



# City of Sanibel

Planning Commission

## STAFF REPORT

Planning Commission Meeting:  
Planning Commission Agenda Item:  
Application Number:  
Applicant Name:

May 22, 2018  
No #7a  
18-10726 CUP  
Laura DeBruce/Jeffrey  
Blackman, Applicants, on  
behalf of Nancy Bass  
Cooke/First Cooke  
Properties, LLC., Owner

RE: Consideration of an application filed for a **Conditional Use Permit** pursuant to Land Development Code Section 126-82, General Requirements, and 126-94, Vehicle rental and leasing, to establish a rental business proposing the rental of no more than 7 (seven) low-speed vehicles ("street-legal" electric-powered carts). The subject property is located at 2330 Palm Ridge Road, Suite 15 (tax parcel no. 26-46-22-T2-0030A.0010). The application is submitted by Laura DeBruce and Jeffrey Blackman, of Sanibel Carts, LLC, on behalf of the property owner Nancy Bass Cooke/First Cooke Properties Florida, LLC. **Application No. 18-10726 CUP.**

### ISSUES

In considering this application for conditional use permit approval, the following issues should be addressed:

1. Does the application including the plan to rent low-speed vehicles comply with the general (Sec. 126-82) and specific (Sec. 126-94) conditional use requirements established for vehicle rental and leasing?
2. Does the application including the plan to rent low-speed vehicles demonstrate consistency with the provision, goals, objectives, and policies contained in the *Sanibel Plan*?

### BACKGROUND

The subject property is located in the Town Center General Commercial District and was developed under the Sanibel (*Comprehensive Land Use*) Plan and prior to the adoption of the Land Development Code (LDC) in 1985. The property is nonconforming with respect to current LDC commercial land use standards including, but not limited to, FAR, developed area, flood-proofing/elevation requirements, landscape buffers, and stormwater drainage requirements. However, the applicant's proposed use will not involve or require any site improvements (except for alteration of the rear entry door of Suite 15). Suite 15 (the applicant's suite) contains approximately

882 square feet, is currently vacant, and the previous tenant was Hillgate Marketing Services. It should be noted that a re-numbering of the suites at Palm Ridge Place occurred in recent years, and that the subject Suite 15 was formerly Suite 9. The physical suite identification on-site still shows the subject suite as Suite 9, as some of the Palm Ridge Place suites have adopted the updated numbering system and some apparently have not. The site plan and survey of the subject property is provided as **Attachment D**.

## **PROPOSAL**

A copy of the subject Conditional Use Permit application is provided with this report as **Attachment A**. The applicant's narrative description of how the subject application meets the specific and general conditional use requirements is included as **Attachment B**, and also contains a description of the proposed business, vehicle (cart) descriptions, and many other facets of the proposed rental business activity.

The applicant is requesting conditional use approval which if approved, would also require a change of use to convert an existing vacant commercial office suite (formerly leased by Hillgate Marketing Services) into a vehicle rental business for no more than 7 street-legal (electrical-powered) low-speed vehicles at the subject site. The rental inventory, which is proposed to be comprised of five 4-passenger vehicles and two 6-passenger vehicles, would be entirely stored within Suite 15 of the existing commercial building. The applicant indicates that only seven (7) carts will be rented out at any given time and that if all carts have been rented, no additional carts will be brought on-site and made available for rent.

The carts will be made available to rent to individuals 21 years of age or older possessing a valid driver's license. The carts will be insured, equipped with GPS tracking devices, and feature an informational placard on the steering wheel informing drivers of the rules and regulations of cart use (staying off of the shared-use pathway system, only parking in designated vehicular parking spaces, only operating on roadways meant for vehicular traffic, etc.). Lessees may rent the carts on-site or arrange for delivery to the renter's location. Cart delivery to off-site locations will typically be made by employees who would bicycle back to the storefront location. Bicycles are proposed to be fastened securely to the back seat/back platform area for delivery purposes.

## **ANALYSIS**

The proposed vehicles are designated as low-speed vehicles as defined by Florida Statutes and as such are considered street-legal by the State of Florida. Staff review focuses on whether or not the proposed vehicular rental use meets the specific and general requirements of the Land Development Code that are applicable to conditional uses, and how the proposed use is consistent with the provisions of the *Sanibel Plan*.

### **Consistency with the *Sanibel Plan***

Planning Staff finds that the proposed conditional use is inconsistent with provisions (underlining added for emphasis) of the *Sanibel Plan*, including, but not limited to, the following:

- **Section 3.3.3. – Transportation Goals, Objectives, and Policies – Alternative Transportation Modes** (pg. 97) contains the following language: “Mopeds and motorized scooters are used on City streets and roads. Due to the fact that the vast majority of these scooters are rental units with drivers generally unfamiliar with their operation and with lower average speed than the autos, they add to traffic delays and can represent a safety hazard.”

Staff finds that the proposed low-speed vehicles contain similarities to the means of transportation discussed in this statement, and therefore should be viewed in the same light as having the potential to exacerbate traffic delays. The safety hazard aspect also bears consideration as low-speed vehicles could create unsafe situations on roadways with respect to faster traffic (passing, tailgating, etc.).

- **Section 3.3.3. – Transportation Goals, Objectives, and Policies – Auto Ridership Reduction** (pg. 104) states that “It is clear that the existing transportation system’s capacity to substantially improve service can only be accomplished by reducing the use of motor vehicles to and within the City”, and that in lieu of expanding road capacity, the “long-term alternative, therefore, is efforts to reduce auto ridership” and “the desired long-term approach to manage traffic is to reduce volume rather than increase capacity.” A subsequent measure to reduce auto ridership is then provided, “4. Reduce tourist rental car needs.”

The proposed conditional use of introducing rental vehicles customarily geared toward tourists is inconsistent with the above provision.

- **Section 3.3.3. – Transportation Goals, Objectives, and Policies – Plan for Transportation** (pg. 102) asserts that in lieu of increasing roadway capacities to address traffic congestion and capacity constraints, “The long-term alternative to be selected, therefore, would be the pursuit of measures to reduce auto ridership. The Sanibel Plan and this Transportation Element are directed towards that end. The policies identified in the Transportation Element are directed toward reducing auto ridership (volume)...”

The proposed conditional use will serve to frustrate the above provision and policies by encouraging auto ridership.

- **Section 1.3. – Economic Assumptions of the Plan** (pg. 6) states that “In order for Sanibel to remain economically and environmentally sustainable, means must be sought to reduce the demand on the natural infrastructure. Perhaps no other component of demand is more critical than automobile traffic.”, and that “...means need to be pursued to reduce automobile traffic.” in order “to retain and, where needed, to restore the Sanibel ambiance...”.

Staff finds that the proposed rental vehicles, although battery-powered, and more environmentally friendly than the common automobile, will still provide increased opportunities for automobile usage on-island and place additional demand on the natural infrastructure and roadway systems.

The applicant's narrative (**Attachment B** – beginning at pg. 14) argues the proposed conditional use conforms with the *Sanibel Plan* by offering an environmentally friendly option (electric/solar powered vehicles) to regular automobiles that are less impactful to traffic congestion and the environment. The applicant's also assert that the proposed use is not an "attraction", yet an option for visitors to consider once on-island to visit established existing attractions. The narrative submitted by the applicants goes on to describe how the proposed use conforms to various other provisions of the *Sanibel Plan* – including economic, environmental, and traffic calming benefits.

**Staff finds that although the proposed rental vehicles can be considered environmentally friendly options to the automobile, they are still classified as street-legal vehicles that can only operate on the roadways, and therefore are not consistent with Sanibel Plan provisions to reduce the volume of auto ridership and tourist rental car needs.**

#### Conformance with General Conditional Use Requirements

- **Section 126-82(1) of the Land Development Code** reads:

(1) The proposed development shall not adversely affect compatibility with other uses, either on, adjacent to, or nearby the parcel; shall not adversely affect the traffic flow to a significantly greater extent than permitted uses; shall not adversely affect the health, safety and welfare of the community or its goals and objectives; and shall be inherently beneficial to the community or reasonably necessary to its convenience.

Staff has concerns that the proposed use may adversely affect adjacent on-site uses with regard to the internal storage (within the commercial suite) and external maneuvering and staging of the carts. Staff also finds that the applicant has not sufficiently demonstrated that the proposed use will not adversely affect traffic flow to a significantly greater extent than permitted uses.

Furthermore, Staff finds that the proposed low-speed vehicle rental use has not been demonstrated to be inherently beneficial to the community or reasonably necessary to its convenience. The applicant contends that replacing a standard automobile with an electric vehicle benefits the island ecosystem and contributes to traffic calming. However, Staff finds that the proposed use will provide increased opportunities for automobile usage on-island and place additional demand on the roadway capacity – aspects not inherently beneficial to the community.

- **LDC Section 126-82(6)(a.) Conformance with *Sanibel Plan*** states that "No conditional use may be approved unless it is in accord with the *Sanibel Plan*."

As discussed earlier in this Staff Report, the proposed conditional use has not demonstrated consistency with the provisions of the *Sanibel Plan*.

- **LDC Section 82-424(c)(2) Action on (Long Form) Application** provides that a development order approving the application shall be based upon a finding



that the proposed development is consistent with the requirements of both the *Sanibel Plan* and the Land Development Code.

Staff finds the proposed conditional use application has not demonstrated consistency with the *Sanibel Plan* or the Land Development Code.

**Staff finds the proposed conditional use is not in conformance with the General Conditional Use requirements contained in the Sanibel Land Development Code, which also requires conformance with the Sanibel Plan. Moreover, the proposed use may adversely affect internal compatibility and external traffic flow, in addition to not being inherently beneficial to the community.**

#### Traffic Impact

The applicant has provided a Traffic Impact Statement (TIS) & Parking Analysis prepared by James H. Strothers, PE, dated March 28, 2018 -- see **Attachment C**. The subject analysis concludes that the proposed use of Suite 15 would add no additional trips for the subject site. The TIS concludes that the proposed conditional use for Suite A would result in no additional traffic generated for the subject site and the surrounding street system.

The City Engineer's Office has reviewed the TIS and has no objection to the report's claim that the proposed use, as described, would not generate a greater volume of vehicular trips compared to a permitted use.

#### Parking

As set forth in Section 126-1361 of the Land Development Code, the required parking for the previous Suite 15 use (Hillgate Marketing Services) is 5 spaces. The required parking for the proposed use is 10 spaces, for an increase of 5 required parking spaces for the subject commercial suite. The Parking Analysis provided by the applicant - **Attachment C**, concludes that the proposed change of use for Suite 15, when added to the parking requirements of all other Palm Ridge Place uses, would require a total of 141 parking spaces, which the analysis and the site plan, **Attachment D**, concludes are available on site.

The City Engineer's Office has reviewed the TIS and has no objection relative to the report's conclusion on availability of parking for the proposed use.

#### Existing Nonconformities

As referenced earlier in this staff report, the subject property contains numerous lawfully existing nonconformities to current Land Development Code standards, including, but not limited to, limitations on commercial floor area (FAR). The applicant's proposal does not appear to further any of these nonconformities as long as no business activities occur outside of the commercial suite that could constitute commercial floor area (prolonged outdoor staging and maneuvering of carts).

#### Ingress and Egress to the Rear Parking Area

Currently, vehicle ingress and egress to and from the rear of the commercial suite is through a single-lane one-way gravel access way that travels in a southeasterly direction behind the commercial complex. The applicant has stated that the carts will be delivered to customers by employees taking the carts from the rear of the suite and presenting them to customers at the storefront.

### Loading and Unloading Zone

The applicant proposes to perform any temporary cart staging that may be needed (to accommodate retrieval of another cart inside) just outside the rear door of the commercial suite, in the nearby unmarked parking area. This area is visible on **Attachment E**, and would take place near parking space #114 as shown on the attachment. The applicant has not provided any staging area schematic or site plan designating the temporary staging area, but anticipates that only one cart may need to be temporarily staged while retrieving or returning another cart inside.

### Indoor Vehicle Storage

To accommodate the proposed indoor storage, the applicant has submitted a floor plan to demonstrate how the 7 rental vehicles can be stored completely inside the commercial suite (see **Attachment F**). The applicant has indicated that the vehicle inventory will also be lightly cleaned and charged inside the suite, but any major repairs will be performed off-site.

Proposed vehicle access to the inside storage area is through an existing service entrance which will require modification (enlarging to double-doors) located at the rear of the building, at which point the cart will be driven to the other side of the building and presented to the customer in the front of the commercial suite. The applicant indicates that when retrieving a cart from inside the suite, that one additional cart may need to also be temporarily staged outside of the suite to accommodate the retrieval process, and then promptly returned inside the suite.

The Sanibel Fire Control and Rescue District Fire Marshal has reviewed the proposed indoor storage configuration and has no objections. However, if the applicant wishes to have the ability to charge the vehicles inside the tenant space, the Sanibel Fire Control District will require a formal review to which specific fire code requirements shall be mandated. This would also require upgrades to the tenant walls and potentially the ventilation and electrical systems. The applicant has expressed a desire to delay the development of such plans until after the Planning Commission has considered the subject application, as their lease is contingent upon Planning Commission approval. Staff finds these plans could be provided and reviewed during the change of use development permit application process, should the Planning Commission approve this condition use application.

Staff has concerns the proposed use may disrupt adjacent commercial units and uses with regard to the following:

- Internal maneuverability within the subject commercial suite
- Potential disruption to adjacent commercial suites:
  - Noises generated inside and outside of the suite (beeping carts when in reverse, hitting the interior walls)
  - Outdoor staging, stacking, and/or movement of carts

### Conditional Use Approval

The proposed establishment of a low-speed vehicle rental business can be permitted only as a Conditional Use subject to the Land Development Code's general and specific requirements for conditional use approval. Many conditional uses present

greater use intensity than a permitted use, requiring that these types of uses clearly demonstrate that they will not pose an adverse impact on either the existing physical and environmental characteristics of the site or to those surrounding lands and existing uses nearby. This consideration also includes any additional traffic, vehicular parking, internal and external compatibility, development intensity and environmental impacts.

LDC Section 126-82. General requirements for conditional uses states:

The Planning Commission shall authorize conditional uses in the zones in which they are permitted, after a public hearing, only upon the following requirements being met:

- (1) The proposed development shall not adversely affect compatibility with other uses, either on, adjacent to, or nearby the parcel; shall not adversely affect the traffic flow to a significantly greater extent than permitted uses; shall not adversely affect the health, safety and welfare of the community or its goals and objectives; and shall be inherently beneficial to the community or reasonably necessary to its convenience.
- (2) A request for conditional use approval shall be accompanied by a site development plan prepared in accordance with the requirements of subsection 82-382(13).
- (3) In reviewing requests for conditional uses, the planning commission may impose, as necessary, conditions to protect adjacent or nearby parcels and in furtherance of the public interests, with regard to location, design, intensity of use, architectural treatment, siting, landscaping, maintenance and operation of the uses.
- (4) The developer must demonstrate that the proposed use is coordinated, to the greatest extent possible, with adjoining developments. Where applicable, this coordination shall include examination of all opportunities to share or combine drives and entry points, parking areas, sewage treatment facilities, pedestrian walkways and other service facilities.
- (5) The planning commission shall consider the nature of the site, its size and its configuration to determine whether the parcel is adequate to:
  - a. Accommodate the placement and arrangement of structures so as to promote the best possible vehicular and pedestrian access and internal circulation;
  - b. Maximize energy efficiency and compatibility with adjoining uses on and off the site; and
  - c. Minimize the need for additional off-site transportation improvements.
- (6) In considering a proposed conditional use for approval, the planning commission shall evaluate the proposal in consideration of the following factors:
  - a. Conformance with Sanibel Plan. No conditional use may be approved unless it is in accord with the Sanibel Plan.
  - b. Internal compatibility. Any proposed conditional use must be compatible with other existing or proposed uses on the same site; that is, no use may have any undue adverse impact on any neighboring use. An evaluation of the internal compatibility of a conditional use should be based on the following factors:

1. The streetscape;

2. The existence or absence of, and the location of, open spaces, plazas, recreational areas and common areas;
  3. The use of existing and proposed landscaping;
  4. The treatment of pedestrian ways;
  5. Focal points and vistas;
  6. The use of the topography, physical environment and other natural features;
  7. Traffic and pedestrian circulation pattern;
  8. The use and variety of building setback lines, separations and buffering;
  9. The use and variety of building groupings;
  10. The use and variety of building sizes and architectural styles;
  11. The use and variety of materials;
  12. The separation and buffering of parking areas and sections of parking areas;
  13. The variety and design of dwelling types;
  14. The particular land uses proposed and the conditions and limitations thereon;
  15. The form of ownership proposed for various uses; and
  16. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of any existing or proposed use on the site.
- c. External compatibility. All proposed conditional uses must be compatible with existing and planned uses of surrounding properties; that is, no internal use may have any avoidable or undue adverse impact on any existing or planned surrounding use. An evaluation of the external compatibility of a proposed conditional use should be based on the following factors:
1. All of those factors listed in subsection (6) b of this section;
  2. The particular uses proposed and the conditions and limitations thereon;
  3. The type, number and location of surrounding external uses;
  4. The Sanibel Plan designation and zoning on surrounding lands; and
  5. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the proposed conditional use and any existing or planned use of such lands.
- d. Intensity of development. The residential density and intensity of commercial use of a conditional use shall be compatible with (that is, shall have no undue adverse impact upon) the physical and environmental characteristics of the site and surrounding lands. Within the maximum limitation of the Sanibel Plan and this land Development Code, the permitted residential density and intensity of commercial use in a proposed conditional use may be adjusted in consideration of the following factors:
1. The locations of various proposed uses within the site and the degree of compatibility of such uses with each other and with surrounding uses;
  2. The amount and type of protection provided for the safety, habitability, and privacy of land uses both internal and external to the site;
  3. The existing residential density and intensity of commercial use of surrounding lands;
  4. The availability and location of utilities, services and public facilities and services;
  5. The amount and size of open spaces, plazas, common areas and recreation areas;
  6. The use of energy-saving techniques and devices, including sun and wind orientation;

7. The existence and treatment of any environmental hazards to the site or surrounding lands;
  8. The access to and suitability of transportation routes proposed within the site and existing external transportation systems and routes; and
  9. Any other factor deemed relevant to the limitation of the intensity of development for the benefit of the public health, welfare and safety.
- e. Environmental constraints. The site of the proposed conditional use shall be suitable for use in the manner proposed without hazards to persons, vegetation, or wildlife, either on or off the site from the likelihood of increased flooding, erosion, or other dangers, annoyances, or inconveniences. Condition of soil, water level, drainage, and topography shall all be appropriate to the pattern and intensity of development intended.
- f. Off-street parking. Sufficient off-street parking, for bicycles and other vehicles as well as cars, shall be provided. The specific requirements of this Land Development Code shall be used as a guide only. Parking areas shall be constructed in accordance with such standards as are approved by the planning commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses.

LDC Section 126-94 Vehicle rental and leasing, provides the following specific requirements for conditional use approval:

Automotive rental and leasing, boat and canoe rentals, motorcycle rentals, including mopeds, and rental of bicycles shall be permitted as conditional uses subject to the following conditions set forth in this section:

- (1) No access driveway to any parcel on which such use is located shall be any closer than 200 feet to the intersection of Periwinkle Way with Causeway Road, Beach Road, Donax Street, Dixie Beach Boulevard, Casa Ybel Road, Palm Ridge Road, or Tarpon Bay Road, or the intersection of Tarpon Bay Road with Palm Ridge Road, as measured from the closest outermost edge of the intersecting access driveway, not including the turning radius, as extended to the centerline of the intersected street to the closest outermost edge of the intersecting street, not including the turning radius, as extended to the centerline of the intersected street.
- (2) All areas in which rental cars, mopeds, bicycles, and boats are parked or stored shall be located behind minimum required setbacks and shall be counted toward the maximum permitted developed area for the parcel.
- (3) Conditional use permits shall not be issued for the rental of bicycles or other human-powered vehicles which exceed 36 inches total width.

## **CONCLUSION**

Planning Staff finds that the applicant has not demonstrated that the proposed use is consistent with the provisions set forth in the *Sanibel Plan* or the conditional use requirements of the Sanibel Land Development Code as referenced herein. Therefore Staff does not support approval of the subject application.

Attachments:

- A – Conditional Use Permit Application
- B – Applicant's Narrative
- C – Traffic Impact Statement & Parking Analysis
- D – Palm Ridge Place Site Plan
- E – Unit Location and Layouts in Palm Ridge Place
- F – Proposed Indoor Storage Configuration



CONDITIONAL USE APPLICATION  
CITY OF SANIBEL

**ATTACHMENT A**  
PLANNING DEPARTMENT STAFF REPORT  
APPLICATION No. 18-10726CUP  
DEBRUCE & BLACKMAN CONDITIONAL USE PERMIT  
APPLICATION FOR LOW-SPEED VEHICLE RENTALS  
2330 Palm Ridge Road Suite 15

\*\*\*\*\*  
APPLICATION NO.: 18-10726 CUP FILING DATE: 4/30/2018 ACCEPTED BY: BPP FEE PAID: \$3,555-  
for 3.60.

OTHER APPLICATIONS FILED WITH THIS REQUEST: \_\_\_\_\_

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**PART I. PARCEL IDENTIFICATION**

TAX STRAP NUMBER: 2 6 - 46 - 2 2 - T 2 - 0 0 3 0 A . 0 0 1 0

STREET ADDRESS OF PROPERTY: 2330 Palm Ridge Road, Suite 15

**PART II. OWNER/APPLICANT INFORMATION**

NAME OF OWNER: Nancy Bass Cooke

OWNER MAILING ADDRESS: P.O. Box 330988, Nashville, TN 37203

OWNER E-MAIL ADDRESS: \_\_\_\_\_

NAME OF APPLICANT: Laura DeBruce & Jeffrey Blackman

APPLICANT ADDRESS: 2275 Starfish Lane, Sanibel, FL 33957

APPLICANT E-MAIL ADDRESS: LDeBruce@icloud.com

APPLICANT PHONE: Home 301-951-8360 Business 202-368-3467 Fax \_\_\_\_\_

APPLICANT'S INTEREST IN PROPERTY: Lessee of Suite 15 through applicants' company Sanibel Carts LLC

**PART III. PROVIDE A BRIEF DESCRIPTION OF THE PROPOSED DEVELOPMENT**

The establishment of an on-island company to provide Sanibel residents and visitors with the opportunity to rent street-legal, electric cars known as "Low-speed Vehicles" under Florida law.

IDENTIFY THE LAND DEVELOPMENT CODE SECTION(S) FOR WHICH THIS CONDITIONAL USE IS REQUESTED:

Section 126-82, General Requirements for Conditional Uses, and Section 126-94, Vehicle Rental and Leasing

**PART IV. ATTACHMENTS CHECKLIST**

The information and attachments requested as part of this application are the minimum necessary to determine compliance with the requirements of The Sanibel Plan and the Land Development Code (LDC). The City may require additional information, or waive certain requirements, at any time during the application process, depending upon the nature of the conditional use request. (Ref. Land Development Code Section 82-204). For a complete explanation of each item, refer to the Planning Department handout entitled "Instructions For Permits And Other Applications Of The Sanibel Land Development Code".

X DESCRIPTION OF HOW THIS APPLICATION MEETS THE CONDITIONAL USE GENERAL REQUIREMENTS (See Land Development Code Section 126-82)

**PAID**  
MAY 01 2018  
BY: RM



**PART IV. ATTACHMENTS CHECKLIST (Continued)**

<u>X</u>	DESCRIPTION OF HOW THIS APPLICATION MEETS THE SPECIFIC REQUIREMENTS FOR THIS TYPE OF CONDITIONAL USE (See Land Development Code Chapter 126, Article IV)
<u>X</u>	DEED
<u>X</u>	OWNER'S AUTHORIZATION(Certified Form available in City Planning Department)
<u>X</u>	OTHER AGENCY PERMITS (Certified Statement RE: Required Permits and Copy of Applications/Permits)
	VERIFICATION OF PERMITTED RESIDENTIAL DENSITY (See LDC Sections 86-91 and 86-92)
<u>X</u>	SURVEY (1"=20', With Raised Seal And Signature Of Florida Registered Surveyor Or Engineer)
<u>X</u>	LOCATION MAP
<u>X</u>	SITE DEVELOPMENT PLAN (1" = 20')
	DRAINAGE PLAN OR VERIFICATION OF EXISTING DRAINAGE IMPROVEMENTS
	PLANS FOR STORMWATER & DEWATERING EROSION CONTROL (Forms available in Planning Dept.)
	EXTERIOR LIGHTING PLAN
	VEGETATION PLAN
	WILDLIFE HABITAT IDENTIFICATION AND PLAN FOR PRESERVATION
	VERIFY GOPHER TORTOISES ARE PROTECTED ON SITE OR HAVE BEEN REMOVED (If Applicable)
	IWA WATER AVAILABILITY LETTER
	WASTEWATER TREATMENT STATEMENT (Sewer Availability Letter or Wastewater Permit for Septic System)
	BUILDING PERMIT APPLICATION
<u>X</u>	FLOOR PLANS (1/4" = 1')
	TYPICAL WALL SECTION (1/4" = 1')
	BUILDING ELEVATIONS (Front, Back and Side-Showing Height and Setback Compliance)
	FLOODPROOFING CERTIFICATION (For Coastal High Hazard Areas Only)
	OTHER INFORMATION REQUIRED FOR COMPLIANCE WITH THE LAND DEVELOPMENT CODE:

**PART V. PUBLIC HEARING NOTIFICATION REQUIREMENT**

X Provide name and address labels for all property owners within a radius of 300 feet of the extreme limits of the parcel proposed for development (to be obtained from Lee County Geographic Information System Department). Refer to the "Adjacent Property Owners" section of the "Instructions for Permits and Other Applications of the Sanibel Land Development Code" for complete details on obtaining this information.

**\* \* \* \* \* CERTIFICATION \* \* \* \* \***

I hereby certify that the information contained in this application and the attachments hereto are true and correct to the best of my knowledge and belief. Furthermore, I acknowledge that the City has the right to inspect the subject property in conjunction with this development permit application. (Please advise the City of any restrictions or limitations on the inspections.)

**SIGNATURE OF OWNER OR OWNER'S AUTHORIZED REPRESENTATIVE**

**DATE**

**NOTE TO OWNER/APPLICANT:** A development permit is required in addition to this conditional use request in order to implement the use and may be filed concurrently or subsequently to this application. If filed subsequently to this application, the development permit must be obtained within a period of twelve (12) months after conditional use approval. The proposed development may be subject to private deed restrictions or covenants. It is the applicant's responsibility to verify with the appropriate property owners association whether the proposed development complies with the applicable deed restrictions or covenants. The City does not enforce deed restrictions or act as an arbitrator between the applicant and the association.



In Support of the Conditional Use Application  
Submitted by Laura DeBruce and Jeffrey Blackman for the  
Rental of Street-Legal Electric Vehicles

## I. INTRODUCTION

### A. Overview

The Sanibel Plan sets forth a Vision Statement that expresses the community's vision as a hierarchy, one in which "the dominant principle is Sanibel's sanctuary quality." [Sanibel Plan, p. 5]

Sanibel has a growing, sometimes chronic, traffic problem. The Sanibel Plan recognizes that the problem is not merely one of inconvenience to residents, but more critically threatens the Island's natural environment as a sanctuary island.

The Sanibel Plan prescribes ways to address the problem, including by traffic calming to reduce vehicular speeds, and by making it clear that Sanibel's roads are not just for cars:

"The City will take steps in its street and road designs and traffic management techniques to make it apparent that streets and roads are not just for cars, but are to contribute to a pleasant residential life as well. It is important that the City of Sanibel be a walkable and bikeable community....Recognizing the street as a place rather than as a channel designed for the benefit of the car and driver will change the psychological feel of the street for all users." [Sanibel Plan, p. 102, emphasis added]

Island residents Laura DeBruce and Jeffrey Blackman recently formed the company, Sanibel Carts, LLC, to rent street-legal, solar-paneled, electric-powered vehicles to Islanders and their visitors, with the vision to introduce a cleaner, greener transportation mode to the Island, in support of Sanibel's natural environment as a sanctuary island and its unique small-town atmosphere. (Please see Sec. II B 6 below for a more detailed discussion of the proposed conditional use's compliance with the Sanibel Plan.)

### B. Applicants

The Applicants have been homeowners on Sanibel Island since 2010 and began spending most of their time on the Island in the summer of 2015 when their son, Luke, started at the University of Florida. Like many Sanibel residents, they fell in love with the Island the first time they visited more than 25 years ago and have been slowly planning their full-time move to paradise. In the interim years, they and their son, their dogs, and

various family members and friends have come to cherish time in Sanibel and Captiva and the surrounding waters.

Laura and Jeff are lawyers who spent twelve years living and working in Europe before moving back to the U.S. when Luke started elementary school. For the past 19 years, they have run a business licensing U.S. independent films to broadcasters and cable operators in Central and Eastern Europe and providing legal advice to international media companies. Their clients have included DreamWorks, Paramount, HBO, and Lucasfilm among many others.

As property owners on the Island and avid environmentalists, they contribute to many of the organizations that help preserve Sanibel's beautiful, natural environment and small-town character. Jeff is an active biker, and Laura is a member of two tennis teams. Both are strong believers in supporting the local economy by shopping on-Island and promoting Sanibel businesses generally.

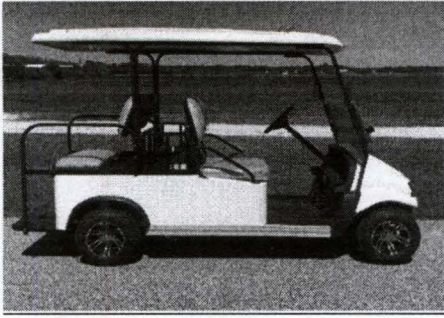
C. Sanibel Carts, LLC

Applicants plan to operate Sanibel Carts out of Suite #15 in Palm Ridge Place on Palm Ridge Road, with a total of seven Carts, stored internally, that can be rented from that location. The operating hours will be from 9 a.m. to 6 p.m. with no more than two employees working from there. Light maintenance (adding water to batteries) and light cleaning (spritzing windshield, wiping off dirt) will take place inside of Suite #15. Any major repairs will take place off-Island. The Carts will be charged on-site, in compliance with an engineer's plan and the approval of the Sanibel Fire Marshall.

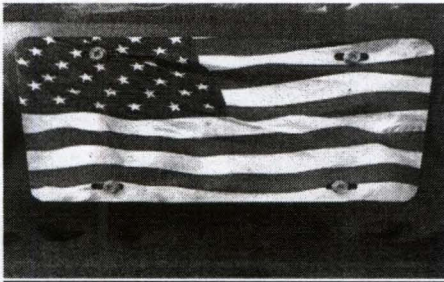
In the event that all seven Carts are rented out at the same time, then Sanibel Carts will not rent additional Carts on Island that day; under no circumstances will there be more than seven Carts rented out in any one day from Palm Ridge Place.

The Carts will be offered as four-seat or six-seat vehicles, some with rear-facing backseats, as pictured, and some with forward-facing backseats. All of them will be white with no advertising or other wraps except for a discreet company logo and small decal identifying them as a unique Sanibel Carts vehicle. There will be no gaudy decorations or marketing stickers listing phone numbers or saying "Rent Me". The intention is that the Carts fit in with the Island's character as a sanctuary island and as a small town, as envisioned by the Sanibel Plan.

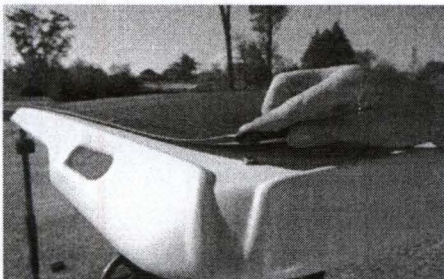




All Carts will, however, proudly display Old Glory as the front license plate:



The Carts will have upgraded batteries that will enable a driving range of approximately 50 miles. In addition, each Cart will be outfitted with a solar panel snapped to the canopy top to enhance the energy-efficiency and further extend the driving range of the Carts.



The Carts will all be electric carts manufactured in the United States by Cruise Cars, Inc., one of the largest American manufacturers of street-legal low speed vehicles, located just up the road in Sarasota.

Each Cart will include the following specifications:

- Rust-free tempered aluminum chassis
- Heavy duty rack and pinion steering
- Reinforced front suspension with triple coil-over spring suspension
- Upgraded premium 6 horsepower, 4.5 Kw AC brushless motor
- 8 American Brand Trojan T-145 6v batteries



- 110 volt on-board smart charger with cell phone app for remote battery monitoring
- Upgraded 10" street tires with aluminum wheels
- Dual headlights, taillights, brake lights, and horn
- Canopy top with installed solar panel
- Front wrap-around bumper
- Rear vertical safety bar
- GPS tracking device with real-time location and geo-fencing alerts
- Street Legal Vehicle Upgrade Features:
  - All of the above
  - 450 Amp Controller programmed to travel up to 25 mph
  - Department of Transportation (DOT)-approved flat windshield
  - DOT-approved seat belts for all passengers
  - Electric windshield wiper
  - Side view mirrors
  - Turn signals
  - Low speed reflectors
  - Unique on-off key
  - Manufacturer's Certificate of Origin (MCO)
  - 17 Digit Registered VIN
  - Florida registration and specialty environmental License Plates



The Carts will be available for rental to adults aged 21 or older possessing a valid driver's license. The Carts will be fully insured for commercial rental use. Each Cart will be equipped with a GPS tracking device that transmits real-time location data and is programmable to include notifications if the Cart is operated outside of prohibited, geo-fenced locations.

Every renter and driver of a Cart will need to sign a rental agreement that will emphasize the following: (i.) the area where the Carts are permitted to drive (on the roadways on Sanibel and Captiva only); (ii.) the places where the Carts may be parked (only in regular parking spaces designed for cars); the restriction of Carts on the shared-use paths; the need to respect pedestrians, bikers and wildlife on the Island; and a reminder to obey all traffic rules and regulations on-Island.



Each Cart will also have a placard on the steering wheel reminding drivers of these same restrictions.

The Carts will be available for rental online, by telephone, or in person at Palm Ridge Place. Carts will be available for delivery at the renter's address or for pickup at Palm Ridge Place. Cart delivery from Palm Ridge Place to most places on the Island will be made by driving the rental Cart to the address, with the delivery person returning to Palm Ridge Place by bike. Bikes will be securely fastened to the back seat or back platform area for delivery purposes.



#### D. Low Speed Vehicles

The Carts meet the legal definition of Low Speed Vehicles ("LSVs"), a category of federally-approved street-legal vehicles that came into existence in 1998 under the Federal Motor Vehicle Safety Standard 500. As codified in Florida law at Florida Statute 320.01(42), LSVs are defined as "any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour . . . ."

Florida Statute 316.2122 includes the following additional requirements for LSVs:

- (i) A low-speed vehicle may be operated only on streets where the posted speed limit is 35 miles per hour or less.
- (ii) A low-speed vehicle must be equipped with headlights, brake lights, turn signal lights, tail lights, reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle identification numbers.
- (iii) A low-speed vehicle must be registered, insured, titled, and tagged in accordance with state law on motor vehicles (sections 320.02 and chapter 319).
- (iv) Any person operating a low-speed vehicle must have a valid driver's license.

Low Speed Vehicles are legal on Sanibel Island. There are already privately-owned LSVs operating on Sanibel's roads, all of which have posted speed limits of 35



miles per hour or less. And there are at least two companies based in Fort Myers that currently are offering LSVs for rent to Sanibel residents. One company has offered an LSV, currently on exhibition at Bailey's General Store, to the Sanibel School Fund for a fundraising raffle. ("Street Legal Golf Cart Top Prize at tournament", Island Sun, p. 6B, April 20, 2018).

An increased number of LSVs are coming to Sanibel, whether from a business approved by the City to offer LSVs locally, or from a business located off Island.

Applicants believe the City should prefer that LSVs come from a company based on Island, subject to City regulation, and owned by Island residents who care about the Island's environment and patronize other Island businesses, rather than from an off-Island company that is motivated primarily by catering to and profiting from the transient tourist industry. As stated in the Sanibel Plan, "[d]emand, preferably internal demand, needs to be found for surplus retail space. It would be counterproductive to attempt to fill these spaces by stimulation of additional activity from off-island. Rather, filling these spaces with activities that are presently based at off-island locations, but already providing services on-Island would be the better policy." [Sanibel Plan, p. 7]

#### E. Palm Ridge Place

Palm Ridge Place is an older and well-established shopping center located in the Town Center General Commercial District. Currently the businesses there include Tidewater Bistro; a bookstore, Macintosh Books; a deli, Sanibel Deli; a local pharmacy, Island Pharmacy; plus a shoe store, salon, jewelry shop, beach flooring store, and Sanibel Vacations.

Out of 18 potential suites, only 13 are occupied; five are vacant. Establishing Sanibel Carts at this location would provide variety to the retail mix and would help to revitalize at least one of the currently empty suites. Permitting Sanibel Carts to occupy Suite #15 at Palm Ridge Place would satisfy the goal of the Sanibel Plan to find demand "for surplus retail space."

As per the Sanibel Plan, "[a]dditional retail development is discouraged on Periwinkle Way and encouraged in the Town Center District (the Palm Ridge Road area) because of the latter area's relatively good access from Periwinkle Way, Palm Ridge Road and Tarpon Bay Road and because it is the geographical center of the Island."

Moreover, "filling these spaces with activities that are presently based at off-island locations, but already providing services on-island, would be the better policy." [Sanibel Plan, p. 7] At the moment, Sanibel residents can rent street-legal vehicles from companies based off-island only; Sanibel Carts would help to meet this objective.

#### F. The Environmental Benefits of Sanibel Carts



Replacing even one gasoline-fueled motor vehicle trip per day with that of an electric, solar-powered Cart would help decrease the pollutants being spewed onto the Island including hydrocarbons, nitrogen oxides, carbon monoxide, sulfur dioxide, and other toxics like carbon dioxide. Not only does this pollution seep into the air and soil on Sanibel, but it also contributes to the decreased quality of water in San Carlos Bay, the Pine Island Sound, and the Gulf of Mexico. A recent study of the pollution found in Tampa Bay found that the burning of fossil fuels through sources that included cars was the greatest contributor of atmospheric nitrogen emissions in Tampa Bay. (The *Summary Document of the Bay Region Atmospheric Chemistry Experiment* is attached as Exhibit 1.)

By transitioning drivers from their gas-powered cars to electric-solar Carts, Sanibel Carts will contribute to protecting the Island's fragile and unique environment and the ecosystems that depend on it. These benefits to Sanibel's status as a sanctuary island will be discussed more fully in Section II below ("How the Application Meets the Conditional Use General Requirements").

#### G. Traffic Benefits

As discussed in detail in the *Traffic Impact Statement & Parking Analysis* prepared by James H. Strothers, PE (attached hereto as Exhibit 2), Sanibel Carts' presence at Palm Ridge Place, Unit #15 will not create any additional trips to the site and would have no impact on total traffic generated for this site and the surrounding street system. In fact, the report shows that the overall trip count will be decreased by one trip.

Traffic issues on Sanibel Island tend to fall into three categories: (i) congestion, especially traffic backed up on Periwinkle during season; (ii) cars driving too fast on Sanibel's roadways endangering pedestrians, bikers and wildlife; and (iii) slow-moving entities on Island roadways. The issues of primary concern, as articulated in the Sanibel Plan, are items (i) and (ii). Sanibel Carts will help alleviate both of these issues. In regard to the traffic backed up during season, a Cart takes up substantially less space than a car or SUV and, as an Island resident remarked during a previous hearing on the topic of LSVs, it is much more pleasant to be stuck in traffic behind a cart than behind a car or truck emitting exhaust fumes. In regard to cars driving too fast, the slower-moving Carts will help with the overall Sanibel Plan goal of calming traffic.

As for item (iii), slow-moving entities on Island roadways, the City Attorney pointed out at the aforementioned hearing that these are legal vehicles permitted by the State of Florida that cannot be banned from the Island for reason of being slower than an automobile. Nevertheless, some Members of the Planning Commission raised concerns during the previous hearing about LSVs slowing down vehicular traffic on Sanibel Island.



In considering these concerns, it is worth highlighting that there are many desirable reasons why traffic may be slowed down on Sanibel Island. These include bicycles allowed (and sometimes encouraged) to use the roadways, traffic control at key intersections, low-speed City of Sanibel utility vehicles, and wildlife crossing the roads – not to mention Harry Potter fans who are delighted by (and feel the need to photograph) the sign on San-Cap Road warning of “Low-flying Owls” in the area.

Seeing a line of cars stopped so that a gopher tortoise may cross the road is part of what makes Sanibel unique as a sanctuary island and what gives the Island a small-town charm that’s rarely found anywhere else in the world. The same drivers who might be aggrieved by driving behind a Cart are probably also unhappy when they are stuck behind a biker, or a utility vehicle, or a car slowing down to look at the alligator who lives in the pond along Casa Ybel Road or an eagle nested high above San-Cap Road. These sights, however, are part of the fabric of Sanibel Island, and the few minutes’ delay is a relatively small price to pay for the privilege of living in harmony with the Island’s wildlife and natural habitats. Moreover, as noted in detail in Section II B. below, calming traffic is a fundamental objective of the Sanibel Plan.

## **II. HOW THE APPLICATION MEETS THE CONDITIONAL USE GENERAL REQUIREMENTS (Land Development Code Section 126-82).**

### **A. The Land Development Code**

The Sanibel Land Development Code sets forth the following general requirements:

*The planning commission shall authorize conditional uses in the zones in which they are permitted, after public hearing, only upon the following requirements being met:*

(1) The proposed development shall not adversely affect compatibility with other uses, either on, adjacent to, or nearby the parcel; shall not adversely affect the traffic flow to a significantly greater extent than permitted uses; shall not adversely affect the health, safety and welfare of the community or its goals and objectives; and shall be inherently beneficial to the community or reasonably necessary to its convenience.

(2) A request for conditional use approval shall be accompanied by a site development plan prepared in accordance with the requirements of subsection 82-382(13).

(3) In reviewing requests for conditional uses, the planning commission may impose, as necessary, conditions to protect adjacent or nearby parcels and in furtherance of



the public interests, with regard to location, design, intensity of use, architectural treatment, siting, landscaping, maintenance and operation of the uses.

(4) The developer must demonstrate that the proposed use is coordinated, to the greatest extent possible, with adjoining developments. Where applicable, this coordination shall include examination of all opportunities to share or combine drives and entry points, parking areas, sewage treatment facilities, pedestrian walkways and other service facilities.

(5) The planning commission shall consider the nature of the site, its size and its configuration to determine whether the parcel is adequate to:

- a. Accommodate the placement and arrangement of structures so as to promote the best possible vehicular and pedestrian access and internal circulation;
- b. Maximize energy efficiency and compatibility with adjoining uses on and off the site; and
- c. Minimize the need for additional off-site transportation improvements.

(6) In considering a proposed conditional use for approval, the planning commission shall evaluate the proposal in consideration of the following factors:

- a. *Conformance with Sanibel Plan.* No conditional use may be approved unless it is in accord with the Sanibel Plan.
- b. *Internal compatibility.* Any proposed conditional use must be compatible with other existing or proposed uses on the same site; that is, no use may have any undue adverse impact on any neighboring use. An evaluation of the internal compatibility of a conditional use should be based on the following factors:
  - 1. The streetscape;
  - 2. The existence or absence of, and the location of, open spaces, plazas, recreational areas and common areas;
  - 3. The use of existing and proposed landscaping;

4. The treatment of pedestrian ways;
5. Focal points and vistas;
6. The use of the topography, physical environment and other natural features;
7. Traffic and pedestrian circulation pattern;
8. The use and variety of building setback lines, separations and buffering;
9. The use and variety of building groupings;
10. The use and variety of building sizes and architectural styles;
11. The use and variety of materials;
12. The separation and buffering of parking areas and sections of parking areas;
13. The variety and design of dwelling types;
14. The particular land uses proposed and the conditions and limitations thereon;
15. The form of ownership proposed for various uses; and
16. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of any existing or proposed use on the site.

c. *External compatibility.* All proposed conditional uses must be compatible with existing and planned uses of surrounding properties; that is, no internal use may have any avoidable or undue adverse impact on any existing or planned surrounding use. An evaluation of the external compatibility of a proposed conditional use should be based on the following factors:

1. All of those factors listed in subsection (6)b of this section;
2. The particular uses proposed and the conditions and limitations thereon;
3. The type, number and location of surrounding external uses;



4. The Sanibel Plan designation and zoning on surrounding lands; and
5. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the proposed conditional use and any existing or planned use of such lands.

d. *Intensity of development.* The residential density and intensity of commercial use of a conditional use shall be compatible with (that is, shall have no undue adverse impact upon) the physical and environmental characteristics of the site and surrounding lands. Within the maximum limitation of the Sanibel Plan and this Land Development Code, the permitted residential density and intensity of commercial use in a proposed conditional use may be adjusted in consideration of the following factors:

1. The locations of various proposed uses within the site and the degree of compatibility of such uses with each other and with surrounding uses;
2. The amount and type of protection provided for the safety, habitability, and privacy of land uses both internal and external to the site;
3. The existing residential density and intensity of commercial use of surrounding lands;
4. The availability and location of utilities, services and public facilities and services;
5. The amount and size of open spaces, plazas, common areas and recreation areas;
6. The use of energy-saving techniques and devices, including sun and wind orientation;
7. The existence and treatment of any environmental hazards to the site or surrounding lands;
8. The access to and suitability of transportation routes proposed within the site and existing external transportation systems and routes; and

9. Any other factor deemed relevant to the limitation of the intensity of development for the benefit of the public health, welfare and safety.

e. *Environmental constraints.* The site of the proposed conditional use shall be suitable for use in the manner proposed without hazards to persons, vegetation, or wildlife, either on or off the site from the likelihood of increased flooding, erosion, or other dangers, annoyances, or inconveniences. Condition of soil, water level, drainage, and topography shall all be appropriate to the pattern and intensity of development intended.

f. *Off-street parking.* Sufficient off-street parking, for bicycles and other vehicles as well as cars, shall be provided. The specific requirements of this Land Development Code shall be used as a guide only. Parking areas shall be constructed in accordance with such standards as are approved by the planning commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses.

(Ord. No. 85-26, § 1(I.1.2), 11-27-1985; Ord. No. 86-25, §§ 12, 13, 6-17-1986)

B. Sanibel Carts' Compliance with the Land Development Code

This section addresses, seriatim, the Code Provisions listed in Section A, above.

1. Compatibility with Other Uses/Traffic Flow/Community Benefits

The proposed use of Sanibel Carts is compatible with and does not adversely affect other uses at Palm Ridge Center, or any other commercial or retail business on Sanibel Island. As the list of current businesses at Palm Ridge Place within the *Traffic Impact Statement & Parking Analysis Report* demonstrates, Sanibel Carts would bring a new and unique service to the site and to residents of the Island that does not hamper or otherwise negatively impact any other uses. Palm Ridge Center is located in the Town Center General commercial zoning district which is designed to provide a "wide variety and mixture of retail, office and service uses" to the residents of Sanibel Island. Adding Sanibel Carts to the other businesses at Palm Ridge Center would help fulfil the intention of Sec. 126-470, which sets out the purpose of Sanibel's commercial zoning districts. In fact, that section specifically states that the land development regulations are intended to "[p]romote alternative forms of travel and accessibility."

As set forth in Mr. Strothers' *Traffic Impact Statement & Parking Analysis Report* (Exhibit 2), Sanibel Carts would not adversely affect the traffic flow, and, as noted above, the Carts are likely to have an immediate positive impact on certain aspects of



traffic by decreasing the overall trip count to the site by one. Sanibel Carts also would not adversely affect the health, safety and welfare of the community or its goals and objectives. By encouraging alternatives to gas-fueled vehicles, thereby creating a benefit to the fragile ecosystems on the Island, and by contributing to the desired traffic calming called for in the Sanibel Plan, Sanibel Carts will be inherently beneficial to the community.

2. Site Development Plan

Attached hereto is a site development plan prepared in accordance with the requirements of subsection 82-382 (10) (Exhibit 3).

3. Need to Protect Adjacent or Nearby Parcels

Sanibel Carts' proposed use does not necessitate conditions to protect adjacent or nearby parcels. The proposed use is to be based out of a unit at Palm Ridge Place that has previously been used as a retail or commercial business, and Sanibel Carts' use is no more intense than those other uses. Moreover, operating Sanibel Carts at this location would not change the overall design of the building or make modifications that will affect Palm Ridge Place or adjacent properties in terms of architectural treatment, siting, landscaping, maintenance or operation.

4. Coordination with Adjoining Developments

As noted above, Sanibel Carts will join a number of existing businesses currently located at Palm Ridge Place (See Exhibit 2). Those businesses and any other adjoining or nearby developments have already established drives and entry points, parking areas, sewage treatment facilities, pedestrian walkways, and other service facilities. There is no additional coordination required, and Sanibel Carts will not adversely affect the status quo in regard to any of those items.

5. Site Access, Efficiency, and Improvements

As outlined in more detail in the *Traffic Impact Statement & Parking Report* (Exhibit 2), Sanibel Carts intended use at Suite #15 will not create any additional trips to and around Palm Ridge Place but will actually decrease the number of trips by one. There will be no need to make any modifications to the placement and arrangement of the currently existing structures at Palm Ridge Place, nor should there be any negative impact on the energy efficiency and compatibility vis-a-vis adjoining users or any need for additional off-site transportation improvements.

6. Considerations of the Planning Commission in Evaluating the Proposal

6.(a.) Conformance with the Sanibel Plan



(i) **Article 1. Preamble and the Dominant Principle**

**VISION STATEMENT:** *"The community of Sanibel strives to sustain ecological balance and preserve and restore natural settings for residents, visitors and wildlife. The people of Sanibel are sustained by the beauty and health of the Island's natural and restored habitats, and they rely on the coordinated vigilance of residents, government and private enterprise to protect and enhance these habitats. Nevertheless, unwanted changes are occurring; visitation increases as new "attractions" are developed; beaches and refuge areas are becoming stressed by overuse; traffic congestion is turning to gridlock; and formerly "green" scenic corridors are becoming urbanized and commercialized. These and other conditions and trends cause residents to realize that, unless protected, their island's historic and cherished way of life is in jeopardy."*

**THE DOMINANT PRINCIPLE:** *"... the dominant principle is Sanibel's sanctuary quality. Sanibel shall be developed as a community only to the extent to which it retains and embraces this quality of sanctuary. Sanibel will serve as attraction only to the extent to which it retains its desired qualities as sanctuary and community."*

The applicants share and support the Sanibel Plan's vision "to sustain the ecological balance for residents, visitors and wildlife," to retain the Island's "historic and cherished way of life," and to maintain the Island's sanctuary quality. By taking small steps to reduce traffic congestion with smaller, more efficient electric vehicles, thereby reducing the polluting emissions caused by gas-fueled motor vehicles, Sanibel Carts will strive to push back against the "unwanted changes occurring" in our shared environment. In regard to the beaches and refuge areas becoming stressed by overuse, traveling to—or in the case of the Ding Darling, through—those places with a Cart instead of a car or SUV will immediately cut back on the effects of car pollution that damage air, soil and water quality. Specifically, nitrous oxide contributes to the depletion of the ozone layer, while sulfur dioxide and nitrogen dioxide mix with rainwater to create acid rain, which damages the delicate ecosystems in the Ding Darling and other parts of, and surrounding, our sanctuary Island. Oil and fuel spills from cars and trucks contaminate lakes, river, and the Gulf of Mexico. Any shift on the Island to electric-solar transportation, no matter how incremental, would be a positive step toward fulfilling the vision of the Sanibel Plan.

The owners of Sanibel Carts understand and appreciate the dislike of bringing any new "attractions" to Sanibel Island, especially those that would bring additional day-trippers over the Causeway. While renting a Cart for a day or two is not an "attraction" that would lure anyone *onto* Sanibel Island, the use of a Cart—instead of a car—to visit those attractions that are already an established part of Sanibel's charm and history (the Ding Darling, the beaches, boat rides around the Island, the shops and restaurants) would help lessen the impact of visitors to those places.

**ECONOMIC ASSUMPTIONS OF THE PLAN:** *"Demand, preferably internal demand, needs to be found for surplus retail space. It would be counterproductive to attempt to fill these spaces by stimulation of additional activity from off-island. Rather, filling these spaces with activities that are presently based at off-island locations, but already providing services on-island would be the better policy. Such a policy may require reconsideration of certain of the development regulations relating to permissible uses in such buildings."*



Sanibel Carts lease of one of the empty units at Palm Ridge Place will help to fill the current surplus retail space on the Island. Furthermore, at the moment, there are no on-Island businesses that lease automobiles or other forms of street-legal vehicles. Anyone wanting to rent a car for a day or more now must travel off-Island to do so. Individuals specifically wishing to rent a street-legal golf cart has to rent one from an off-Island location that comes with a steep delivery charge. Sanibel Carts would help meet the objective of bringing desired services on-Island.

(ii) **Article 3.3.2 Protection of Natural, Environmental, Economic and Scenic Resources**

**WILDLIFE:** *To protect, conserve or enhance wetlands, wildlife habitat and living marine resources, ensure that the natural functions of the City's ecological zones are maintained by continued implementation of the development regulations and performance standards established in the Land Development Code. Sanibel Island abounds in a wide variety of wildlife... The wealth of natural resources of this community continues to be vital to its economic viability. Unfortunately, the fauna of a small land area almost always suffer as human population increases. It is an objective of the Plan to indicate a way to lessen this negative stress. An attitude of co-existence with wild creatures must be wholeheartedly accepted by the public. Attitudes cannot be legislated but, with positive education such as that undertaken by Sanibel-Captiva Conservation Foundation, great strides can be made.*

Sanibel Carts will enhance the Sanibel Plan's ability to reach its goal of protecting the wildlife on the Island in the following ways: (i) by calming traffic on SanCap road where each year hundreds of animals are struck by vehicles going too fast to see them; (ii) by encouraging travel in an open-air vehicle, so that residents and visitors alike are more likely to see, and therefore appreciate, the fact of co-existence with wild creatures; and (iii) by helping to preserve the wetlands by reducing carbon and other emissions from cars.

**SURFACE WATER:** *The Island's estuaries and aquatic habitats are being negatively impacted by the lack of a comprehensive and environmentally sound water management plan for Lake Okeechobee and the resulting water releases from the Lake into the Caloosahatchee River and Estuary.*

In addition to the adverse effects on the water surrounding Sanibel Island that comes from Lake Okeechobee, Sanibel residents and visitors are contributing to the pollution of this sanctuary island by driving carbon-emitting vehicles that propel toxins into the air that eventually find their way into the surface water. (See *Summary Document of the Bay Region Atmospheric Chemistry Experiment*, Exhibit 1). Every time a resident or visitor rents a Cart as a means to explore our Island, Sanibel Carts will be helping in a small measure to meet the water conservation and protection goals of the Sanibel Plan.

**AIR QUALITY:** *The air quality on Sanibel is considered good...Increases in traffic volumes, not associated with land use development in the City, is a major contributor to traffic congestion along major roadways in the City. This traffic congestion has the potential to degrade the air quality of surrounding areas. The carrying capacity of the natural resources within the City, as well as the quality of life for residents and visitors, can be negatively affected by poor air quality.*



As noted elsewhere in this application, the fact that Sanibel Carts are solar-electric-powered vehicles means that they do not emit toxins into the air.

**HISTORIC PRESERVATION, A HISTORY OF TOURISM and SCENIC RESOURCES:** *The last hurricane of that period, in 1926, changed the course of the Island's history...many of the residents of the Island were ...forced to leave. The remainder stayed to seek a livelihood serving winter visitors and tourists. ..Sanibel is renowned for the natural beauty of its Gulf beaches and subtropical landscape. These are important economic and aesthetic resources for residents, businesses and visitors. Sanibel's reputation as a unique retreat of unspoiled beauty continues to attract more residents and tourists annually.*

While Sanibel Carts will cater primarily to the year-round and seasonal populations, the Sanibel Plan reminds us that our Island's economy is also built on tourism – on visitors who come for Sanibel's "natural beauty". Sanibel Carts will provide those tourists with a unique and eco-friendly way to explore and appreciate the aesthetic resources of the Island in a way that leaves less of a carbon footprint.

**(iii) Article 3.3.3 Human Support Systems (Transportation Goals, Objectives and Policies)**

**TRAFFIC CALMING:** *Because it is the City's policy to encourage use of alternatives to the private motor vehicle, including public or mass transportation, the City will take no actions to increase roadway capacities by adding lanes to the existing two-lane street and road system because increases in roadway capacities encourage more people to use their cars, making public transportation even less viable. In addition to not accommodating the demand for roadway capacity, the City will implement the concept of traffic calming. Traffic calming is a form of traffic planning that seeks to equalize the use of streets between automobiles, pedestrians, bicyclists, and playing children....Traffic calming also attempts to make drivers aware of the fact that they are sharing the space of a street with other users.*

With a top speed of 25 mph, the Sanibel Carts' electric LSVs not only conform to the Transportation Element of the Sanibel Plan, they exemplify it. A street-legal, low-speed vehicle making its way down Periwinkle or Casa Ybel is the perfect reminder to cars that "they are sharing the space of a street with other users."

**ROAD-SHARING WITH BICYCLES/ENCOURAGING BIKING OR HIKING:** *The City will take steps in its street and road designs and traffic management techniques to make it apparent that streets and roads are not just for cars, but are to contribute to a pleasant residential life as well. It is important that the City of Sanibel be a walkable and bikeable community. Recognizing the street as a place rather than as a channel designed for the benefit of the car and driver will change the psychological feel of the street for all users.*



A member of the Sanibel Bicycle Club recently told the current applicants that at a certain speed cyclists are much safer riding in the roads on Sanibel Island than on the shared use bike paths. The Club's website similarly notes that it is often safer for cyclists to share the roadways with automobiles than to share the shared use pathways with pedestrians, dog-walkers, parents with strollers and small children, etc. Indeed, as the City of Sanibel highlights in its rules on bike safety, the roads on the Island are intended to be shared:

*City of Sanibel Bicycle Safety:*

*Ride Safe and Know the Rules of the Road*

*Bicycle Laws In Florida: The bicycle is legally defined as a vehicle. Bicyclists have the same rights to the roadways and must obey the same traffic laws as the operators of other vehicles. These laws include stopping for stop signs, riding with the flow of traffic, using lights at night, and yielding the right of way when entering a roadway. There is only one road, and it is up to bicyclists and motorists to exercise care and show respect because they share the roadway. Strict adherence to the law is the foundation for this respect.*

The City of Sanibel has used this motto in the past to encourage visitors to leave their car behind:



Sanibel Carts can be an additional factor in the City's campaign to persuade visitors to leave their cars behind. When guests on the Island need to go someplace beyond the range of biking or hiking, they can easily rent a Cart for a day. Also, Sanibel Carts will play an important role for Sanibel's elderly community, disabled community, and families with small children who want to enjoy the natural beauty of the Island but can't easily bike or hike. In lieu of a surrey or bicycle, a Cart will allow those less able-bodied individuals on the Island to experience the joy of communing with nature throughout Sanibel without resorting to a gas-propelled automobile.

**SPEED REDUCTION:** *Special attention will be given to implementing measures to reduce vehicular speeds on Sanibel's streets and roads. Slower speeds will reduce the frequency and severity of accidents, and provide increased opportunities for pedestrians and bicyclists to share the rights-of-way and driving surface with motor vehicles.*

As noted above, with a top speed of 25 mph, Sanibel Carts will help to promote this part of the Sanibel Plan that emphasizes the importance of reducing vehicular speeds on the Island. Rather than being a source of objection, the slower speeds of LSVs can be embraced by the Planning Commission as a tool in service of the Sanibel Plan's goal of "reduc[ing] vehicular speeds on Sanibel's streets and roads."



**MEASURES TO REDUCE DEMAND FOR ROAD CAPACITY:** *Expand shared use path system throughout City; increase safety of existing system. It is important that the City of Sanibel be a walkable and bikeable community.*

1. *Expand pedestrian network.*
2. *Reduce tourist rental car needs.*
3. *Another factor compounding the challenge of operating an effective mass transit system is the fact that nearly all persons arrive in Sanibel with a private auto at their disposal.*
4. *Because of the resort nature of Sanibel, the City can expect to be besieged with requests to operate trolley or tram tourist attractions masquerading as mass transit. These offers need to be carefully evaluated on a case-by-case basis. Generally, these attractions are more likely to add vehicle trips to Sanibel's roads, than to reduce private auto use.*
5. *Opportunities for mass transit to reduce traffic volumes by reducing use of private motor vehicles in a measurable way are not readily available or apparent without further restrictions on private auto access and use.*
6. *The City will continue to seek ways in which public and mass transit can be made available to both reduce traffic congestion and to provide an alternative to use of the private motor vehicle.*

*Another factor compounding the challenge of operating an effective mass transit system is the fact that nearly all persons arrive in Sanibel with a private auto at their disposal....The City will continue to seek ways in which public and mass transit can be made available to both reduce traffic congestion and to provide an alternative to use of the private motor vehicle.*

The City of Sanibel is clearly looking for ways to reduce private automobile use on the Island. Sanibel Carts can help with that goal by informing visitors that there is an option to rent a Cart for one or more days. Many visitors to Sanibel Island don't really need or want a car for most of their time on the Island: they can usually walk to the beach, bike to shops, and have access to their own kitchens or resort dining options. Most of them, however, would like to spend a day exploring Captiva and maybe another day driving through the Ding Darling given the distances required to bike there and back. Right now there are not any car rental companies on the Island; Sanibel Carts will help solve that dilemma so that more visitors will be able to leave their car behind.

Once they have arrived on the Island without a car, visitors will be inspired to find alternative routes by hiking and biking instead of turning to their vehicles.

**SLOW ROADS: *Standard for Roadways*** *Given the other policies of the Plan, it is the intent of the City that Level of Service "F" is the accepted standards for roadways*

It is extraordinary that any municipality in the United States would find acceptable an "F" as the Level of Service for roadway standards. This emphasizes the City's willingness to sacrifice road efficiency "as a tradeoff for the preservation of the scenic, historic, environmental and aesthetic character of the City." (*The Sanibel Plan*, p. 107.) In this same spirit, the one- or two-minute delay resulting from driving behind a street-legal electric vehicle should not be a significant concern in evaluating this proposal.



The main traffic problem on the Island isn't the occasional slow-moving vehicle or bicycle or gopher tortoise crossing the road. The main traffic problem, as Mayor Kevin Ruane points out, is traffic congestion resulting from too many automobiles:

*"As the Mayor of Sanibel Island, I can attest that the number one complaint we receive from our visitors is the negative impact of traffic congestion during peak season.... Through a careful analysis of traffic patterns, we now can provide guidance on how to plan your travels to the Island. In peak season, nearly 13,000 vehicles come onto the Island daily, with heavy on-bound traffic congestion between the hours of 8 a.m. to noon and off-bound traffic between the hours of 2:30 to 6:30 p.m."* Kevin Ruane, Sanibel Island Website.

Sanibel Carts, with its planned location at Palm Ridge Place, will not be a factor for those vehicles locked in traffic congestion on Periwinkle. Sanibel Carts will remind and encourage its customers to avoid Periwinkle, especially during the hours and dates set forth above. If anything, having a Cart in place of a car in the procession of vehicles slowly winding down Periwinkle would be a positive benefit, both in terms of reduced tailpipe emissions and the fact that a Cart is much shorter than the length of an average car or SUV.

**ALTERNATIVE TO PRIVATE VEHICLES: *Policy 2.5.*** *Encourage private enterprise to continue to provide and expand, during the peak season, daily service to the Southwest Florida International Airport. Work with area hotels, commercial establishments and resorts to undertake an advertising campaign to encourage tourists to the City to use other modes of travel once in the City.*

Sanibel Carts would be happy to work with the City of Sanibel and the two taxi companies on Sanibel Island to undertake, cooperate with, or even spearhead, "an advertising campaign to encourage tourists to the City to use other modes of travel once in the City."

**(iv) Article 3. Additional Goals, Objectives and Policies**

**SMALL TOWN CHARACTER OF THE ISLAND:** The maintenance of the character of the community is an important component of the *Sanibel Plan*.... *Sanibel is and shall remain a small town community whose members choose to live in harmony with one another and with nature; creating a human settlement distinguished by its diversity, beauty, uniqueness, character and stewardship.... The community aesthetic is defined as a casual style; one which is adapted to a relaxed island quality of life and respectful of local history, weather, culture and natural systems. (3.6.1.)*

Sanibel Carts could only exist in a small town community with a casual and relaxed style. The Carts conjure up images of families, parades, and summer days at the beach. On Sanibel Island, the Carts add the benefit of allowing residents of all ages to experience, and co-exist with, the diversity, beauty and uniqueness of the Island without barriers. Also, the lack of doors and windows in a Cart encourages harmony with other residents more akin to walking or biking. It's hard not to smile and wave at



someone in a Cart, and driving a Cart is naturally more respectful of Sanibel's cherished role as a sanctuary island. As mentioned previously, the Carts will be low profile, white with discrete logo and an American Flag license plate, to fit in with the character of the Island, not festooned with decorations or marketing signs that proclaim "Rent Me"

**SERVING THE SEASONAL POPULATION:** *During peak season, the seasonal population of the City of Sanibel is approximately twice as large as the resident population. For this reason, the functional population (comprised of the resident population and the seasonal population) is the important population to consider for the analyses and evaluation of service delivery systems and impacts of development. (3.6.2.)*

There are repeated references in the Sanibel Plan giving consideration to the needs of the seasonal population of the Island. This seasonal population is frequently characterized by a couple who comes to the Island for a few months and who host multiple sets of visitors, including parents, children, and grandchildren, and various friends. The applicants have heard from a number of these seasonal residents who like the idea of exploring the Island with their visitors by renting a Cart for a day or two. Having access to rental vehicles on-Island may also prevent the visitors of seasonal residents from driving their own car over the Causeway.

**BUSINESS GOALS:** *Left unregulated, the proliferation of retail businesses that do not serve residents can frustrate the City's desire to retain a unique and diverse service and retail base in the local economy and to provide opportunities for small, local businesses. The Plan for Commercial Development shall ensure that the City's regulations encourage the continuation of existing businesses and the establishment of new businesses that serve the residential segment of the community. (3.6.2.)*

There is no other business like Sanibel Carts on the Island, and so the company will add to the "unique and diverse service and retail base" and will further the City's goal to encourage the "establishment of new businesses that serve the residential segment of the community." The Carts will cater mostly to residents who want to experience our Island in an open-carriage every once in a while, or who want to enjoy the natural experience of the Ding Darling but cannot manage to do so by bicycle. The Carts will also provide residents with an additional way to show off the Island to their own visiting family and friends.

**PROTECTING THE ENVIRONMENT:** *The character and location of Future Land Uses in the City of Sanibel will: Promote the protection of natural, environmental, economic and scenic resources; Promote maintenance of enhancement of water quality, both in the Island's Freshwater Management Area and in the Island's off-shore coastal waters. (3.6.2.)*

As noted above, car pollution has a direct, immediate and adverse effect on local air, soil, and water quality. As the Tampa project (see Exhibit 1) found, vehicular emissions have a "disproportionately higher contribution...to atmospheric nitrogen disposition to Tampa Bay." So, too, on Sanibel Island, do the automobiles emit particles that pollute the Island's water and soil. Sanibel Carts would be a small beginning toward the process of slowly phasing out the number of gas-emitting vehicles on the Island in



order to help retain Sanibel's sanctuary quality, the primary objective of the Sanibel Plan.

6.(b.) Internal Compatibility with Other Existing or Proposed Uses

Sanibel Carts is compatible with the existing or proposed uses on the same site and will have no undue adverse impact of any neighboring use including the streetscape; open spaces; landscaping; pedestrian ways; focal points and vistas; natural environment; setbacks or architectural styles. As for the traffic and parking issues, *Traffic Impact Statement & Parking Analysis* attached as Exhibit 2 shows that there is ample parking for Sanibel Carts within Palm Ridge Place, and that Sanibel Carts does not add to the overall existing traffic patterns.

6. (c.) External Compatibility with Existing and Planned Uses of Surrounding Properties

As noted above, Sanibel Carts will be located off Palm Ridge Road in an established shopping center located in the Town Center General Commercial District. As per the Sanibel Plan, "[a]dditional retail development is discouraged on Periwinkle Way and encouraged in the Town Center District (the Palm Ridge Road area) because of the latter area's relatively good access from Periwinkle Way, Palm Ridge Road and Tarpon Bay Road and because it is the geographical center of the Island." (See further, Exhibit 2, *Traffic Impact Statement & Parking Analysis*.)

Additionally, Sanibel Carts does not compete with any of the businesses located within Palm Ridge Place, or indeed, with any other business on the Island. It is anticipated that there will be synchronicity between customers who visit Palm Ridge Place for shoes, a book, or a sandwich and who decide that they would like to ditch their car for a day and rent a Cart; just as those customers who come specifically to rent a Cart may well decide to do some shopping at the other stores as part of their outing.

6. (d.) Intensity of Development

Sanibel Carts will have no undue adverse impact on the physical and environmental characteristics of the site and surrounding lands. As noted in the Traffic Impact Statement & Parking Analysis, Sanibel Carts' presence will decrease the total number of trips by one. The proposed use is no more intense than the prior commercial retail use and is consistent with the other commercial uses in the downtown area. Sanibel Carts will also encourage direct delivery of Carts so that residents do not need to drive to Palm Ridge Place, and to encourage visitors to come to Sanibel Island without a car of their own. Cart delivery will be made from Palm Ridge Place to most places on the Island by Cart with the delivery person then returning to Palm Ridge Place by bike.

6. (e.) Environmental Constraints



Sanibel Carts is moving into a well-established and developed property at Palm Ridge Place. The site is suitable for the rental of the Carts without hazards to persons, vegetation or wildlife, and in fact, the use of Carts should increase the condition of soil and topography due to the lessening of automobile impacts to the area through the use of electric-solar powered vehicles.

6. (f.) Off-street Parking

Sanibel Carts will be located at Palm Ridge Place with sufficient off-stretparking, for bicycles and other vehicles as well as cars. According to the Land Development Code, Section 126-1361, the required parking spaces for a Car Rental company is a minimum of five plus one for each car in the on-site rental inventory in excess of two cars.

***Sec. 126-1361. - Required parking spaces.***

*No development permit shall be issued for any nonresidential use or structure, or for any addition to or expansion thereof, unless parking spaces, in compliance with all requirements of this section, are provided as follows:*

<i>Car rentals</i>	<i>5 plus 1 for each car in the on-site rental inventory in excess of 2 cars.</i>

Under this analysis, Sanibel Carts will require ten parking spaces. According to the *Traffic Impact Statement & Parking Analysis* (Exhibit 2), there is ample space at the site to satisfy this requirement.

As noted in the *Traffic Impact Statement & Parking Analysis* (Exhibit 2), there are 142 parking spaces available on this site. The computation provided therein shows that the addition of Sanibel Carts to the site does not go over the strict standards set out in Section 126-1361 of the Sanibel Code, and, perhaps more importantly, the actual, anticipated use based on internal capture establishes a parking demand of 126 spaces even with the inclusion of Sanibel Carts.

From the report, it is shown that "[a] computation was also made using the square footage of the retail and office spaces as one total. This provided the total required spaces to be 138 which is shown in Table 10. Applying the internal capture to this number the result is adjusted to 123 spaces." (Page 7, Exhibit 2).

Furthermore, the report concludes that the peak traffic at the site occurs during the PM Peak Hour and that the peak demand for parking would be 102 spaces. And, as anyone who lives on the Island can attest, the parking lot at Palm Ridge Place is never full. Even during peak season, there is always plenty of parking available.

### **III. APPLICATION MEETS THE SPECIFIC REQUIREMENTS OF THE LAND DEVELOPMENT CODE (Section 126-94 Vehicle rental and leasing)**

#### **A. The Land Development Code Specific Requirements**

The Sanibel Land Development Code sets forth the following specific requirements for the proposed use of Sanibel Carts:

Automotive rental and leasing, boat and canoe rentals, motorcycle rentals, including mopeds, and rental of bicycles shall be permitted as conditional uses subject to the following conditions set forth in this section:

- (1) No access driveway to any parcel on which such use is located shall be any closer than 200 feet to the intersection of Periwinkle Way with Causeway Road, Beach Road, Donax Street, Dixie Beach Boulevard, Casa Ybel Road, Palm Ridge Road, or Tarpon Bay Road, or the intersection of Tarpon Bay Road with Palm Ridge Road, as measured from the closest outermost edge of the intersecting access driveway, not including the turning radius, as extended to the centerline of the intersected street to the closest outermost edge of the intersecting street, not including the turning radius, as extended to the centerline of the intersected street.
- (2) All areas in which rental cars, mopeds, bicycles, and boats are parked or stored shall be located behind minimum required setbacks and shall be counted toward the maximum permitted developed area for the parcel.
- (3) Conditional use permits shall not be issued for the rental of bicycles or other human-powered vehicles which exceed 36 inches total width.

#### **B. Sanibel Carts' Compliance with the Specific Requirements**

##### **1. Restriction on Access Driveway**

Sanibel Carts' location at Palm Ridge Road meets the requirement that no access driveway is closer than 200 feet to the intersection of any the roads mentioned above.

##### **2. Storage of Carts**

All seven of the Carts that will be rented from Palm Ridge Road will be stored inside of Unit 15 as shown in Exhibit 4, Floor Plans for Sanibel Carts.



3. Bicycles or Human-powered Vehicles

Sanibel Carts will not be renting any bicycles or human-powered vehicles.

IV. **DISTINCTION FROM APPLICATION 16-9556**

Given that the Planning Commission recently reviewed and rejected another application for the rental of street-legal vehicles (the "Stewart Application"), the current applicants would like to highlight several factors that distinguish this application from the unsuccessful Stewart Application.

A. The Matter of Insufficient Parking Spaces

The stated reason in the Planning Commission opinion for rejecting the Stewart Application was that there was no *"competent, substantial evidence to support the fact that 10 off-street parking spaces are the minimum sufficient for the proposed conditional use and the competent, substantial evidence that was presented clearly supports the fact the 10 off-street parking spaces, calculated by using a fixed on-site inventory of seven rental cars, is inapplicable, inappropriate and insufficient..."* (Planning Commission Resolution No. 16-25, page 3).

1. Replacement of Inventory Problem

The Planning Commission supported this opinion by finding that the Stewart Application's use of a fixed on-site rental inventory of seven vehicles was inapplicable given that the business could replace the entire inventory overnight with seven new vehicles.

**Sanibel Carts' Distinguishing Factor:** Sanibel Carts will only ever rent seven Carts from its on-Island location. These seven Carts can be marked clearly to distinguish them from any other Carts that Sanibel Carts might rent to Sanibel residents from an off-Island location. Once the seven Carts are rented for a day, that's it in terms of on-site inventory until one of the seven Carts is returned.

2. Car Rental Category Not Applicable to Stewart Application

The Planning Commission found that the Car Rental section in the code that sets forth the requirement of five spaces plus one for each car in the on-site rental inventory in excess of two cars did not apply to the Stewart Application given that (a) the on-site inventory was in no way constrained from being replenished at will by Stewart's sizeable off-Island fleet, and (b) although half-day rentals are rare for standard car rental companies, the subject rental vehicles are more likely to be rented for half-day and daily rentals.



**Sanibel Carts' Distinguishing Factor:** Sanibel Carts also falls into the category of Car Rental, and according to the Code, must meet the requirement for five spaces plus one for each car in the on-site rental inventory in excess of two cars for a total of ten parking spaces for its seven Carts. In regard to (a) above, Sanibel Carts will absolutely limit its on-site inventory to seven Carts and, as noted previously, will not replenish its on-site inventory with any Carts that may be stored off-Island. As for (b), the current applicants do anticipate half-day and daily rentals, but we do not expect that this will cause a problem with the available parking at Palm Ridge Place. It is expected that some customers will bike to Sanibel Carts to pick up their Cart (this option will be incentivized in the same manner as Tarpon Bay Rentals does); some will drive and park their car in one of the spaces; and others will have their Cart delivered by Sanibel Carts. In this latter case, a Sanibel Cart employee will drive the Cart to the designated location and then bike back to Sanibel Carts.

3. Specific Requirements of the Code in regard to Parking "used as a guide only."

The Planning Commission agreed with the Stewart Application that the Land Development Code requirements were a guide only; however, the Commission found that the parking calculations failed due to the fact that evidence indicated that the *"on-site vehicle inventory revolves and is replaced immediately to meet the applicant's desires and demand for his product."*

**Sanibel Carts' Distinguishing Factor:** As noted above, Sanibel Carts will never have more than seven Carts that are rented from Palm Ridge Place. As a further distinguishing factor, Sanibel Carts' location, Palm Ridge Place, has more than sufficient parking for the planned use, unlike the location that was proposed by the Stewart Application.

4. Lack of Restrictions on Replacing Rented Vehicles with New Inventory

The Planning Commission voiced concern that the Stewart Application had no conditions attached that would prevent the applicant from rotating and replenishing inventory. The Commission further noted that while it could place conditions on the applicant, that it would not do so without further evidence regarding parking or *"the viability of applicant's business operation if actually limited to only seven recreational rental vehicles."*

**Sanibel Carts' Distinguishing Factor:** The current applicants hereby pledge that Sanibel Carts will not have any additional Carts for rent at the Palm Ridge Place location beyond the seven identified in this Application. While Sanibel Carts is not privy to the Stewart Application's business model or business plan for its expansion onto Sanibel Island, Sanibel Carts is confident that the rental of seven Carts from the Palm Ridge Place location, with our low overhead and streamlined business model, will create a viable business. Sanibel Carts' owners, the applicants Laura DeBruce and Jeff Blackman, have owned a successful



commercial company for nearly twenty years, and have proven themselves to be responsible and diligent business owners.

B. Failing To Meet LDC Section 126-82(1) – "Benefit to the Community"

The Planning Commission found that the Stewart Application would "adversely affect the traffic flow to a significantly greater extent than a permitted use on such site" and that this would not be "inherently beneficial to the community or reasonably necessary to its convenience."

**Sanibel Carts' Distinguishing Factor:** Given the current applicants' commitment to an absolute restriction to seven rental carts at Palm Ridge Place, and given the sufficient parking available at that location (see *Traffic Impact Statement & Parking Analysis* at Exhibit 2), the proposed use will not adversely affect the traffic flow to any greater extent than another permitted use on the site. Furthermore, as noted above in the sections on the ways that the business conforms to the Sanibel Plan, Sanibel Carts will be "inherently beneficial to the community."

C. Failing to Meet the Transportation Elements of the Sanibel Plan (Section 3.3.3)

The Planning Commission found that the Stewart Application did not meet Section 3.3.3 of the Sanibel Plan concerning the Transportation Element, Objective 3, Policy 3.1, which states that there should be "adequate on-site and off-site parking for existing and future land uses, in a manner that promotes transportation goals."

**Sanibel Carts' Distinguishing Factor:** There is sufficient parking at Palm Ridge Place to meet the Transportation Element objectives in the Sanibel Plan. As noted in the section on conformance with the Sanibel Plan, Sanibel Carts will also help to implement other of the Transportation Element goals and policies.

D. Additional Distinguishing Factors for the Planning Committee's Consideration

1. Sanibel Carts are electric-solar powered, not gasoline-powered.

The Stewart Application proposed to bring gasoline-powered carts to the Island. Storage of those combustible vehicles in an interior retail space presented an elevated danger. Refueling the vehicles raised the prospect of golf carts occupying the limited pump stations available at Sanibel's three gas stations. As electric-solar street-legal vehicles, the Carts of Sanibel Carts meet Sanibel Island's vision and primary objective as a sanctuary island and also as a small-town community by decreasing carbon emissions that pollute the land and water and threaten the delicate eco-systems on the Island, and by helping to calm the traffic and remind residents, and especially visitors, that Sanibel is a casual, relaxed place.

2. Sanibel Carts will be located on Palm Ridge Road

The Stewart Application was planning to locate on Periwinkle, with egress and ingress of its carts onto Sanibel's busiest thoroughfare. Sanibel Carts' location on Palm Ridge Road is set away from the main road.

3. Sanibel Carts is owned by Island Residents

The owners of Sanibel Carts are Sanibel property owners and residents with a deep respect and appreciation for Sanibel's status as a small town and sanctuary island. We support the Sanibel Plan and contribute to several of the organizations that help maintain Sanibel's status as a protected natural habitat. We would conduct ourselves and our business with a fiduciary sense of responsibility to the Island's unique character, and we hope that the Planning Commission will entrust Sanibel Carts with the right and ability to establish our business on-Island.



**ATTACHMENT C**

PLANNING DEPARTMENT STAFF REPORT

APPLICATION No. 18-10726CUP

DEBRUCE & BLACKMAN CONDITIONAL USE PERMIT

APPLICATION FOR LOW-SPEED VEHICLE RENTALS

2330 Palm Ridge Road Suite 15

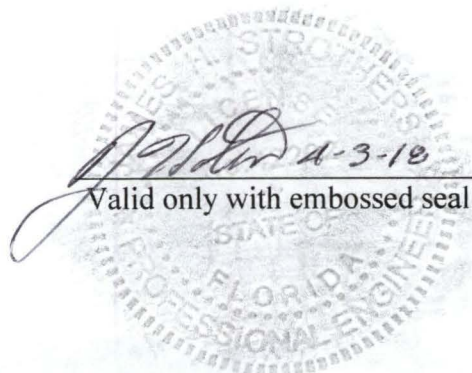
# TRAFFIC IMPACT STATEMENT & PARKING ANALYSIS

Prepared for  
Palm Ridge Place  
Suite 15  
2330 Palm Ridge Road  
City of Sanibel, Lee County, Florida

Prepared By  
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File: 07-011-15

Date: March 28, 2018



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## 2 PROJECT DESCRIPTION

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This project is to determine the impact on the traffic that would be generated by a change in use of Suite 15 of the Palm Ridge Place retail plaza. The report also analyzes the parking requirement of the site with the new change of use.

Currently there are 18 units in this plaza consisting of multiple uses. A few of the units have been combined into one contiguous use. It should be noted that the unit numbering has been changed since previous studies performed by this office. Information was obtained from the City of Sanibel reflecting the updated numbering system and square footage breakdown for each unit. An onsite inspection was made to confirm the current tenants of each of the units. This information is listed in Table 1. In order to account for trip generations and parking requirements all units that are currently vacant have been designated as retail uses. Various land use codes from the ITE Trip Generation Manual were used for this project. The Site Plan approved by the City of Sanibel prepared by this office dated 11-11-14 last revised 6-12-15 was used as reference of the available parking spaces for the parking analysis.

The use of Suite 15 is to provide rentals of Low Speed Vehicles. Low Speed Vehicles (LSV) are legally licensed vehicles in the State of Florida. They must meet certain standards to be allowed to travel on the roadways. They also have certain restrictions not associated with normal vehicles. They are limited to travel on roads only with a speed limit of 35 MPH or less. The speed is also regulated to a maximum of 25 MPH. Any person operating a LSV must have in his or her possession a valid driver license. The tenant's proposal is to have seven (7) LSV at this location.

### 3 SOURCES OF INFORMATION

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The following sources of information were used as part of this Traffic Impact Statement.

ITE Trip Generation Manual (10<sup>th</sup> Edition)

ITE Trip Generation Handbook (3<sup>rd</sup> Edition)

Land Use Code 820

Land Use Code 840

Land Use Code 880

Land Use Code 918

Land Use Code 930

Land Use Code 932

Sanibel Public Works Traffic Count 2014

City of Sanibel Planning Department



	Table 1	3/26/2018	
		UNIT DATA	
	2330 Palm Ridge Road		Palm Ridge Place
	Suite	Current Tenant	Sq. Ft. Floor Area
	1	Rosie's Café and Grill	2598
	2	Sanibel Sweet Shoppe (closed)	800
	3-4 (combined)	Sanibel Beauty Salon	1840
	5	Rinaldi's Fashion Shoes	1006
	6	Island Jewelry	1020
	7-8 (combined)	Sanibel Deli & Coffee Factory	2340
	9	Vacant	1320
	10-11 (combined)	Beach Floor & Décor	2120
	12	Sanibel Outfitters	840
	13	Sanibel Vacations	840
	14	Sanibel Realty	800
	15	Vacant (Subject Suite)	720
	16	Vacant	1440
	17	Vacant	1000
	18	Island Pharmacy	1000
	Total		19684

## 4 TRIP GENERATION

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Review of the most current Traffic Count from the City of Sanibel for Palm Ridge Road indicated the peak traffic generally occurred during the normally expect AM and PM hours. The various Land Use Codes were applied to the individual units for both the current usage and the proposed use of Suite 15. The results of these calculations provided the total trips generated for the site along with the distribution for entering and exiting. Calculations were for both the AM and PM Peak Hour of Adjacent Street Traffic. These values are shown in Tables 2 through 5.

As mentioned this Plaza contains a mix of different uses. With numerous uses within a site there are internal trips generated between the different uses. This basically means a trip generated externally for one use moves to another use within the site. This does not generate an external trip for the second use. This site is also located adjacent to a major Shared Use Path with Intra Connections to the site. A site visit visually observed bicycle traffic being used to reach various uses. Applying the Internal Capture computation including Non-Motorized Traffic a final trip generation was obtained for both the existing and future conditions. The results are shown in Tables 6 & 7.

The results of these computations show a decrease of 1 exiting trip due to the change of use of Suite 15.



Table 2 Existing trips

TRIP END GENERATIONS

Calculated for: Palm Ridge Place  
 ITE Land Use Varies  
 Average Vehicle Trips Ends (AVTE) vs: 1000 Sq. Ft. Floor Area

On a: Weekday  
 Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m.

Suite	Sq. Ft. Floor Area	ITE Land Use	AVTE	Trips	% Enter	Trips	% Exit	Trips
1	2598	932	9.94	25.82	55	14.20	45	11.62
2	800	820	3.00	2.40	54	1.30	46	1.10
3-4 (combined)	1840	918	1.21	2.23	54	1.20	46	1.02
5	1006	820	3.00	3.02	54	1.63	46	1.39
6	1020	820	3.00	3.06	54	1.65	46	1.41
7-8 (combined)	2340	930	2.07	4.84	67	3.25	33	1.60
9	1320	820	3.00	3.96	54	2.14	46	1.82
10-11 (combined)	2120	820	3.00	6.36	54	3.43	46	2.93
12	840	820	3.00	2.52	54	1.36	46	1.16
13	840	820	3.00	2.52	54	1.36	46	1.16
14	800	820	3.00	2.40	54	1.30	46	1.10
15	720	820	3.00	2.16	54	1.17	46	0.99
16	1440	820	3.00	4.32	54	2.33	46	1.99
17	1000	820	3.00	3.00	54	1.62	46	1.38
18	1000	880	2.94	2.94	65	1.91	35	1.03
Total	19684			71.55		39.85		31.70
				72		40		32

Table 3

Existing PM

## TRIP END GENERATIONS

Calculated for:

Palm Ridge Place

ITE Land Use

Varies

Average Vehicle Trips Ends (AVTE) vs:

1000 Sq. Ft. Floor Area

On a:

Weekday

Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 p.m.

Suite	Sq. Ft. Floor Area	ITE Land Use	AVTE	Trips	% Enter	Trips	% Exit	Trips
1	2598	932	9.77	25.38	62	15.74	38	9.65
2	800	820	3.81	3.05	48	1.46	52	1.58
3-4 (combined)	1840	918	1.45	2.67	17	0.45	83	2.21
5	1006	820	3.81	3.83	48	1.84	52	1.99
6	1020	820	3.81	3.89	48	1.87	52	2.02
7-8 (combined)	2340	930	14.13	33.06	55	18.19	45	14.88
9	1320	820	3.81	5.03	48	2.41	52	2.62
10-11 (combined)	2120	820	3.81	8.08	48	3.88	52	4.20
12	840	820	3.81	3.20	48	1.54	52	1.66
13	840	820	3.81	3.20	48	1.54	52	1.66
14	800	820	3.81	3.05	48	1.46	52	1.58
15	720	820	3.81	2.74	48	1.32	52	1.43
16	1440	820	3.81	5.49	48	2.63	52	2.85
17	1000	820	3.81	3.81	48	1.83	52	1.98
18	1000	880	8.51	8.51	49	4.17	51	4.34
Total	19684			114.99		60.32		54.67
				115		60		55



Table 4 AM Future

## TRIP END GENERATIONS

Calculated for:

Palm Ridge Place

ITE Land Use

Varies

Average Vehicle Trips Ends (AVTE) vs:

1000 Sq. Ft. Floor Area

On a:

Weekday

Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m.

Suite	Sq. Ft. Floor Area	ITE Land Use	AVTE	Trips	% Enter	Trips	% Exit	Trips
1	2598	932	9.94	25.82	55	14.20	45	11.62
2	800	820	3.00	2.40	54	1.30	46	1.10
3-4 (combined)	1840	918	1.21	2.23	54	1.20	46	1.02
5	1006	820	3.00	3.02	54	1.63	46	1.39
6	1020	820	3.00	3.06	54	1.65	46	1.41
7-8 (combined)	2340	930	2.07	4.84	67	3.25	33	1.60
9	1320	820	3.00	3.96	54	2.14	46	1.82
10-11 (combined)	2120	820	3.00	6.36	54	3.43	46	2.93
12	840	820	3.00	2.52	54	1.36	46	1.16
13	840	820	3.00	2.52	54	1.36	46	1.16
14	800	820	3.00	2.40	54	1.30	46	1.10
15	720	840	1.87	1.35	73	0.98	27	0.36
16	1440	820	3.00	4.32	54	2.33	46	1.99
17	1000	820	3.00	3.00	54	1.62	46	1.38
18	1000	880	2.94	2.94	65	1.91	35	1.03
Total	19684			70.74		39.67		31.07
				71		40		31

Table 5 Future PM

## TRIP END GENERATIONS

Calculated for: Palm Ridge Place  
 ITE Land Use Varies  
 Average Vehicle Trips Ends (AVTE) vs: 1000 Sq. Ft. Floor Area

On a: Weekday  
 Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 p.m.

Suite	Sq. Ft. Floor Area	ITE Land Use	AVTE	Trips	% Enter	Trips	% Exit	Trips
1	2598	932	9.77	25.38		62	15.74	38 9.65
2	800	820	3.81	3.05		48	1.46	52 1.58
3-4 (combined)	1840	918	1.45	2.67		17	0.45	83 2.21
5	1006	820	3.81	3.83		48	1.84	52 1.99
6	1020	820	3.81	3.89		48	1.87	52 2.02
7-8 (combined)	2340	930	14.13	33.06		55	18.19	45 14.88
9	1320	820	3.81	5.03		48	2.41	52 2.62
10-11 (combined)	2120	820	3.81	8.08		48	3.88	52 4.20
12	840	820	3.81	3.20		48	1.54	52 1.66
13	840	820	3.81	3.20		48	1.54	52 1.66
14	800	820	3.81	3.05		48	1.46	52 1.58
15	720	840	2.43	1.75		40	0.70	60 1.05
16	1440	820	3.81	5.49		48	2.63	52 2.85
17	1000	820	3.81	3.81		48	1.83	52 1.98
18	1000	880	8.51	8.51		49	4.17	51 4.34
Total	19684			113.99			59.70	54.29
				114			60	54



Table 6

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Palm Ridge Place	<b>Organization:</b>	
<b>Project Location:</b>	2330 Palm Ridge Road	<b>Performed By:</b>	James H. Strothers, PE
<b>Scenario Description:</b>	Existing Conditions	<b>Date:</b>	3/27/2018
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				5	3	2
Retail				33	20	13
Restaurant				34	17	17
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>72</b>	<b>40</b>	<b>32</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.05		1%	1.08		2%
Retail	1.14		4%	1.09		3%
Restaurant	1.52		4%	1.52		3%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	0		2	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	94	52	42
Internal Capture Percentage	11%	10%	12%
External Vehicle-Trips <sup>3</sup>	62	35	27
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	3	2	1

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	50%
Retail	9%	14%
Restaurant	12%	8%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Palm Ridge Place
<b>Analysis Period:</b>	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.05	3	3	1.08	2	2
Retail	1.14	20	23	1.09	13	14
Restaurant	1.52	17	26	1.52	17	26
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	1	0	0	0
Retail	4		2	0	2	0
Restaurant	8	4		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	6	0	0	0
Retail	0		13	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	5	0		0
Hotel	0	1	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	3	3	3	0	0
Retail	2	21	23	18	0	1
Restaurant	3	23	26	14	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1	1	2	1	0	0
Retail	2	12	14	11	0	0
Restaurant	2	24	26	15	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.



NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Palm Ridge Place			Organization:	
Project Location:	2330 Palm Ridge Road			Performed By:	James H. Strothers, PE
Scenario Description:	Existing Conditions			Date:	3/27/2018
Analysis Year:				Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				6	3	3
Retail				50	23	27
Restaurant				59	34	25
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
Total				115	60	55

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.17		1%	1.06		1%
Retail	1.30		1%	1.33		1%
Restaurant	1.90		1%	1.88		1%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		200	200			
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		10	0	0	0
Restaurant	1	15		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	185	99	86
Internal Capture Percentage	30%	28%	33%
External Vehicle-Trips <sup>3</sup>	78	41	37
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	1	1	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	50%	33%
Retail	53%	31%
Restaurant	15%	34%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Palm Ridge Place
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.17	3	4	1.06	3	3
Retail	1.30	23	30	1.33	27	36
Restaurant	1.90	34	65	1.88	25	47
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		10	1	9	2
Restaurant	1	19		4	8	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	0	0
Retail	1		19	0	0	0
Restaurant	1	15		0	0	0
Cinema/Entertainment	0	1	2		0	0
Residential	2	3	9	0		0
Hotel	0	1	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	2	2	4	2	0	0
Retail	16	14	30	11	0	0
Restaurant	10	55	65	28	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1	2	3	2	0	0
Retail	11	25	36	19	0	0
Restaurant	16	31	47	16	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.



Table 7

NCHRP 8-51 Internal Trip Capture Estimation Tool					
<b>Project Name:</b>	Palm Ridge Place	<b>Organization:</b>			
<b>Project Location:</b>	2330 Palm Ridge Road	<b>Performed By:</b>	James H. Strothers, PE		
<b>Scenario Description:</b>	Future Conditions	<b>Date:</b>	3/27/2018		
<b>Analysis Year:</b>		<b>Checked By:</b>			
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>			

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				5	3	2
Retail				33	20	13
Restaurant				33	17	16
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>71</b>	<b>40</b>	<b>31</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.05		1%	1.08		2%
Retail	1.14		4%	1.09		3%
Restaurant	1.52		4%	1.52		3%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	0		2	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	92	52	40
Internal Capture Percentage	11%	10%	13%
External Vehicle-Trips <sup>3</sup>	61	35	26
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	3	2	1

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	50%
Retail	9%	14%
Restaurant	12%	8%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Palm Ridge Place
<b>Analysis Period:</b>	AM Street Peak Hour

<b>Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends</b>						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.05	3	3	1.08	2	2
Retail	1.14	20	23	1.09	13	14
Restaurant	1.52	17	26	1.52	16	24
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

<b>Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)</b>						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	1	0	0	0
Retail	4		2	0	2	0
Restaurant	7	3		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

<b>Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)</b>						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	6	0	0	0
Retail	0		13	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	5	0		0
Hotel	0	1	2	0	0	

<b>Table 9-A (D): Internal and External Trips Summary (Entering Trips)</b>						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	3	3	3	0	0
Retail	2	21	23	18	0	1
Restaurant	3	23	26	14	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<b>Table 9-A (O): Internal and External Trips Summary (Exiting Trips)</b>						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1	1	2	1	0	0
Retail	2	12	14	11	0	0
Restaurant	2	22	24	14	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.



NCHRP 8-51 Internal Trip Capture Estimation Tool					
<b>Project Name:</b>	Palm Ridge Place	<b>Organization:</b>			
<b>Project Location:</b>	2330 Pasm Ridge Road	<b>Performed By:</b>	James H. Strothers, PE		
<b>Scenario Description:</b>	Future Conditions	<b>Date:</b>	3/27/2018		
<b>Analysis Year:</b>		<b>Checked By:</b>			
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>			

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				6	3	3
Retail				49	23	26
Restaurant				59	34	25
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>114</b>	<b>60</b>	<b>54</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.17		1%	1.06		1%
Retail	1.30		1%	1.33		1%
Restaurant	1.90		1%	1.88		1%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		200	200			
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		10	0	0	0
Restaurant	1	15		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	184	99	85
Internal Capture Percentage	30%	28%	33%
External Vehicle-Trips <sup>3</sup>	77	41	36
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	1	1	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	50%	33%
Retail	53%	31%
Restaurant	15%	34%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Palm Ridge Place
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.17	3	4	1.06	3	3
Retail	1.30	23	30	1.33	26	35
Restaurant	1.90	34	65	1.88	25	47
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		10	1	9	2
Restaurant	1	19		4	8	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	0	0
Retail	1		19	0	0	0
Restaurant	1	15		0	0	0
Cinema/Entertainment	0	1	2		0	0
Residential	2	3	9	0		0
Hotel	0	1	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	2	2	4	2	0	0
Retail	16	14	30	11	0	0
Restaurant	10	55	65	28	0	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1	2	3	2	0	0
Retail	11	24	35	18	0	0
Restaurant	16	31	47	16	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.



## 5 IMPACT TO EXISTING TRAFFIC

---

In order to check the impact of any projected increase in externally generated trips would have on the existing traffic on Palm Ridge Road the most **current** (2014) traffic counts from the City of Sanibel were utilized. The information was obtained for Palm Ridge Road North of Periwinkle Way. This study showed a total AM Peak Hour volume of 594 vehicles and a PM Peak Hour volume of 618 vehicles.

Studies have indicated not all traffic entering or exiting a site is necessarily new traffic **added** to the street system. The actual amount of new traffic is dependent upon the purpose of the trip and the route used from its origin to its destination. Multiple use sites tend to attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. According these "pass-by" trips do not add new traffic to the adjacent street system and may be reduced from the total external trips generated by the site.

Information obtained for Land Use Code 820 shows that an average "pass-by" trips is 34 percent of the total external trips generated. Using this data it was determined under the existing conditions 21 of the AM trips and 27 pf the PM trips would be "by-pass" trips. Under the future use 21 of the AM trips and 26 of the PM trips are "by-pass". There are no additional trips generated by the proposed use, rather it decrease the trip count by 1.

As a result there is no additional traffic to be added into the existing traffic on Palm Ridge Road.

## 6 SUMMARY

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Summarizing the results of the calculations it was found that the proposed change to allow the proposed use of Suite 15 adds no additional trips for this site.

## 7 CONCLUSIONS

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The conclusion of this analysis is that the proposed change from retail to Car Rental would have no impact on total traffic generated for this site and the surrounding street system.

## 8 SPEED ANALYSIS

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Traffic Impact Statements normally do not deal with vehicle speed as part of the analysis. Speed of the vehicle is a characteristic of a vehicle that is not considered in trip generations. Speed issues concerns have been raised in the past regarding LSVs and how they impact the flow of traffic. As stated speed is a characteristic of a vehicle and becomes irrelevant as to where the vehicle trip is generated. As such the introduction of this type of vehicle is unrelated to any specific site. They may enter into the traffic flow from any given source including existing residences.

The smooth flow of traffic is interrupted or impeded due to various reasons. They may include but not limited to the following.

1. Normal heavy traffic volumes that may occur.
2. Slowing of vehicles turning into adjacent roads, drives or parking lots.
3. Stop and go traffic for left turn movements on a two lane road.
4. Vehicles driving under the posted speed limit.
5. Slow moving construction equipment. (Municipal and private)
6. Bicycle traffic sharing the travel lanes.
7. Stop and go at pedestrian crossings.
8. Stop and go for School buses and or School zones.
9. Existing Low Speed Vehicles privately owned.
10. Traffic Control of intersections. (Traffic Control Officer).
11. Wildlife crossing the roads
12. Vehicles slowing to observe wildlife that may be adjacent to the roadway.

In order to see how LSVs would impede the smooth flow of traffic as a single entity the two major roads on Sanibel were used. Periwinkle Way is approximately 2.7 miles from Causeway Boulevard to Tarpon Bay Road with a posted speed limit of 35 MPH. San Cap Road is approximately 7 miles from Tarpon Bay Road to Captiva with a posted speed limit of 35 MPH.

A very unlikely worst case scenario would be for a normal vehicle traveling at 35 MPH to get behind a LSV traveling at 25 MPH with this being the **ONLY** restriction causing a delay. That means the normal vehicle is restricted from legally passing the LSV or otherwise slowed for other reasons for the entire stretch of road.

The trip along Periwinkle Way from Causeway Blvd to Tarpon Bay Road at 35 MPH would take approximately 4 minutes and 37 seconds. Traveling at 25 MPH it would take approximately 6 minutes and 28 seconds or an increase of 1 minute and 51 seconds. A trip along San Cap Road from Tarpon Bay Road to Captiva at 35 MPH would take approximately 12 minutes. Traveling at 25 MPH the trip would take 16 minutes or an increase of 4 minutes.

As stated it is very unlikely this is the **ONLY** reason for delays to occur in the overall traffic flow on Sanibel. There are many other facts that may be impeding smooth traffic flow. As such encountering a LSV traveling at 25 MPH or any other vehicle traveling under the posted speed limit would be considered a "localized annoyance" to drivers rather than a major cause of traffic congestion on Sanibel.



## 9 CONCLUSION

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In conclusion the speed of a vehicle is a characteristic of that vehicle and is not related to Land Use. It is also found that the introduction of vehicles into the overall traffic flow causing slower traffic may come from various sources and is irrelevant to where the trip is generated from.

Based upon the above analysis, the proposed change of use for Suite 15 of Palm Ridge Place would have no impact on the general traffic conditions on Sanibel.

## 10 PARKING ANALYSIS

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As mentioned in the project description the City approved an updated Site Plan for this site in 2015. This plan shows a total of 142 parking spaces available on the site.

The parking requirements were computed to determine the parking spaces to comply with Section 126-1361 of the Sanibel Code for the present usages of the units. For calculation purposes the units currently vacant were considered to be retail use. Table 8 shows the result that using the direct application of the code the minimum required spaces would be 136. Based upon the internal capture, which includes bicycle trips, a reduction of 15 spaces could be applied to reduce the actual parking demand to 121.

Computing the required spaces with the proposed change of use for Suite 15 it was found 141 spaces would be required due to the proposed change of use. This is shown in Table 9. Reducing for internal capture brings the parking demand to 126.

A computation was also made using the square footage of the retail and office spaces as one total. This provided the total required spaces to be 138 which is shown in Table 10. Applying the internal capture to this number the result is adjusted to 123 spaces.

Using the information obtained in the trip generations it was found the peak traffic occurs during the PM Peak Hour. It is shown that 28% of the trips are internal capture which leaves 72% generated externally. Since this is the peak of trip generation it can be estimated this is also the peak demand for parking. Using the externally generated percentage it can be estimated the peak demand for parking would be 102 spaces. This would occur at the PM Peak Hour of Adjacent Street Traffic.

## 11 CONCLUSION

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In conclusion applying strict compliance of the Sanibel LDC for off street parking would require a total of 141 spaces for the proposed change of use of Suite 15. These spaces are available on the site.

Taking a practical approach to the parking requirements applying additional factors of internal trip capture, bicycle trips and actual square footage it is shown that 123 or 126 spaces would be required. Since the strict compliance standard requires less parking than the total available spaces the proposed change of use of Suite 15 does not generate the need for additional parking on the site. Therefore adequate parking is available for the proposed change of use.



Table 8

## PARKING COMPUTATIONS

Calculated for:  
Current Uses

Minimum per Code per unit

Palm Ridge Place

Suite	Current Tenant	Sq. Ft. Floor Area	Use	Req. Spaces
1	Rosie's Café and Grill	2598	Restauant	34.6
2	Sanibel Sweet Shoppe (closed)	800	Retail	5.0
3-4 (combined)	Sanibel Beauty Salon	1840	Service	8.4
5	Rinaldi's Fashion Shoes	1006	Retail	5.0
6	Island Jewelry	1020	Retail	5.1
7-8 (combined)	Sanibel Deli & Coffee Factory	2340	Restauant	17.7
9	Vacant	1320	Retail	6.6
10-11 (combined)	Beach Floor & Décor	2120	Retail	10.6
12	Sanibel Outfitters	840	Bike Rental	11.0
13	Sanibel Vacations	840	Office	5.0
14	Sanibel Realty	800	Office	5.0
15	Vacant (Subject Suite)	720	Retail	5.0
16	Vacant	1440	Retail	7.2
17	Vacant	1000	Retail	5.0
18	Island Pharmacy	1000	Retail	5.0
Total		19684		136.2
Internal Capture Trips				15
Adjusted Parking Required				121
Total Spaces per Site plan				142

Table 9

## PARKING COMPUTATIONS

Calculated for:  
Future Uses

Palm Ridge Place

Minimum per Code per unit

Suite	Current Tenant	Sq. Ft. Floor Area	Use	Req. Spaces
1	Rosie's Café and Grill	2598	Restauant	34.6
2	Sanibel Sweet Shoppe (closed)	800	Retail	5.0
3-4 (combined)	Sanibel Beauty Salon	1840	Service	8.4
5	Rinaldi's Fashion Shoes	1006	Retail	5.0
6	Island Jewelry	1020	Retail	5.1
7-8 (combined)	Sanibel Deli & Coffee Factory	2340	Restauant	17.7
9	Vacant	1320	Retail	6.6
10-11 (combined)	Beach Floor & Décor	2120	Retail	10.6
12	Sanibel Outfitters	840	Bike Rental	11.0
13	Sanibel Vacations	840	Office	5.0
14	Sanibel Realty	800	Office	5.0
15	Subject Suite	720	Car Rental	10.0
16	Vacant	1440	Retail	7.2
17	Vacant	1000	Retail	5.0
18	Island Pharmacy	1000	Retail	5.0
Total		19684		141.2
	Internal Capture Trips			15
	Adjusted Parking Required			126
	Total Spaces per Site plan			142



Table 10

## PARKING COMPUTATIONS

Calculated for:  
Future Uses

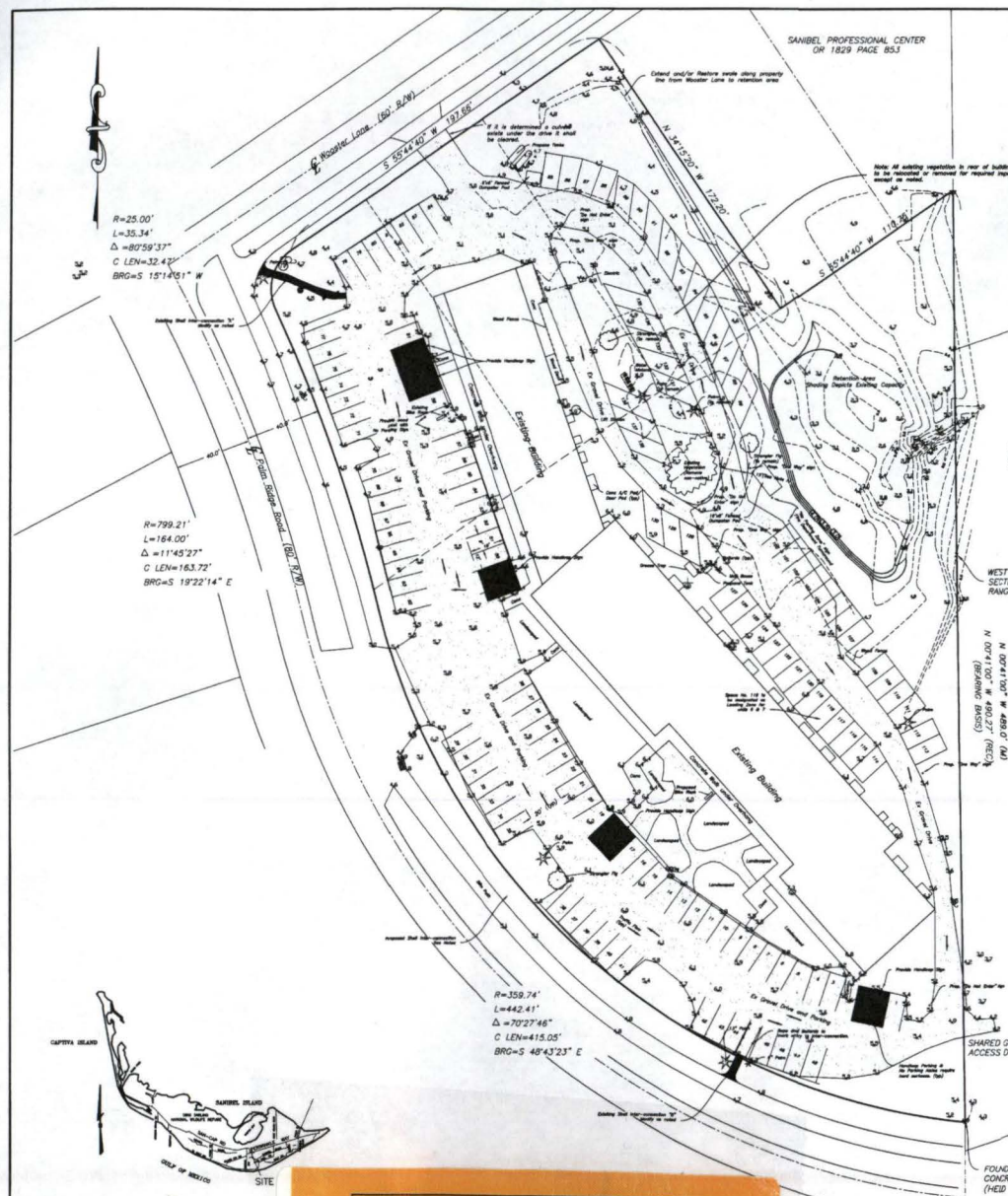
Palm Ridge Place

Based on Actual Retail & Office Square Footage

Suite	Current Tenant	Sq. Ft. Floor Area	Use	Req. Spaces
1	Rosie's Café and Grill	2598	Restauant	34.6
2	Sanibel Sweet Shoppe (closed)	800	Retail	4.0
3-4 (combined)	Sanibel Beauty Salon	1840	Service	8.4
5	Rinaldi's Fashion Shoes	1006	Retail	5.0
6	Island Jewelry	1020	Retail	5.1
7-8 (combined)	Sanibel Deli & Coffee Factory	2340	Restauant	17.7
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12	Sanibel Outfitters	840	Bike Rental	11.0
13	Sanibel Vacations	840	Office	4.2
14	Sanibel Realty	800	Office	4.0
15	Subject Suite	720	Car Rental	10.0
16	Vacant	1440	Retail	7.2
17	Vacant	1000	Retail	5.0
18	Island Pharmacy	1000	Retail	5.0
Total		19684		138.4
	Internal Capture Trips			15
	Adjusted Parking Required			123
	Total Spaces per Site plan			142







Coverage Calculations for Palm Ridge Plaza (Existing Conditions)  
(Gravel area is based upon existing conditions. It does not include currently unpaved areas of parking in the rear of the building.)

These calculations are based upon the Commercial Zoning that was in place at the time of the original approval of the project. CLUP Section 3.3.7 permitted 80% coverage of the site which included both impervious and developed areas.

Total Square Footage of Parcel = 136,414.80 Sq. Ft.  
= 3.13 Acres  
Total Coverage Area Allowed = 89,129.84 Sq. Ft.  
Total Coverage Area Used (Imp. & Dev.) = 71,536.40 Sq. Ft.  
Developed Remainder Under (Over) Allowed = 17,593.44 Sq. Ft.

Calculations of Improvements:  
Impervious Area = 20,755.00 Sq. Ft.  
Building = 4545.70 Sq. Ft.  
Misc Concrete/Decks = 211.80 Sq. Ft.  
Paved area = 178.00 Sq. Ft.  
Gravel Drive and Parking (50%) = 23,712.10 Sq. Ft.  
Total Impervious = 48,724.30 Sq. Ft.  
Developed Area = 23,712.10 Sq. Ft.  
Gravel Drive and Parking (50%) = 23,712.10 Sq. Ft.  
Total Coverage = 96,148.50 Sq. Ft.

Drainage Calculations Palm Ridge Plaza (Existing Conditions)

Site Data  
Wet Number: 1415 Average W.S.W.T. 1.51 (NAVD 88)  
Wet Number: 1415 Average W.S.W.T. 1.51  
Average W.S.W.T. of site: 1.51  
Accumulated Runoff (P): 2.8

Calculations  
Drainage Area Number: 1  
Total Area: 136,414.80 S.F.  
Sub Area: 23,712.10 S.F.  
Surface type: 23,712.10 S.F.  
Impervious surfaces: 23,712.10 S.F.  
Paved: 23,712.10 S.F.  
Gravel: 23,712.10 S.F.  
Permeable Developed: 23,712.10 S.F.  
Permeable Natural: 23,712.10 S.F.  
Total: 23,712.10 S.F.

Accumulated Direct Runoff (Q): 0.58  
Volume of Runoff (C): 6617.1 C.F.  
Retention Volume Provided:  
Elevation Area (C) Wet (C) Cur (C)  
2.50 23,712.10 25.49 25.49  
3.00 1888.30 563.30 563.30  
3.50 3058.80 1375.70 1375.70  
4.00 5603.80 2278.80 4338.09

Drainage Calculations Palm Ridge Plaza (Future Conditions)

Site Data  
Wet Number: 1415 Average W.S.W.T. 1.51 (NAVD 88)  
Wet Number: 1415 Average W.S.W.T. 1.51  
Average W.S.W.T. of site: 1.51  
Accumulated Runoff (P): 2.8

Calculations  
Drainage Area Number: 1  
Total Area: 136,414.80 S.F.  
Sub Area: 23,712.10 S.F.  
Surface type: 23,712.10 S.F.  
Impervious surfaces: 23,712.10 S.F.  
Paved: 23,712.10 S.F.  
Gravel: 23,712.10 S.F.  
Permeable Developed: 23,712.10 S.F.  
Permeable Natural: 23,712.10 S.F.  
Total: 23,712.10 S.F.

Accumulated Direct Runoff (Q): 0.87  
Volume of Runoff (C): 7834.7 C.F.  
Retention Volume Provided:  
Elevation Area (C) Wet (C) Cur (C)  
2.50 23,712.10 25.49 25.49  
3.00 1888.30 563.30 563.30  
3.50 3058.80 1375.70 1375.70  
4.00 5603.80 2278.80 4338.09

Parking Notes:  
Paving spaces shown along front of buildings use the existing gravel lot configuration. There are no currently paved parking spaces in the rear of the buildings.  
The spaces shown are potential spaces available with modifications to the existing conditions. Total available spaces shown = 142.  
All outside parking spaces to be defined with wheelstops.

Inter-connection Path Details  
Note: Eight feet (8') minimum vertical clearance from surface area to lowest overhead obstruction.

Existing inter-connection "A":  
Adjust to a consistent 3' width.  
Provide 3' radii at existing path.  
Provide 4' long hard surface apron at existing path.

Existing inter-connection "B":  
Path to be 4' wide gravel.  
Provide 4' radii at existing path.  
Provide 4' long hard surface apron at existing path.

Coverage Calculations for Palm Ridge Plaza (Future Conditions)  
(Gravel area reflects additional gravel needed to implement the parking in the rear of the building as shown.)

These calculations are based upon the Commercial Zoning that was in place at the time of the original approval of the project. CLUP Section 3.3.7 permitted 80% coverage of the site which included both impervious and developed areas.

Total Square Footage of Parcel = 136,414.80 Sq. Ft.  
= 3.13 Acres  
Total Coverage Area Allowed = 89,129.84 Sq. Ft.  
Total Coverage Area Used (Imp. & Dev.) = 71,536.40 Sq. Ft.  
Developed Remainder Under (Over) Allowed = 17,593.44 Sq. Ft.

Calculations of Improvements:  
Impervious Area = 20,755.00 Sq. Ft.  
Building = 4545.70 Sq. Ft.  
Misc Concrete/Decks = 211.80 Sq. Ft.  
Paved area = 178.00 Sq. Ft.  
Gravel Drive and Parking (50%) = 23,712.10 Sq. Ft.  
Total Impervious = 48,724.30 Sq. Ft.  
Developed Area = 23,712.10 Sq. Ft.  
Gravel Drive and Parking (50%) = 23,712.10 Sq. Ft.  
Total Coverage = 96,148.50 Sq. Ft.

Calculation Table Legend

PF = Previous Factor  
PA = Previous Area  
PP = Percent Previous  
AG = Area Gravel  
DWT = Depth to Water Table  
CAIS = Cumulative Available Soil Storage  
AVSS = Available Soil Storage

Note:  
Future Conditions reflect change in coverage by covering the existing area in the rear of the building to gravel.

Note:  
The future drainage calculations are based upon all the spaces in the rear of the building having a gravel surface. Currently a majority of these areas are paved. The proposed modifications to the relation are based on all parking areas being a gravel surface.

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
■	MONUMENT AS NOTED	D	PER DEED
■	CONCRETE MONUMENT	P	PER PLAT
■	WALL AND DITCH	M	AS MEASURED
■	WATER METER	C/P	END OF PAVEMENT
■	WATER VALVE	CHW	OVERHEAD WIRES
■	FIRE HYDRANT	UE	UTILITY EASEMENT
■	CATCH BASIN	PUE	PUBLIC UTILITY EASEMENT
■	CONCRETE POWER POLE	DE	DRAINAGE EASEMENT
■	WOOD POWER POLE	R/W	RIGHT-OF-WAY
■	OUT ANCHOR	C	CENTRELINE
■	LAMP	OH	OFFICIAL RECORDS BOOK
■	STORM SEWER MANHOLE	PG	PAGE
■	SEWER CLEAN OUT		
■	TELEPHONE PEDestal		
■	CABLE TELEVISION PEDestal		
■	240 VOLT ELECTRIC SERVICE		
■	BENCHMARK		

NOTES:  
1. BOUNDARY AND TOPOGRAPHY INFORMATION BY SANIBEL SURVEYS. NOTE: BOUNDARY INFORMATION IS PRELIMINARY AND NOT A FINAL SURVEY.  
2. UNDERGROUND STRUCTURES AND UTILITIES, IF ANY, ARE NOT INCLUDED.  
3. REPRODUCTIONS OF THIS DRAWING ARE VOID UNLESS SIGNED AND SEALED WITH SIGNER'S EMBOSSED ENGINEER'S SEAL.  
4. THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD AREA ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FLOOD INSURANCE RATE MAPS.  
5. ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

COMMUNITY NUMBER 120 422  
NAVD 88  
SHEET 1  
DATE 8-18-2018  
SCALE 1" = 30'

NOTE:  
THE DEVELOPMENT OF THIS PROPERTY WILL HAVE NO ADVERSE EFFECTS ON THE ADJACENT PROPERTIES THROUGH THE DESIGN STORM EVENT.

DESIGNER: JMS  
CHECKED BY: JMS  
DRAWN BY: JMS  
JOB # 14-031

**ATTACHMENT D**  
PLANNING DEPARTMENT STAFF REPORT  
APPLICATION No. 18-10726CUP  
DEBRUCE & BLACKMAN CONDITIONAL USE PERMIT  
APPLICATION FOR LOW-SPEED VEHICLE RENTALS  
2330 Palm Ridge Road Suite 15



# ATTACHMENT E

## PLANNING DEPARTMENT STAFF REPORT

APPLICATION No. 18-10726CUP  
DEBRUCE & BLACKMAN CONDITIONAL USE PERMIT  
APPLICATION FOR LOW-SPEED VEHICLE RENTALS  
2330 Palm Ridge Road Suite 15

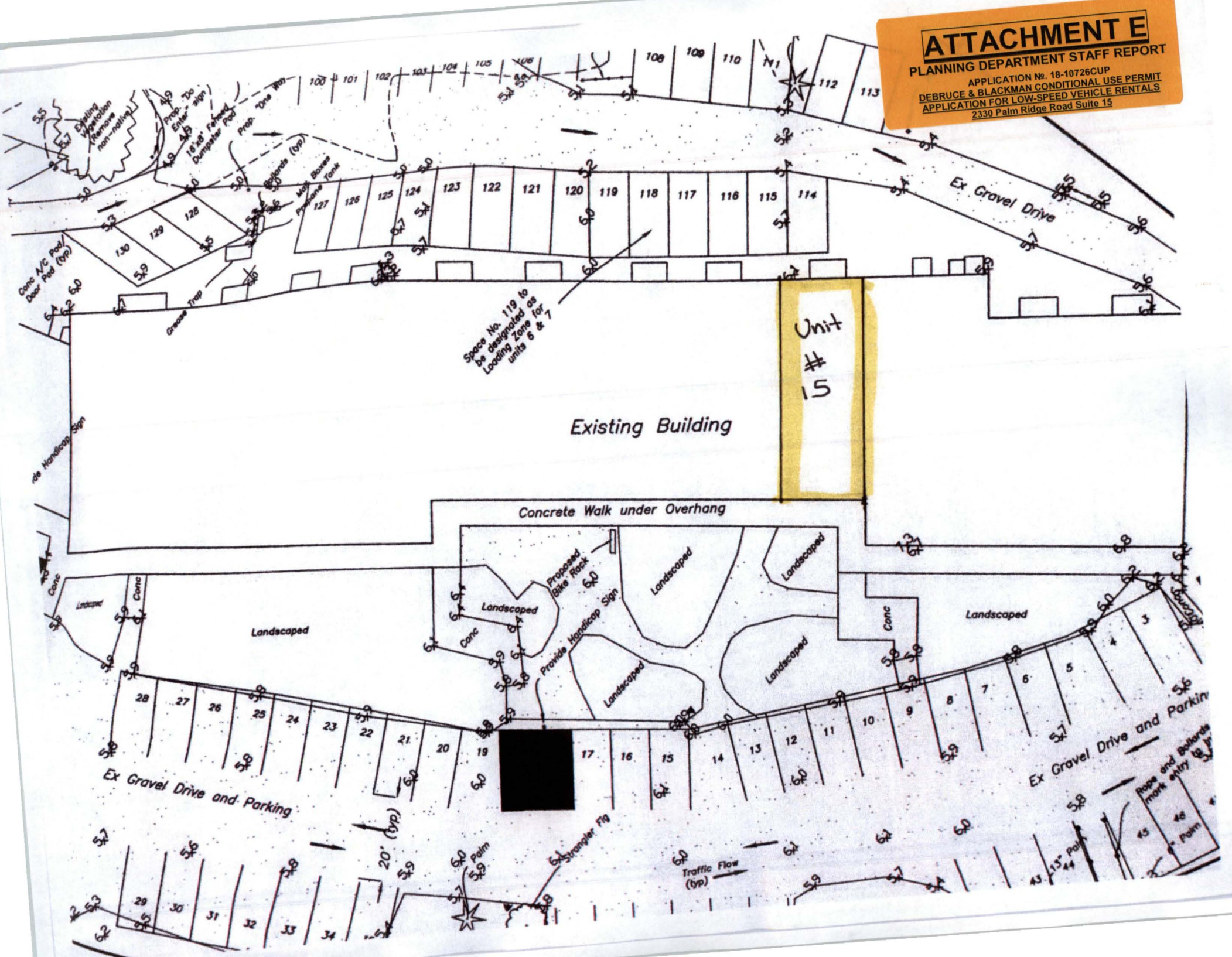




EXHIBIT 3  
Survey/ Site Plans X3

SUITE 1	2627 sq. ft.
SUITE 2	832 sq. ft.
SUITES 3 & 4	1910 sq. ft.
SUITE 5	795 sq. ft.
SUITE 6	1043 sq. ft.
SUITES 7 & 8	2305 sq. ft.
SUITE 9	1321 sq. ft.
SUITES 10 & 11	2313 sq. ft.
SUITES 12, 13, & 14	3026 sq. ft.
SUITE 15	932 sq. ft.
SUITE 16	1545 sq. ft.
SUITE 17	1018 sq. ft.
SUITE 18	1034 sq. ft.

TOTAL AREA 20700 sq. ft.

# 2330 PALM RIDGE ROAD SITE PLAN SANIBEL, FL

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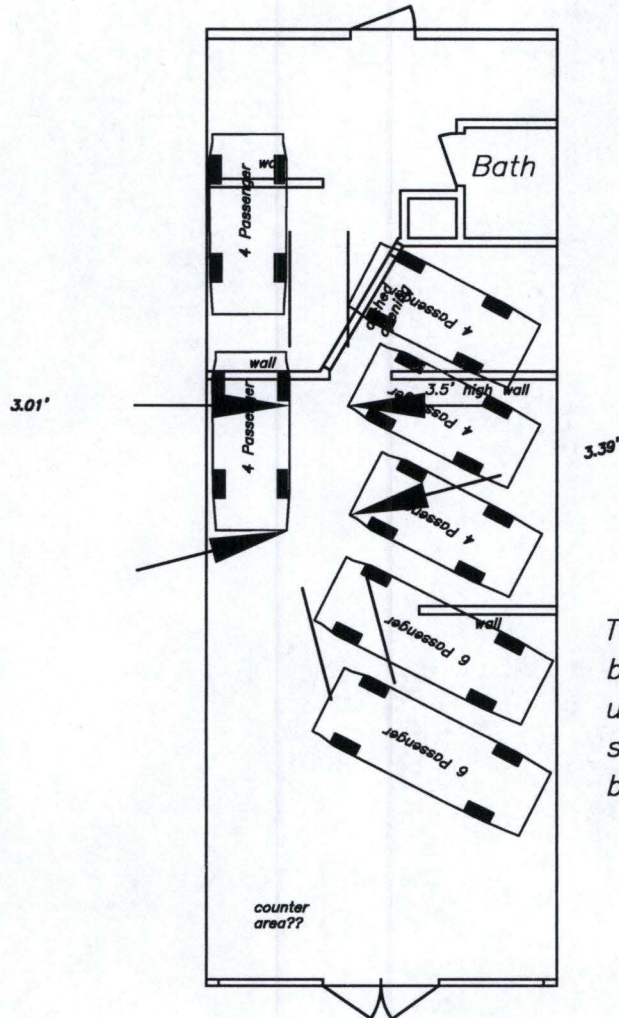


**ATTACHMENT F****PLANNING DEPARTMENT STAFF REPORT**

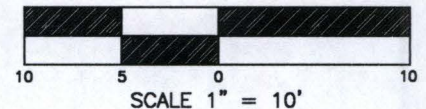
APPLICATION No. 18-10726CUP  
 DEBRUCE & BLACKMAN CONDITIONAL USE PERMIT  
 APPLICATION FOR LOW-SPEED VEHICLE RENTALS  
 2330 Palm Ridge Road Suite 15

**Rear Entry**

Rear door to  
 be modified to  
 accommodate  
 vehicles.



This sketch was prepared  
 by internal measures of the  
 unit for illustration. It  
 should not be used for any  
 building modifications.



Front Entry

REVISIONS

DATE

PREPARED FOR:

Laura Debruce

## Internal Parking Sketch

**Palm Ridge Place Unit 15**

2330 Palm Ridge Road

Section 26, Township 46 South, Range 22 East

City of Sanibel, Lee County, Florida

PLAN DATE  
3-29-18

SHEET

1

1

FILE NO.  
07-011-15

JAMES H. STROTHERS, PE #42292  
 Valid only with embossed seal



JAMES H. STROTHERS, PE  
 Professional Engineer  
 15091 Balmoral Loop, Ft. Myers, FL 33919  
 239-204-9937