
 2 water closets; 2 lavatories; 2 bath tubs; 1 laundry tub; 1 sink; Date
 Plumbing Fixtures Rough approved by
 Gas Stoves
 Gas Heaters Address Date
 1 temporary closet Final approved by Date
 Sewer connection 1 Septic tank Make Date

Electrical Contractor Bankier Bros. # 14802 Address Date 4-26-1940
 Switch 13 Range 1 Motors Fans Temporary service
 OUTLETS Light 12 HEATERS Water 1
 Receptacles 22 Space Centers of Distribution 1
 Refrigerator 1 Iron 1
 Electrical Contractor Bankier Bros. # 14803 Address Date 4-26-1940
 No. fixtures set 12 Final approved by H. C. Inman Date
 Date of service July 10-1940

Alterations or repairs # 28263 Painting - inside & outside - Owner \$ 500..... Date Sept. 16, 1948
 BUILDING PERMIT # 41872 Install one 3/4-ton AIR COND: E.M. Brandon: \$ 200: June 18, 1953
 OK, Al Flaag, 6-21-53

Over

ALTERATIONS & ADDITIONS

Building Permits: #47432 U. S. Stone & Marble Co: Guniting marble(tite) \$ 500 May 6, 1955

Plumbing Permits:

Electrical Permits: #46769 Jefferson Stores: one television antenna February 10, 1956
#79221 2/22/84 Ocean Elect - 1 air cond window, repairs

October 14, 2014

Ms. Rebeca Kryz – Director
Temple Beth Shmuel
Montessori School
1719 Lenox Avenue
Miami Beach, Florida 33139

Re: Temple Beth Shmuel – Traffic Statement

Dear Rebeca:

Traf Tech Engineering, Inc. is pleased to provide a traffic statement in connection with the proposed expansion of the existing Temple Beth Shmuel day care located at 1719 Lenox Avenue in the City of Miami Beach, Florida. The subject day-care facility currently has 77 students housed in a 1,836 square-foot building. The proposed expansion will add up to 38 new students and 754 additional square feet of building area for a total building area of 2,590 square feet. This traffic statement addresses the following topics:

- Trip Generation Comparison Analysis
- On-Site Accumulation Analysis
- Traffic Circulation
- Sight Distance

Trip Generation Comparison Analysis

The trip generation comparison analysis was performed using the trip generation equations/rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (9th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the following assumptions:

EXISTING LAND USE

- o Day Care (77 students)

PROPOSED LAND USE

- o Day Care (115 students)

According to the referenced ITE publication, the trip generation equations/rates used for the existing and proposed land uses are:

DAY CARE CENTER (ITE Land Use #565)

Daily Trip Generation

$T = 4.38 (X)$

Where T = average daily vehicle trip ends and

X = number of students

AM Peak Hour (Typical Morning Rush Hour)

$T = 0.80 (X)$ (53% inbound and 47% outbound)

Where T = average AM peak hour vehicle trip ends and

X = number of students

PM Peak Hour (Typical Afternoon Rush Hour)

$T = 0.81 (X)$ (47% inbound and 53% outbound)

Where T = average PM peak hour vehicle trip ends and

X = number of students

Using the above-listed equations from the ITE document, a trip generation comparison analysis was undertaken for the existing and proposed day-care expansion. The results of the trip generation comparison analysis are documented in Table 1 below.

TABLE 1				
Trip Generation Analysis				
Temple Beth Shmuel Day Care				
Land Use	Size	Number of Trips		
		Daily	AM Peak	PM Peak
EXISTING USE				
Day Care	77 students	337	62	62
PROPOSED USE				
Day Care	115 students	504	92	93
Difference	+38 students	+167	+30	+31

Source: ITE Trip Generation Manual (9th Edition)

As indicated in Table 1, the proposed expansion is projected to generate approximately 167 new daily trips and approximately 30 new AM peak hour trips and 31 new PM peak hour trips. Hence, the 38 new students are projected to generate minimal traffic impacts (i.e. on average, one new trip every two minutes during the peak hours).

On-Site Stacking Analysis

The existing day care facility currently has up to 14 staff members (8 teachers, 3 teacher's assistants, 1 administrator, and 2 part-time administration assistants). Worst-case scenario requires 14 parking spaces for staff members. Based on arrival/departure information provided by Temple Beth Shmuel for the week of November 26 through

November 30, 2012, the maximum number of parent-vehicles on site during the peak 10-minute period was 22. The 22 parent-vehicles plus the 14 staff vehicles total 36 on-site vehicles. The parking lot of the existing facility has parking spaces to accommodate up to 47 vehicles, leaving 11 unused parking spaces for the additional 38 students. Based on the existing parking usage, the 38 new students will require approximately 11 parking spaces, which is equivalent to the 11 available parking stalls. Therefore, on-site stacking is not anticipated to be a problem with the proposed 38-student expansion.

Traffic Circulation

The current and proposed traffic circulation will consist of vehicles entering via the south driveway off of Michigan Avenue, circulating clockwise in order to find a parking space, dropping or picking up day-care students, and then exiting via the northernmost driveway.

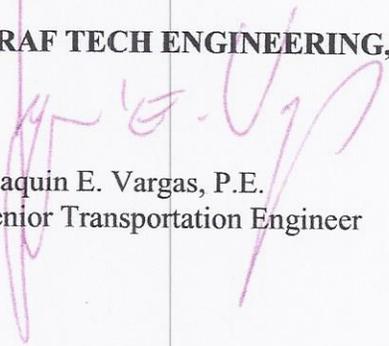
Sight Distance

Michigan Avenue currently operates with one (1) northbound and one (1) southbound lane near the project driveways of the subject day-care facility. There is a landscaped area immediately west of Michigan Avenue, a sidewalk and a wide buffer area between the sidewalk and the school's fence. The setback between the southbound travel lane and an exiting vehicle's stop position is greater than 15 feet. According to the Florida Greenbook (2014 Edition), a setback of 14.5 feet is required in order to provide adequate sight distance. Since the 14.5 foot dimension is exceeded, sight distance at the project driveway is adequate.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.


Joaquin E. Vargas, P.E.
Senior Transportation Engineer