

Traffic & Parking Impact – Executive Summary

Unlimited Biking – Islander Center (Unit 3)

City of Sanibel Conditional Use Application

Prepared for: Islander Center | 2407 Periwinkle Way | City of Sanibel, Lee County, Florida

Key Findings

- The proposed use is supported by the 2021 Traffic Impact Statement (TIS), prepared by a **licensed traffic engineer**, which concluded that the retail use generates **no additional external vehicular trips**.
- Since 2021, code amendments to LDC Sec. 126-1361 have eliminated minimum parking requirements for vacant office and vacant retail uses (applicable to Unit 6), reflecting findings that prior standards resulted in oversupply of parking.
- Parking demand is evaluated using conservative assumptions and a 55-space benchmark consistent with staff guidance.
- Unlimited Biking experiences short-duration demand spikes during predictable morning pickup and afternoon return windows; outside of these windows, demand subsides due to limited staffing, short dwell times, and a delivery-based operating model.
- Islander Center utilizes on-site bicycle racks. While no formal bicycle parking credits are applied in this analysis pursuant to LDC Sec. 126-1362 (10 bicycles = 1 vehicular space), the presence of bicycle parking further supports reduced vehicular demand and aligns with City policy encouraging alternative transportation.

Detailed tenant operations, delivery model explanation, flex seating context, and weekday/weekend parking demand tables are provided below.

Traffic & Parking Impact – Comprehensive Narrative & Peak Demand Analysis

Site: Islander Center (Unit 3) | 2407 Periwinkle Way | City of Sanibel, Lee County, Florida

1. Purpose of This Submission

This submission supplements the 2021 Traffic Impact Statement (TIS) completed by James H. Strothers, PE (FL. Lic #42292) and integrates operational details, code amendments, and parking demand modeling discussed with City staff. The intent is to provide a transparent and conservative depiction of parking demand under current conditions without materially changing prior conclusions.

2. Differences Between 2021 TIS and Present Conditions

Since preparation of the 2021 Traffic Impact Statement, several conditions relevant to traffic and parking demand at Islander Center have changed or been further clarified.

For purposes of this analysis, a conservative total of **55 on-site parking spaces** is assumed, consistent with staff guidance

Unit 4 (Island Time Wine) is now operating with evening-oriented peak hours that do not significantly overlap with daytime office or retail activity.

Amendments to LDC Sec. 126-1361 now classify vacant office space and vacant retail uses under the same parking designations, with no minimum parking requirement specified for permitted uses. This change directly affects Unit 6 and reflects the City's determination that prior minimum parking standards resulted in an oversupply of parking.

3. Relevant Conclusions from the 2021 Traffic Impact Statement

The 2021 Traffic Impact Statement, prepared by a **licensed traffic engineer**, evaluated the proposed retail use and remains applicable to the current proposal. The study concluded that **no additional external vehicular trips** are generated by the proposed use. The TIS further determined that application of internal trip capture, bicycle trips, and peak-hour traffic characteristics reduced parking demand by approximately six (6) spaces, as documented within the report.

4. Existing Tenants and Uses – Islander Center

Unit 1 – Sanibel Sprout: Fast-casual vegan restaurant open Monday–Saturday from approximately 8:00am to 5:00pm. Typical customer dwell time is 20–30 minutes, with peak activity from 8:00am–2:00pm.

Unit 2 – Private Physicians Group: Appointment-only medical office open Tuesday–Thursday from approximately 8:00am–2:00pm, with limited, predictable parking demand (generally 3–4 occupants at any given time).

Unit 3 – Unlimited Biking: Bicycle rental operation open Sunday–Saturday, with short-duration customer visits tied to predictable pickup and return windows. **Peak pickup** activity occurs between approximately **8:00am–10:00am**, and **peak return/drop-off** activity occurs between approximately **4:00pm–6:00pm**. Typical staffing levels consist of one to two employees, and outside of these peak windows, on-site parking demand is minimal.

Unit 4 – Island Time Wine: Wine retail shop operating primarily during afternoon and evening hours (generally after 1:00pm through 8:00pm), with tasting activity concentrated in the late afternoon and early evening.

Unit 5 – Restaurant Space (Approved CUP): Vacant space with an active Conditional Use Permit for a restaurant with **50 flex seats**, meaning seats may be arranged between indoor and outdoor areas. This approval predates current bonus outdoor dining provisions that exempt up to 16 outdoor seats from parking and floor area calculations. Historical aerial imagery (2016–2020) indicates actual outdoor seating of approximately 12–16 seats. If bonus

outdoor dining provisions were applied, parking demand for this use could be reduced by approximately 3–5 spaces. This context is provided solely as anecdotal consideration within a conservative parking demand analysis.

Units 6/7 – Office Space: Boutique general office space currently vacant. Under the former LDC, this use would have required approximately 9 parking spaces; however, minimum parking standards were amended due to findings that they resulted in oversupply.

5. Unlimited Biking Operations, Delivery Model, and Bicycle Parking

Unlimited Biking operates using a hybrid walk-in and scheduled delivery model that materially reduces on-site parking demand. The Sanibel location will maintain a substantial bicycle inventory stored indoors; however, not all inventory will be present on-site at any given time. Scheduled delivery and pickup to nearby lodging distributes demand and shortens dwell times.

This operating model is used at other Unlimited Biking locations, including Hilton Head Island, where bicycle delivery is a core component of daily operations (see: <https://unlimitedbiking.com/rentals/hilton-head-bike-deliveries/>).

Local operators on Sanibel Island, including Billy's Rentals and Finnimore's Cycle Shop, similarly utilize delivery services, making this approach consistent with established island practices.

Islander Center utilizes on-site bicycle racks. While no formal bicycle parking credits are applied in this analysis pursuant to LDC Sec. 126-1362 (10 bicycles = 1 vehicular space), the availability of bicycle parking further supports reduced vehicular demand and aligns with City policy encouraging alternative transportation.

6. Parking Lot Dynamics and Conservative Assumptions

The parking lot spans the front of the property along Periwinkle Way and serves two primary buildings. While the site physically contains 58 striped parking spaces, this analysis conservatively relies on 55 spaces as currently counted in the parking plan. The remaining three spaces are located adjacent to the dumpster enclosure at the rear of the west building and have historically functioned as usable parking without impeding service operations. For purposes of this application, however, parking adequacy is demonstrated without reliance on those additional spaces.

7. Parking Demand Summary

Based on the continued applicability of the 2021 TIS, amendments to the Land Development Code, internal trip capture, and bicycle usage, conservative assumptions for restaurant and office uses, and updated Unlimited Biking operating characteristics, the proposed use does not create a parking deficiency. Aggregate parking demand does not exceed **55 spaces** at any time shown.

Typical Weekday Peak Parking Demand

Tenant / Unit	Unit#	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
Sanibel Sprout	1	8	8	8	8	8	8	8	8	8	8	0
Physicians	2	4	4	4	4	4	4	4	0	0	0	0
Unlimited Biking	3	7	7	7	4	4	4	4	4	7	7	7
Island Time Wine	4	0	0	0	0	0	4	4	4	4	15	15
Restaurant (Approved)	5	8	20	20	25	25	25	20	10	10	20	25
Office (6/7)	6/7	10	10	10	10	10	10	10	10	10	0	0
TOTAL PARKING DEMAND		37	49	49	51	51	55	50	36	39	50	47

Weekday demand reflects standard office occupancy combined with short-duration retail and restaurant activity. Unlimited Biking demand peaks are limited to brief pickup and return windows; outside these windows, demand subsides quickly. Aggregate parking demand remains within the 55-space benchmark at all times.

Typical Weekend Peak Parking Demand

Tenant / Unit	Unit#	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
Sanibel Sprout	1	8	8	8	8	8	8	8	8	8	8	0
Physicians	2	0	0	0	0	0	0	0	0	0	0	0
Unlimited Biking	3	10	10	10	6	6	6	6	6	10	10	10
Island Time Wine	4	0	0	0	0	0	4	4	4	4	15	15
Restaurant (Approved)	5	8	20	20	25	25	25	20	10	10	20	25
Office (6/7)	6/7	2	2	2	2	2	2	2	2	2	0	0
TOTAL PARKING DEMAND		28	40	40	41	41	45	40	30	34	53	50

Weekend demand reflects reduced office activity and increased recreational use. Higher Unlimited Biking demand during peak weekend windows is offset by lower office occupancy, resulting in aggregate demand that remains within available parking supply.