Exhibit C

TMC
Traffic & Mobility Consultants

MEMORANDUM

March 23, 2018

Re: East Orlando Community Center
Traffic Review
Project № 18033

Introduction

This analysis was prepared in support of a proposed development application for a religious based community center located on Hancock Lone Palm Road, south of Colonial Drive, in Orange County, as illustrated in **Figure 1**

Figure 1 – Site Location

Existing Site

The applicant is proposing to use the property as a community center. The 6-acre property is currently improved with a 4,000 square foot building, which was previously used as a commercial nursery. The existing property condition is illustrated in **Figure 2**.

Figure 2 – Existing Property Condition

Proposed Development

The proposed application will add 750 square feet of additional building space on the property and improve the parking facilities and other property features for the proposed community center use. The proposed community center will not hold prayer services, which are typically held at a local area mosque. The purpose of the community center is to provide an area to serve and support the congregation and the community at large, with activities typical of religious based community centers, such as tutoring services, youth programs, and "Sunday School" religious learning. The proposed site plan is illustrated in **Figure 3**.

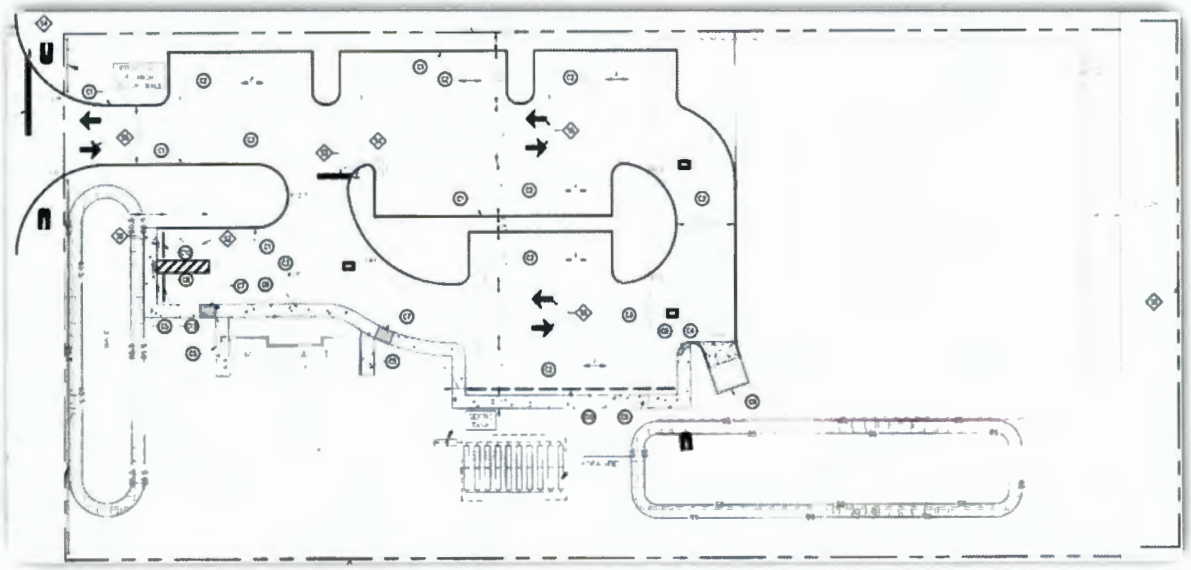


Figure 3 – Proposed Site Plan

Trip Generation Analysis

A comparative trip generation analysis was calculated using information published in the ITE *Trip Generation Manual, 10th Edition*, as summarized in **Table 1**.

Table 1
Trip Generation Analysis

ITE Code	Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Total	AM Peak Hour Enter	AM Peak Hour Exit	PM Peak Hour Rate	PM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit
Previous Use												
818	Wholesale Nursery	4.00 KSF	39.00	156	2.4	10	5	5	5.18	21	11	10
Proposed Use												
495	Community Center	4.75 KSF	28.82	137	1.72	8	5	3	2.31	11	5	6
Net Increase/(Decrease) in Traffic				(19)		(2)	0	(2)		(10)	(6)	(4)

Source: ITE Trip Generation Manual, 10th Edition

It is evident from the analysis above that the proposed development will generate an insignificant number of trips during the typical weekday. The previously existing use on the property generated approximately 15% more daily trips than the proposed use.

Hancock Lone Palm Road Traffic

Traffic volume counts were obtained on Hancock Lone Palm Road to determine the level of traffic currently experienced on this public two-lane roadway and to evaluate the additional potential traffic resulting from the proposed community center. A 24-hour traffic count obtained on the roadway on March 1, 2018 indicates that the roadway currently serves 1,580 vehicles per day (vpd). With a capacity of approximately 11,000 vpd, the roadway operates at a volume to capacity (v/c) ratio of 0.14, which is 14% of the roadway's capacity.

The proposed development would add 137 trips per day to the roadway, which would increase the v/c ratio is 0.15, which indicates that the project would consume about 1% of the capacity on Hancock Lone Palm Road.

Hancock Lone Palm Intersection Traffic

Additionally, intersection volume counts were performed at the intersection of Hancock Lone Palm Road and Colonial Drive during the morning and evening peak hours. The intersection provides full access from Hancock Lone Palm Road to Colonial Drive stop control on the minor approach. The counts are illustrated in **Figure 4.**

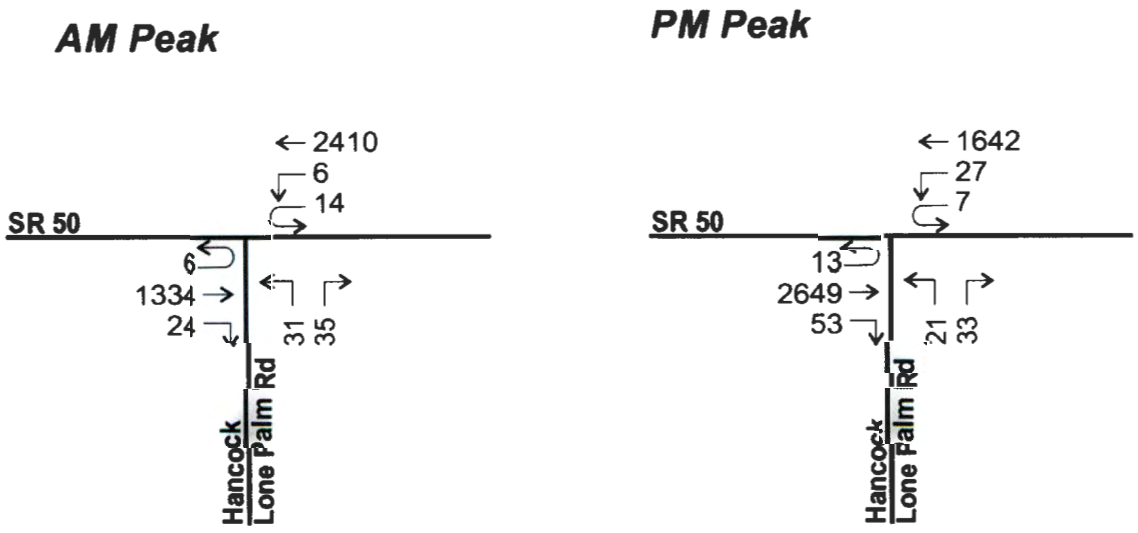


Figure 4 – Existing Intersection Volumes

The additional trips from the proposed community center would increase the trips at the intersection by 5% and would not materially impact the existing operation of the intersection. Furthermore, it should be noted that the proposed community center would result in less traffic at the intersection during the peak hours than the previously existing use of the property.

Conclusion

Therefore, based on this traffic review and the conditions of Hancock Lone Palm Road, the proposed development of a community center on the subject site will not materially or adversely impact the surrounding transportation network.

ATTACHMENTS

Recreational Community Center
(495)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

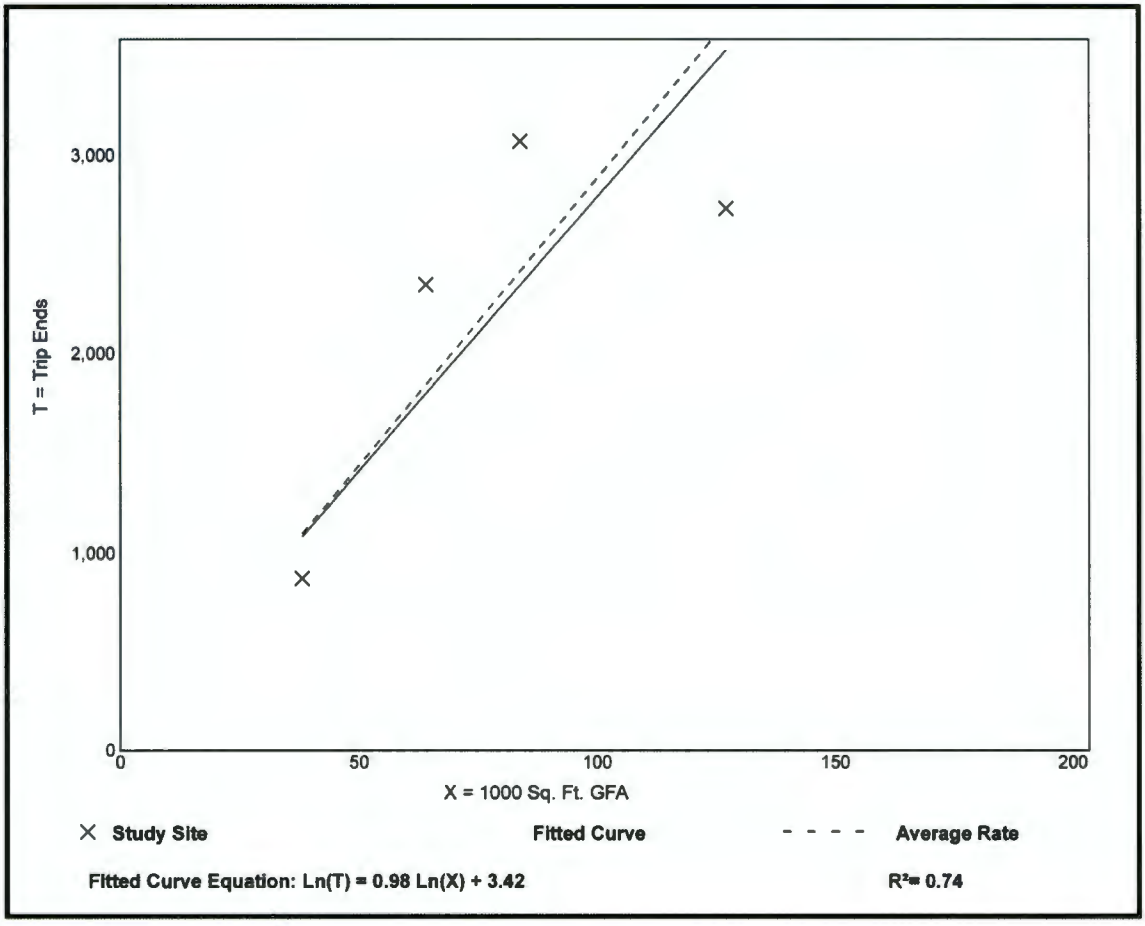
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation

Caution – Small Sample Size



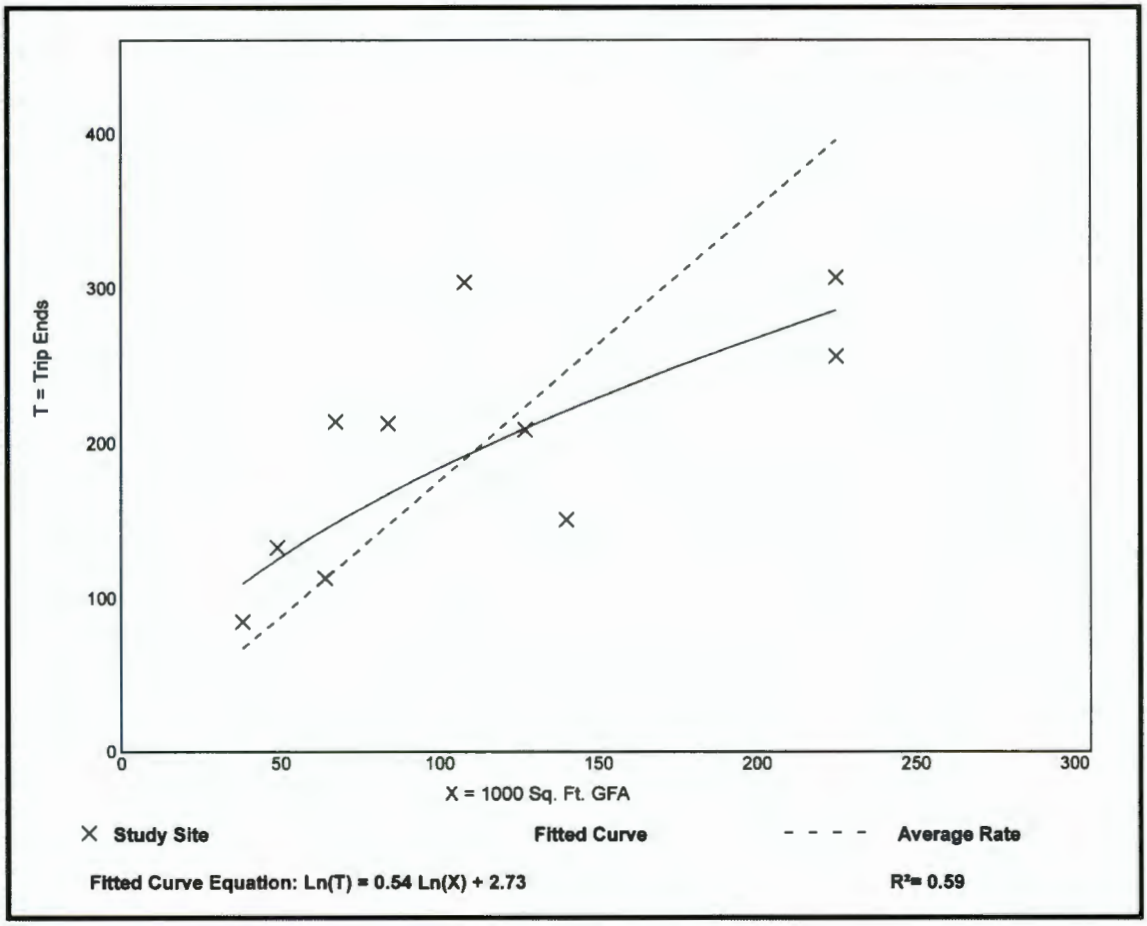
Recreational Community Center
(495)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 10
1000 Sq. Ft. GFA: 113
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.76	1.08 - 3.18	0.74

Data Plot and Equation



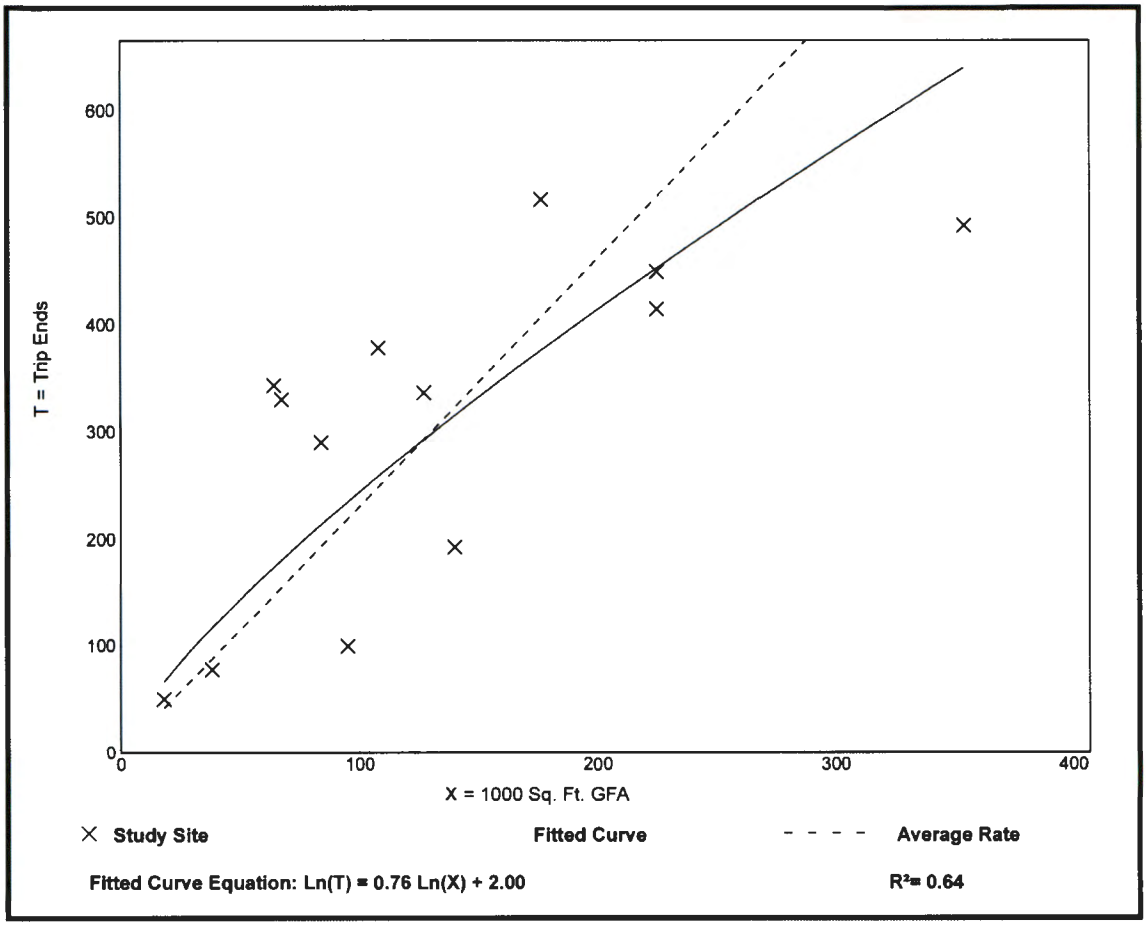
Recreational Community Center
(495)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
1000 Sq. Ft. GFA: 132
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.31	1.05 - 5.37	1.14

Data Plot and Equation



Nursery (Wholesale)
(818)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

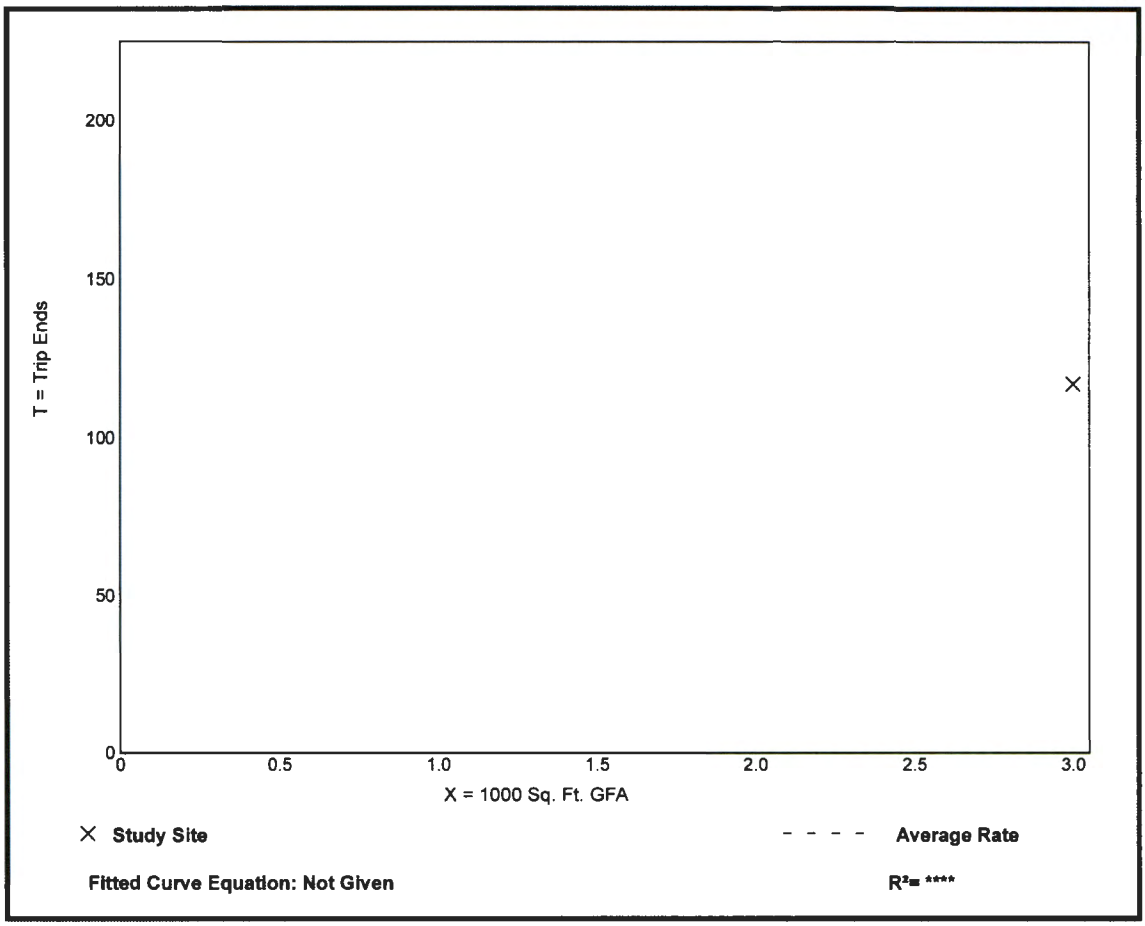
Setting/Location: General Urban/Suburban
Number of Studies: 1
1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.00	39.00 - 39.00	*

Data Plot and Equation

Caution – Small Sample Size



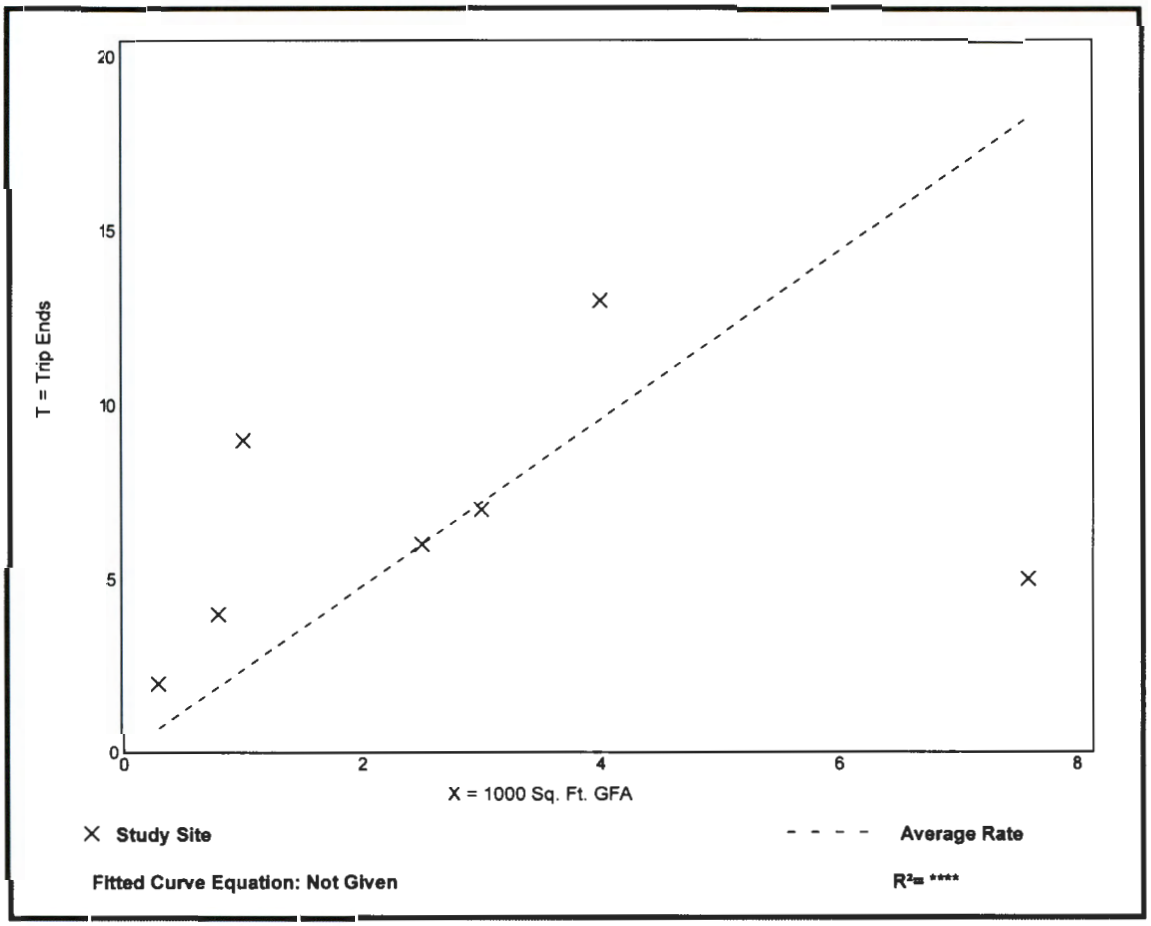
Nursery (Wholesale)
(818)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
1000 Sq. Ft. GFA: 3
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.40	0.66 - 9.00	2.22

Data Plot and Equation



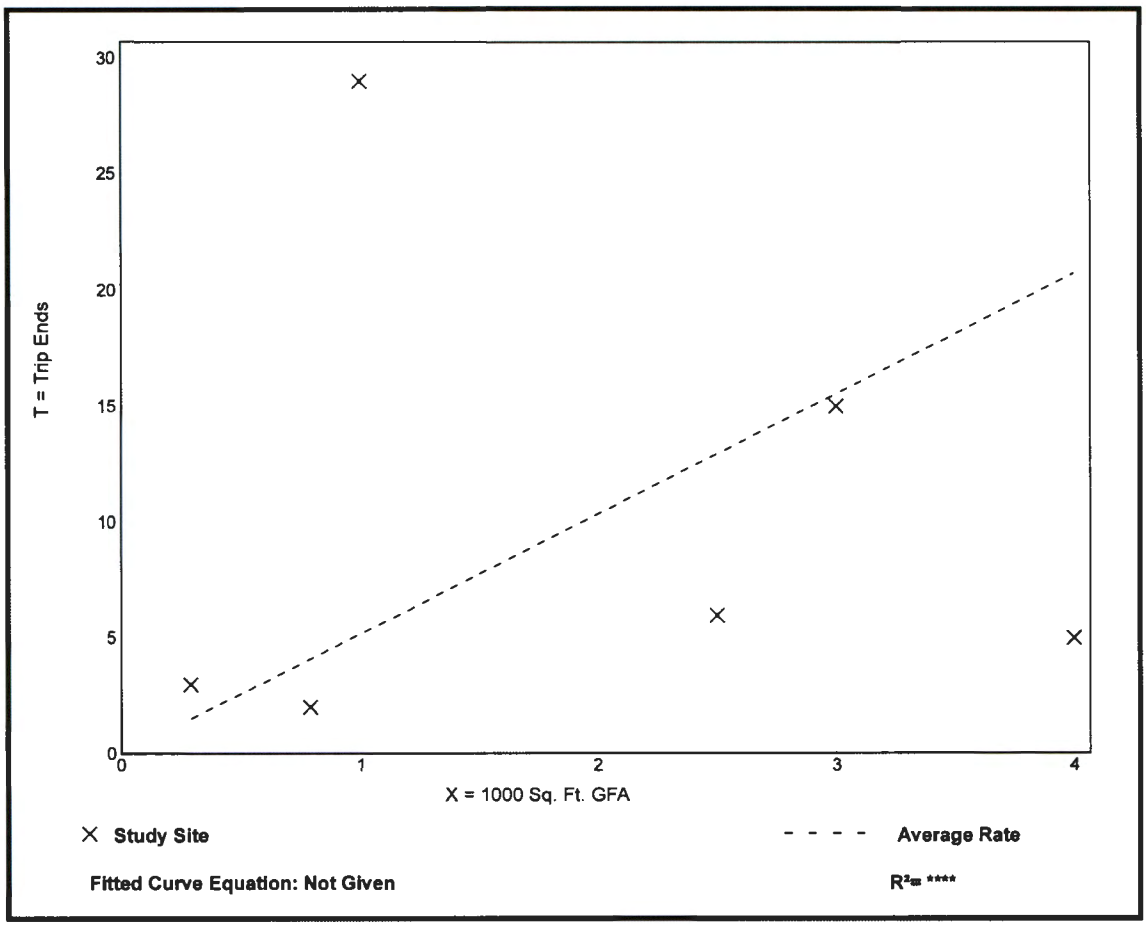
Nursery (Wholesale)
(818)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
1000 Sq. Ft. GFA: 2
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.18	1.25 - 29.00	8.28

Data Plot and Equation



ADT TARFFIC SERVICES
4807 FISKE CIR
ORLANDO, FL 32826
(407)310-5264

Site Code:
Station ID:

Latitude: 0' 0.0000 Undefined

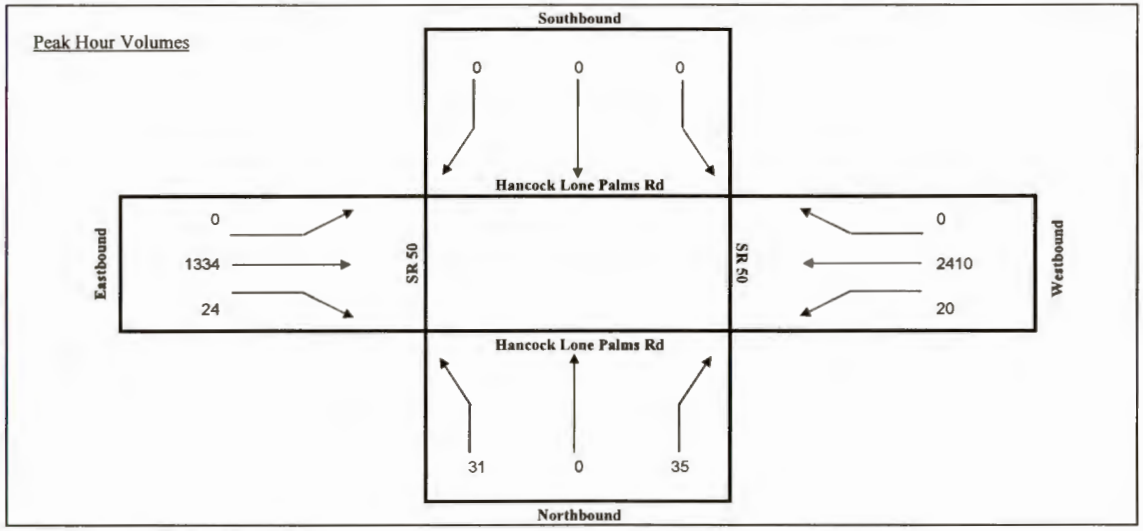
Start Time	01-Mar-18 Thu	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	10			0	4				
12:15		4	11			1	15				
12:30		3	10			1	8				
12:45		1	12	8	43	1	9	3	36	11	79
01:00		3	5			1	6				
01:15		0	10			0	7				
01:30		3	5			0	11				
01:45		1	4	7	24	0	11	1	35	8	59
02:00		1	11			1	12				
02:15		0	14			0	10				
02:30		0	14			1	12				
02:45		0	12	1	51	1	15	3	49	4	100
03:00		0	15			0	11				
03:15		1	15			1	9				
03:30		1	18			1	11				
03:45		2	21	4	69	1	15	3	46	7	115
04:00		4	17			1	7				
04:15		1	14			3	17				
04:30		3	12			3	8				
04:45		2	16	10	59	4	13	11	45	21	104
05:00		1	19			8	13				
05:15		0	23			8	12				
05:30		1	24			2	20				
05:45		0	24	2	90	5	12	23	57	25	147
06:00		2	18			4	10				
06:15		12	20			7	9				
06:30		7	28			19	9				
06:45		6	19	27	85	21	11	51	39	78	124
07:00		8	22			20	7				
07:15		9	15			13	3				
07:30		17	15			16	7				
07:45		12	16	46	68	24	8	73	25	119	93
08:00		8	11			13	8				
08:15		8	15			16	5				
08:30		15	10			12	6				
08:45		12	12	43	48	13	7	54	26	97	74
09:00		14	12			9	1				
09:15		8	5			10	8				
09:30		5	13			9	5				
09:45		14	11	41	41	15	3	43	17	84	58
10:00		7	8			8	1				
10:15		8	5			4	1				
10:30		3	5			14	2				
10:45		7	8	25	26	6	2	32	6	57	32
11:00		6	6			8	2				
11:15		12	2			12	0				
11:30		14	3			10	0				
11:45		4	1	36	12	5	0	35	2	71	14
Total		250	616			332	383			582	999
Percent		28.9%	71.1%			46.4%	53.6%			36.8%	63.2%
Grand Total		250	616			332	383			582	999
Percent		28.9%	71.1%			46.4%	53.6%			36.8%	63.2%
ADT		ADT 1,581		AADT 1,581							

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Hancock Lone Palms Rd
Intersection (E/W): SR 50
Date: 3/1/2018

		Hancock Lone Palms Rd			Hancock Lone Palms Rd			SR 50			SR 50			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	10	0	13	0	0	0	0	277	3	5	502	0	810
7:15 AM	7:30 AM	8	0	6	0	0	0	0	293	1	7	525	0	840
7:30 AM	7:45 AM	5	0	15	0	0	0	0	300	12	5	574	0	911
7:45 AM	8:00 AM	10	0	15	0	0	0	0	345	5	7	603	0	985
8:00 AM	8:15 AM	8	0	4	0	0	0	0	387	4	4	642	0	1049
8:15 AM	8:30 AM	5	0	10	0	0	0	0	302	8	1	570	0	896
8:30 AM	8:45 AM	8	0	6	0	0	0	0	300	7	8	595	0	924
8:45 AM	9:00 AM	7	0	5	0	0	0	0	318	7	4	588	0	929
Total for:	7:00 AM	8:00 AM	33	0	49	0	0	0	0	1215	21	24	2204	0	3546
Total for:	8:00 AM	9:00 AM	28	0	25	0	0	0	0	1307	26	17	2395	0	3798
Tota Peak Hour:	7:45 AM	8:45 AM	31	0	35	0	0	0	0	1334	24	20	2410	0	3854
Overall PHF:	0.92														

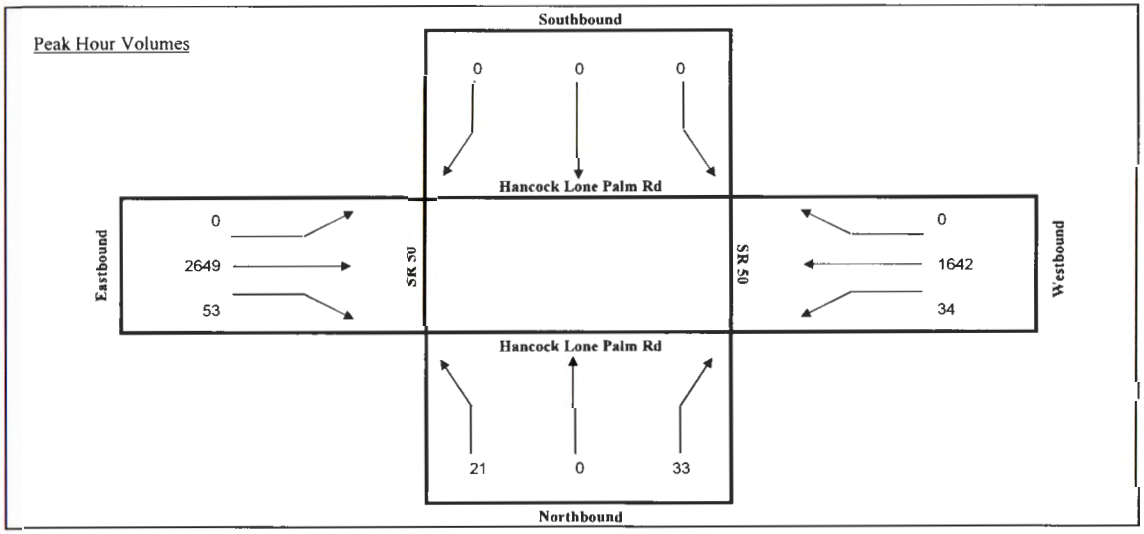


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Hancock Lone Palm Rd
Intersection (E/W): SR 50
Date: 3/1/2018

		Hancock Lone Palm Rd			Hancock Lone Palm Rd			SR 50			SR 50			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	4	0	3	0	0	0	0	546	15	4	432	0	1004
4:15 PM	4:30 PM	4	0	12	0	0	0	0	593	8	5	421	0	1043
4:30 PM	4:45 PM	8	0	2	0	0	0	0	652	9	4	400	0	1075
4:45 PM	5:00 PM	5	0	10	0	0	0	0	693	10	5	398	0	1121
5:00 PM	5:15 PM	2	0	8	0	0	0	0	683	11	8	403	0	1115
5:15 PM	5:30 PM	6	0	9	0	0	0	0	676	12	11	393	0	1107
5:30 PM	5:45 PM	8	0	6	0	0	0	0	597	20	10	448	0	1089
5:45 PM	6:00 PM	6	0	7	0	0	0	0	589	10	14	414	0	1040
Total for:	4:00 PM	5:00 PM	21	0	27	0	0	0	0	2484	42	18	1651	0	4243
Total for:	5:00 PM	6:00 PM	22	0	30	0	0	0	0	2545	53	43	1658	0	4351
Tota Peak Hour:	4:45 PM	5:45 PM	21	0	33	0	0	0	0	2649	53	34	1642	0	4432
Overall PHF:	0.99														



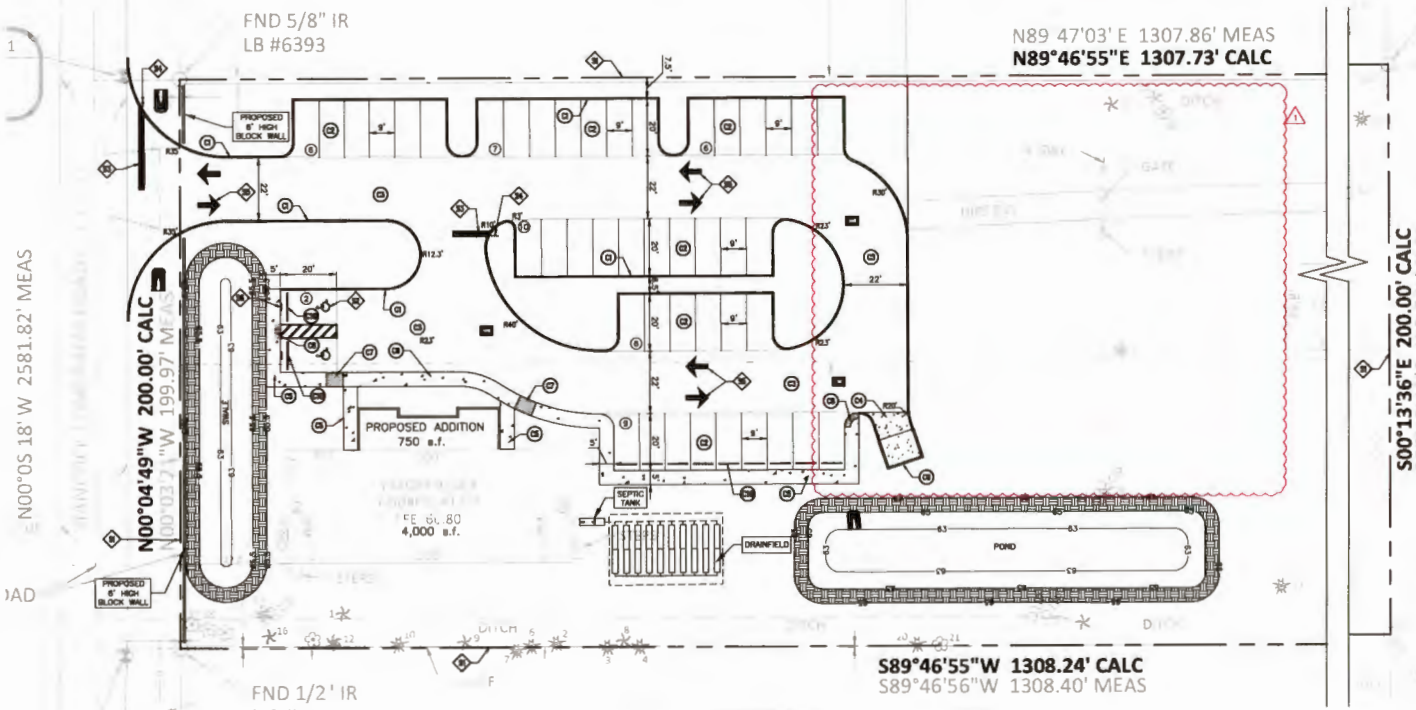
SITE STRIPING & SIGNAGE KEYNOTES

S1. PROPERTY BOUNDARY.
S2. HANDICAP PARKING STALL, TYPICAL.
S3. 24" THERMOPLASTIC STOP BAR WITH R1-1 HIGH INTENSITY REFLECTORIZED "STOP" SIGN.
S4. R1-1 HIGH INTENSITY REFLECTORIZED "STOP" SIGN.
S5. DIRECTIONAL ARROWS PER F.D.O.T. INDEX No. 17348, TYPICAL.
S6. HANDICAP SIGN.

SITE CONSTRUCTION KEYNOTES

C1. 6" MOD CURB, TYPICAL.
C2. ASPHALT PAVEMENT LIGHT-DUTY IN PARKING SPACES.
C3. ASPHALT PAVEMENT, HEAVY-DUTY IN DRIVE AISLES.
C4. CONCRETE PAVEMENT.
C5. CONCRETE SIDEWALK, TYPICAL.
C6. MONOLITHIC CURB & SIDEWALK, TYPICAL.
C7. HANDICAP ACCESS RAMP WITH A MAXIMUM 12:1 SLOPE, TYPICAL.
C8. DETECTABLE WARNING SURFACE PER FLORIDA BUILDING CODE 2004.
C9. 12'x10' DUMPSTER W/ 6' CONCRETE PAD & 8' HIGH BLOCK WALL ENCLOSURE ON 3 SIDES.
C10. WHEELSTOP PER F.D.O.T. INDEX No. 300, TYPICAL.

GRAPHIC SCALE
1"=80'



NOTES:

1. SEWER SERVICE TO BE PROVIDED BY AN ON-SITE SEPTIC SYSTEM.
2. POTABLE WATER SERVICE TO CONNECT TO ORANGE COUNTY UTILITIES PUBLIC SYSTEM.
3. STORMWATER MANAGEMENT SHALL BE PROVIDED ON-SITE CONSISTENT WITH ST. JOHNS RIVER WATER MANAGEMENT DISTRICT AND ORANGE COUNTY REQUIREMENTS.

SITE DATA

PROPERTY LOCATION: 1311 HANCOCK LONE PALM RD. ORLANDO, FL.

PROPERTY FUTURE LAND USE DESIGNATION: LMDR
PROPERTY ZONING: A-2 WITH A SPECIAL EXCEPTION

EXISTING USE: NURSERY / WAREHOUSE
PROPOSED USE: RELIGIOUS INSTITUTION
PROJECT AREA: 6.01 AC.

EXISTING GROSS FLOOR AREA: 4,000 S.F.

PROPOSED BUILDING HEIGHT: < 25'

BUILDING SETBACKS (REQUIRED)		BUILDING SETBACKS (PROPOSED/EXISTING)	
FRONT (WEST)	35'	FRONT (WEST)	>37'
SIDE (NORTH)	15'	SIDE (NORTH)	>130'
SIDE (SOUTH)	15'	SIDE (SOUTH)	>28'
REAR (EAST)	30'	REAR (EAST)	>1,000'

PARKING

PARKING REQUIRED

NUMBER OF MEMBERS		120 MEMBERS
PARKING SPACES REQUIRED	(3 SPACES PER 1 MEMBER) X 120 MEMBERS	40 SPACES
TOTAL PARKING REQUIRED		40 SPACES
SPACES REQUIRED TO BE RESERVED FOR HANDICAP		2 SPACES

PARKING PROVIDED

STANDARD PARKING SPACES	44 SPACES
HANDICAP PARKING	2 SPACES
TOTAL PARKING PROVIDED	46 SPACES

SITE AREA CALCULATIONS (EXISTING / PROPOSED)

EXISTING BUILDING	4,000 S.F.		
BUILDING ADDITION	750 S.F.		
PAVING	21,501 S.F.		
SIDEWALK	1,582 S.F.		
IMPERVIOUS AREA	27,833 S.F.	0.64 AC.	10.64 %
PERVIOUS AREA	234,781 S.F.	5.38 AC.	89.36 %
TOTAL SITE AREA	261,364 S.F.	6.00 AC.	100.00 %

FLOOD ZONE

FLOOD ZONE _ PER FEMA F.I.R.M. PANEL 12095C0295F DATED: 9/25/2008.

SOILS

24 SAMSULA-SMYRNA FINE SAND, HSG: A/D
34 POMELLO FINE SAND, HSG: A
3 BASINGER FINE SAND, HSG: A/D

HAZARDOUS MATERIALS STATEMENT

DURING CONSTRUCTION, WHEN COMBUSTIBLES ARE BROUGHT ONTO THE SITE IN SUCH QUANTITIES AS DEEMED HAZARDOUS BY THE FIRE OFFICIAL, ACCESS ROADS & A SUITABLE TEMPORARY SUPPLY OF WATER ACCEPTABLE TO THE FIRE DEPARTMENT SHALL BE PROVIDED & MAINTAINED.

LIGHTING NOTE

LIGHTING SHALL COMPLY WITH ARTICLE XM OF CHAPTER 9.

DUMPSTER NOTE

THE DUMPSTER SHALL HAVE OPAQUE GATING AND THE WALL SHALL HAVE A DECORATIVE CONCRETE CAP. WALL SHALL BE ARCHITECTURALLY COMPATIBLE MATERIAL TO THE PRINCIPLE BUILDING.

SIGNAGE NOTE

BILLBOARDS & POLE SIGNS SHALL BE PROHIBITED. GROUND & FASCIA SIGNS SHALL BE PER CHAPTER 31.5.

SITE NOTES

2. ALL CURB RADII ARE TO BE 5.0', TYPICAL, UNLESS NOTED OTHERWISE. EXCEPTION: RADII @ ISLANDS ARE TO FIT ISLAND WIDTHS, UNLESS NOTED OTHERWISE.
3. LANDSCAPE ISLAND NOSE NOT TO EXCEED THE PARKING STALL DEPTH &/OR PROTRUDE INTO DRIVE ISLES, TYPICAL.
4. ALL DIMENSIONS ARE PARALLEL & PERPENDICULAR TO A BEARING OF N89°46'55"E, UNLESS OTHERWISE INDICATED WITH A "+" OR BEARING.

LOWER CASE TEXT DENOTES SURVEY &/OR EXISTING CONDITION INFORMATION.

SITE NOTE:

ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.

DATE	REVISIONS	BY	CHKD
02/15/2018	1 REMOVED OVERFLOW PARKING PER CLIENT'S REQUEST	JT	SJS

SPECIAL EXCEPTION SITE PLAN
EAST ORLANDO RELIGIOUS INSTITUTION
1311 HANCOCK LONE PALM ROAD
ORLANDO, FLORIDA

FEG FLORIDA ENGINEERING GROUP
Engineering the Future
5127 S. Orange Avenue, Suite 200
Orlando, FL 32809
Phone: 407-895-0324
Fax 407-895-0325
www.feg-inc.us

ENLARGED SITE PLAN

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
SJS	JT	SJS	SJS

PROJECT NO 17-080
SCALE 1"=20'
DATE OCTOBER 16, 2017
SHEET NO C-5
SHEET 5 OF 7

FLORIDA REGISTERED ENGINEER No 42075 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY (ENGINEER) P.E. ON (DATE) USING A DIGITAL SIGNATURE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

17-080_Plans.dwg