

MEMORANDUM

TO: Ms. Rachel Bielert
RLBCM, LLC

FROM: Ted Treesh
President

DATE: January 20, 2026

RE: Riverview II – Community Housing and Resources, Inc.
Trip Generation Comparison
City of Sanibel, Florida

TR Transportation Consultants, Inc. has completed a trip generation comparison for the proposed redevelopment of the site at 1523 & 1531 Periwinkle Way in the City of Sanibel. The redevelopment is proposed to contain 39 new one-bedroom apartments and approximately 2,447 square feet of low-intensity retail/office space to provide support services to island residents. Riverview II will complement the recently approved and now under construction Riverview I project that is located immediately to the east of the subject site. Riverview I is being developed with 15 one-bedroom apartments similar to those proposed for Riverview II. These units are being developed by the Community Housing and Resources group on Sanibel to provide Below Market Rate Housing (BMRH) to local residents to allow employees who work on the islands to be able to afford to live on the island. This allows for a reduction in peak hour traffic over the Causeway bridges from these residents that would otherwise have to drive to their respective jobs every day and add to the traffic volumes on the Causeway and Periwinkle Way to get to their place of employment.

The redevelopment of this site will replace the previous occupant of the site, which was a sit-down restaurant containing approximately 5,000 square feet of floor area and approximately 200 seats. This restaurant, as like many other properties on the island, was destroyed by the recent hurricanes and have not re-opened. Although not restricted to serving breakfast, the previous restaurant on the site was not open for breakfast.

A trip generation comparison was conducted to illustrate that the proposed use of residential units and a small commercial building will have less of a traffic impact on the adjacent Periwinkle Way than did the previously occupant of the site.

Community Housing and Resources is proposing to construct a total of thirty-eight (39) apartment units on the site with a 2,447 square foot commercial building along Periwinkle Way. The proposed uses as well as the uses that previously occupied the site are outlined in **Table 1**.

**Table 1
 Land Uses
 Riverview II - Sanibel**

Land Use	Pre-Hurricane Uses	Proposed Uses
Sit-Down Restaurant	5,000 Sq. Ft.	0
Multi-Family	0	39 Units
Retail	0	2,447 Sq. Ft.

The trip generation for land uses shown in Table 1 were determined by referencing the Institute of Transportation Engineer’s (ITE) report, titled *Trip Generation Manual*, 12th Edition. Land Use Code 932 (High Turn-over Sit-Down Restaurant) was utilized for the restaurant use that previously occupied the site. Again, even though this restaurant was not open for breakfast, there are no restrictions that would prohibit a restaurant on this site from being open for breakfast. Therefore, the trip generation for this use include the weekday A.M. peak hour.

Even though the residential units proposed on this site will be limited by income and ITE does have trip generation data based on Affordable Housing based on income limits, for this analysis, the traditional multi-family trip generation land use code was utilized to ensure a “worst case” analysis. This only resulted in four (4) more peak hour trips in the A.M. peak hour and three (3) more trips in the P.M. peak hour. Land Use Code 220 (Multi-Family Housing – Low Rise) was utilized for the trip generation purposes of the residential units and Land Use Code 822 (Strip Retail Plaza <40k) was utilized to generate trips from the proposed commercial building.

Table 2 indicates the anticipated trip generation of the subject site based on the previous use of the site, a site-down restaurant.

**Table 2
 Trip Generation
 Restaurant**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
High Turn-Over Sit-Down Restaurant (5,000 Sq. Ft.)	25	20	45	28	18	46	519

Table 3 illustrates the trip generation of the proposed uses on the parcel, residential and commercial.

**Table 3
 Trip Generation
 Riverview II**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family (39 Units)	4	12	16	13	7	20	242
Commercial (2,447 Sq. Ft.)	5	5	10	8	7	15	133
Net External Trips	9	17	26	21	14	35	375

Table 4 illustrates the trip generation of the proposed versus what was previously developed on the site.

**Table 4
 Trip Generation Difference
 Riverview II**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Use (Multi-Family & Commercial)	9	17	26	21	14	35	375
Previous Use (Restaurant)	-25	-20	-45	-28	-18	-46	-519
Change in Trips	-16	-3	-19	-7	-4	-11	-144

NOTE: A negative number in the Change in Trips row indicates a REDUCTION in trips due to the change in use

So the change in use on the site at 1523 & 1531 Periwinkle Way will result in an overall DECREASE in trip generation from the site. In addition, the trips associated with the residential use will be residents that work on the islands and will therefore reduce the impacts to traffic going over the Causeway bridges as well as along Periwinkle Way. The previously occupant of the site, a sit-down restaurant, would attract patrons from off the island as well as from guest and residents on the island.

The access serving the site will remain as previously provided to the restaurant use. A one-way entrance will be on the east side of the commercial building with a counter-clockwise circulation around the site through the single loaded parking aisle. An exit driveway to Periwinkle Way is provided on the west side of the commercial building. A cross access is also provided to Riverview I to the east and the adjacent 7-Eleven property.

Attachments

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

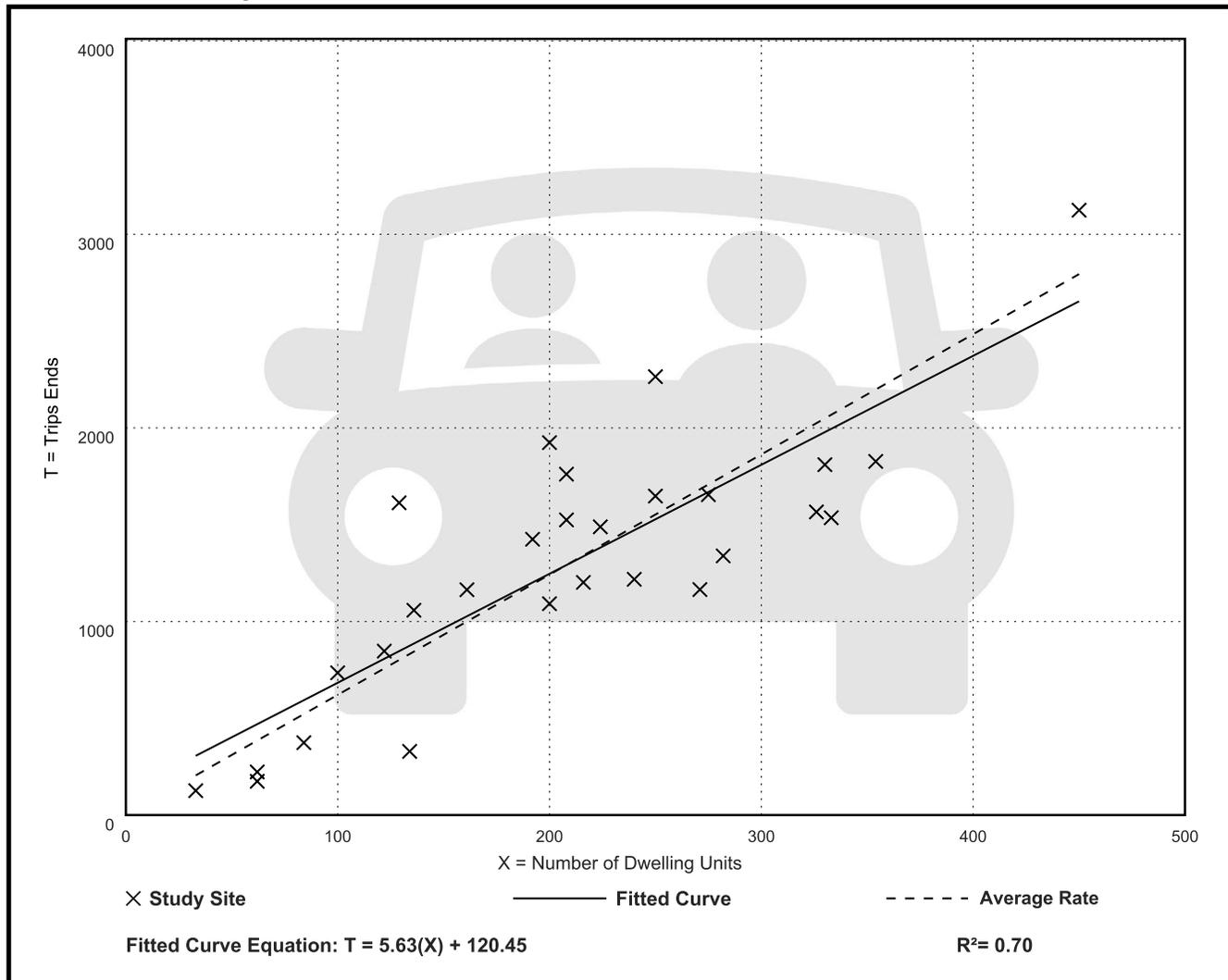
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

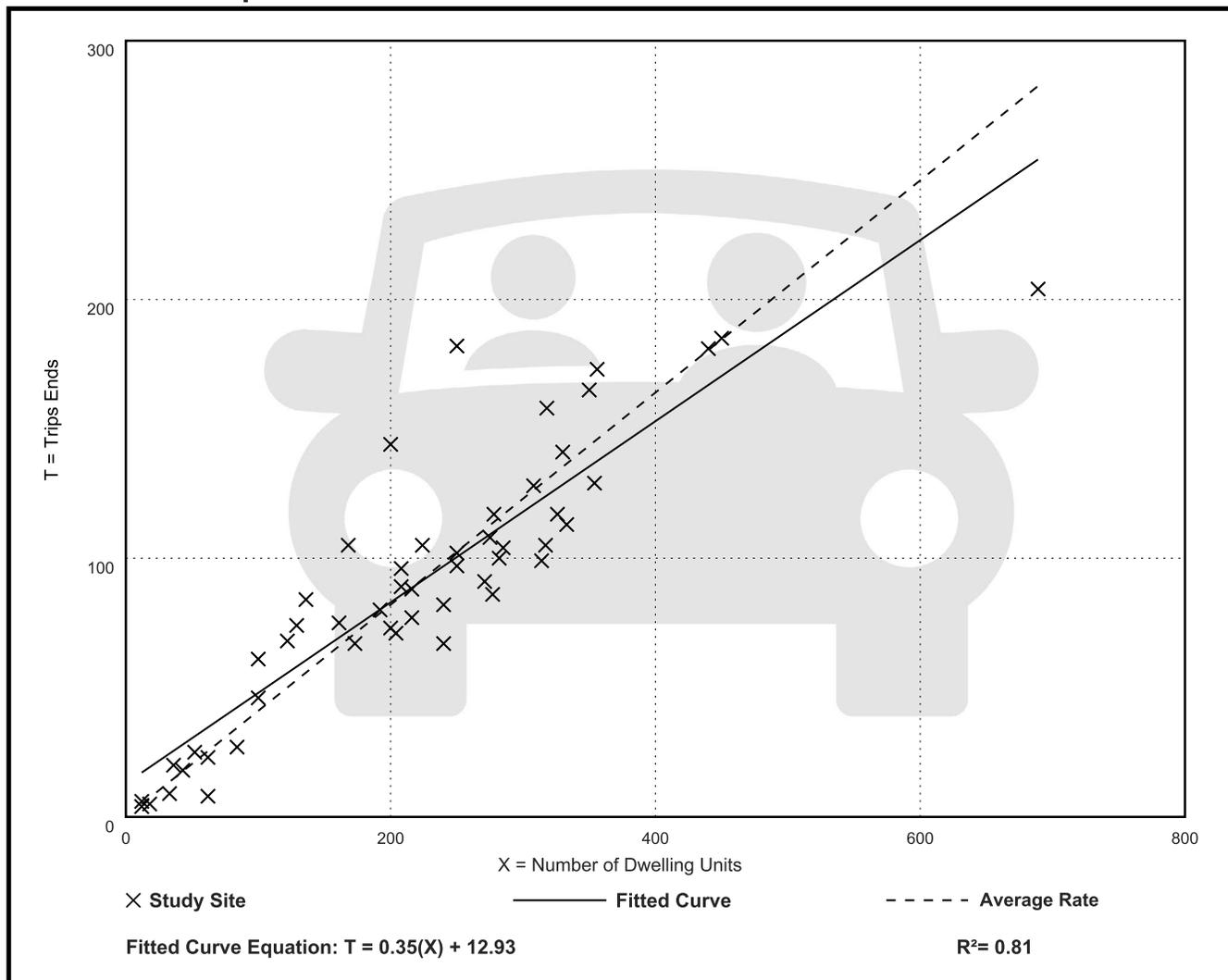
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

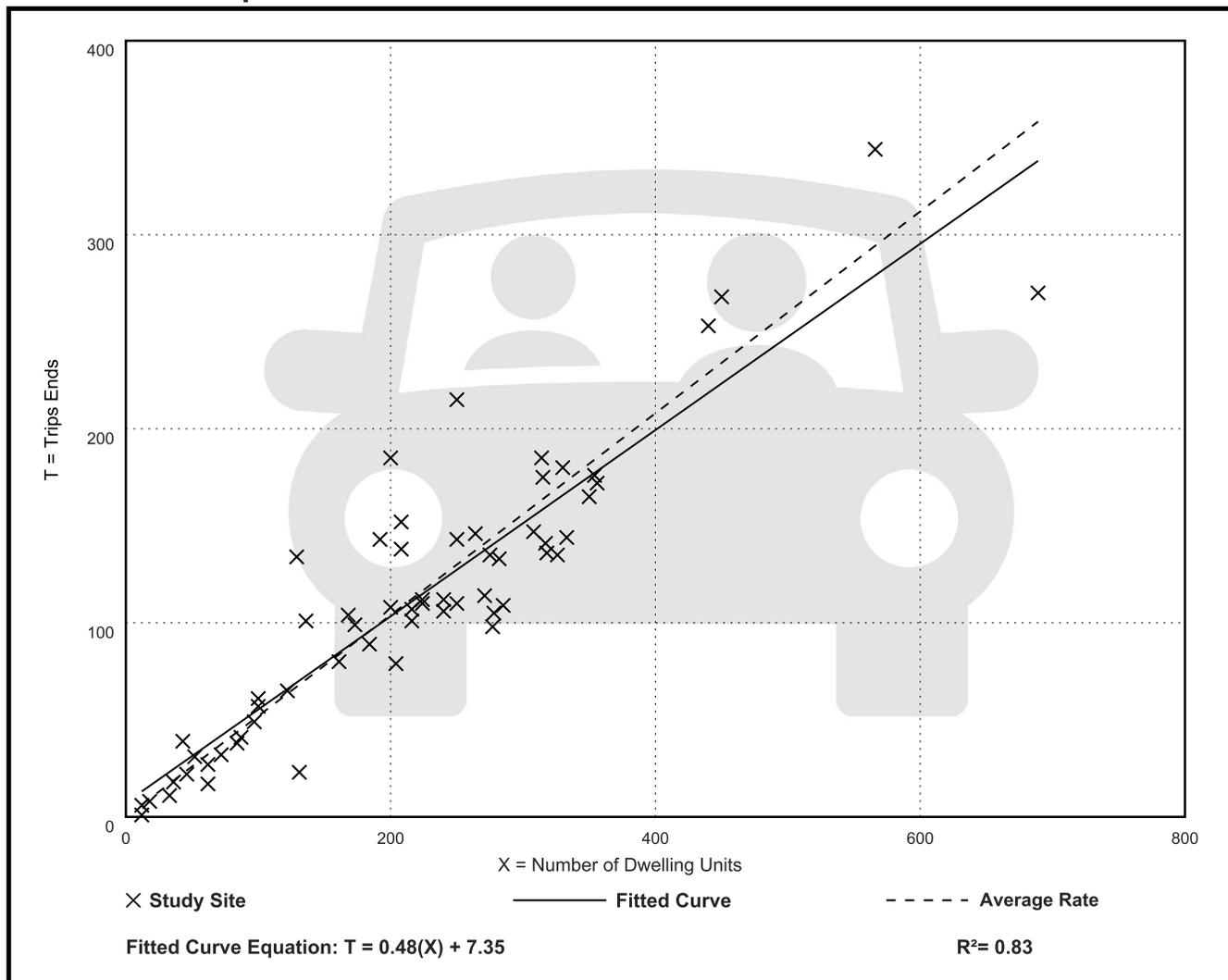
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

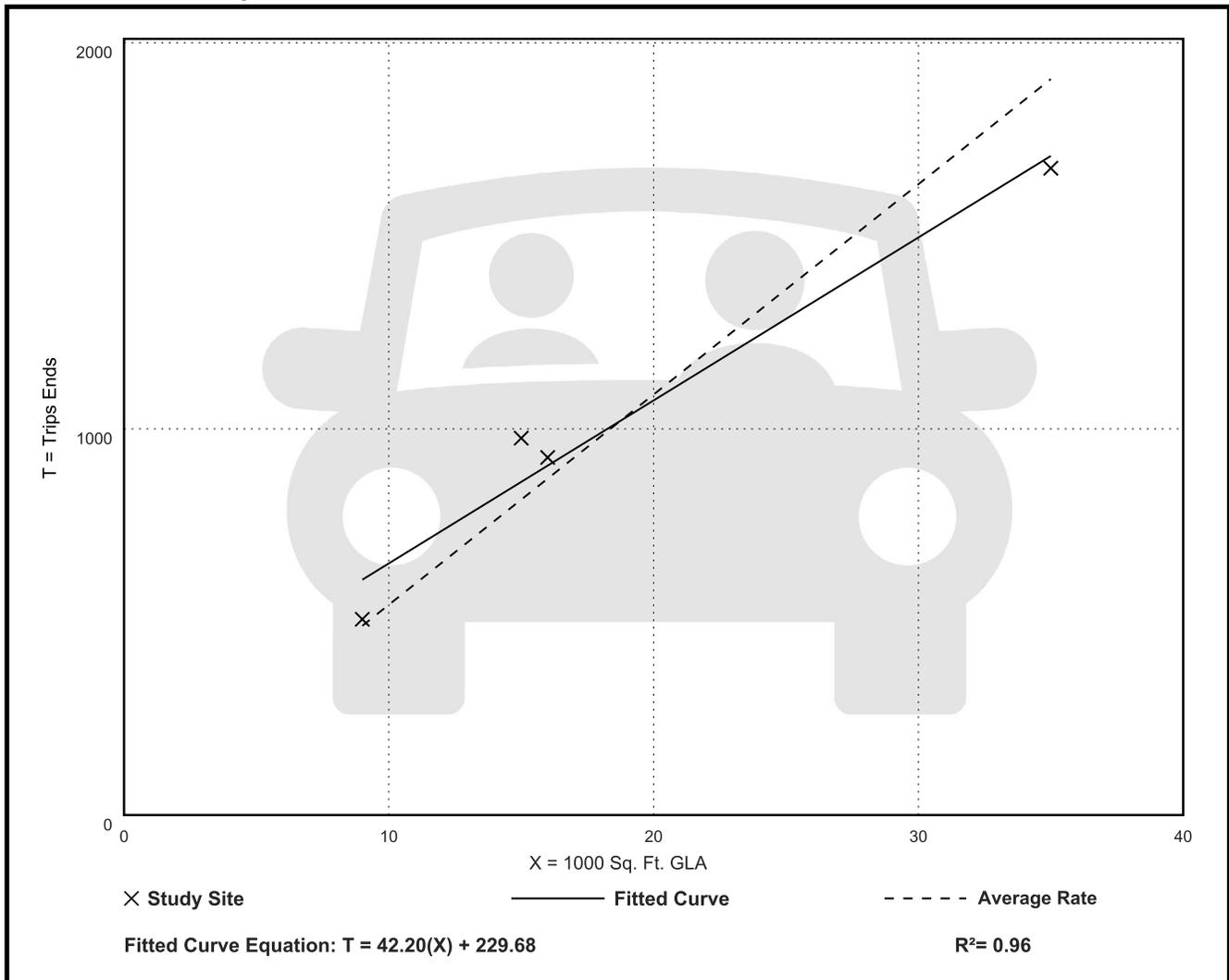
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



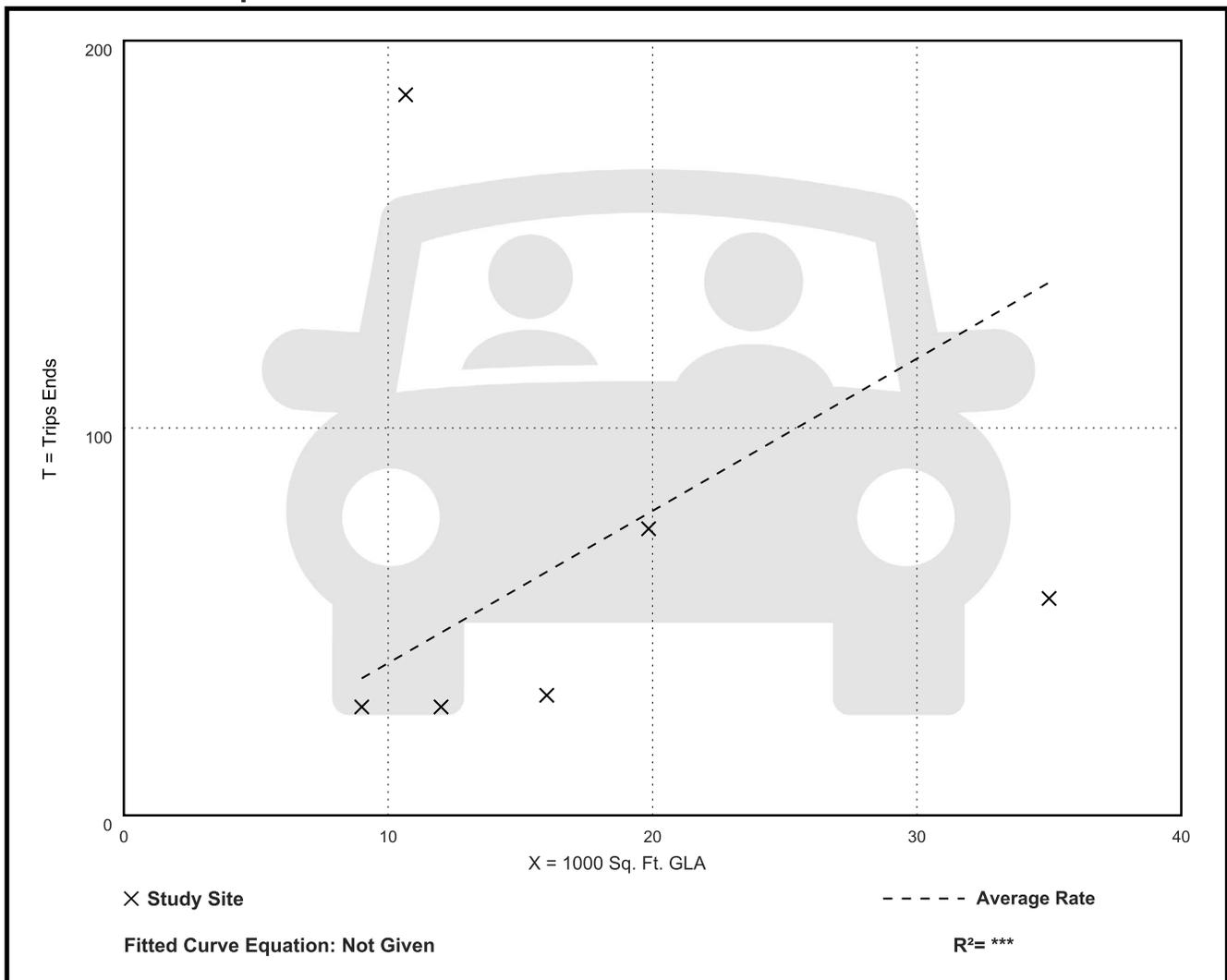
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



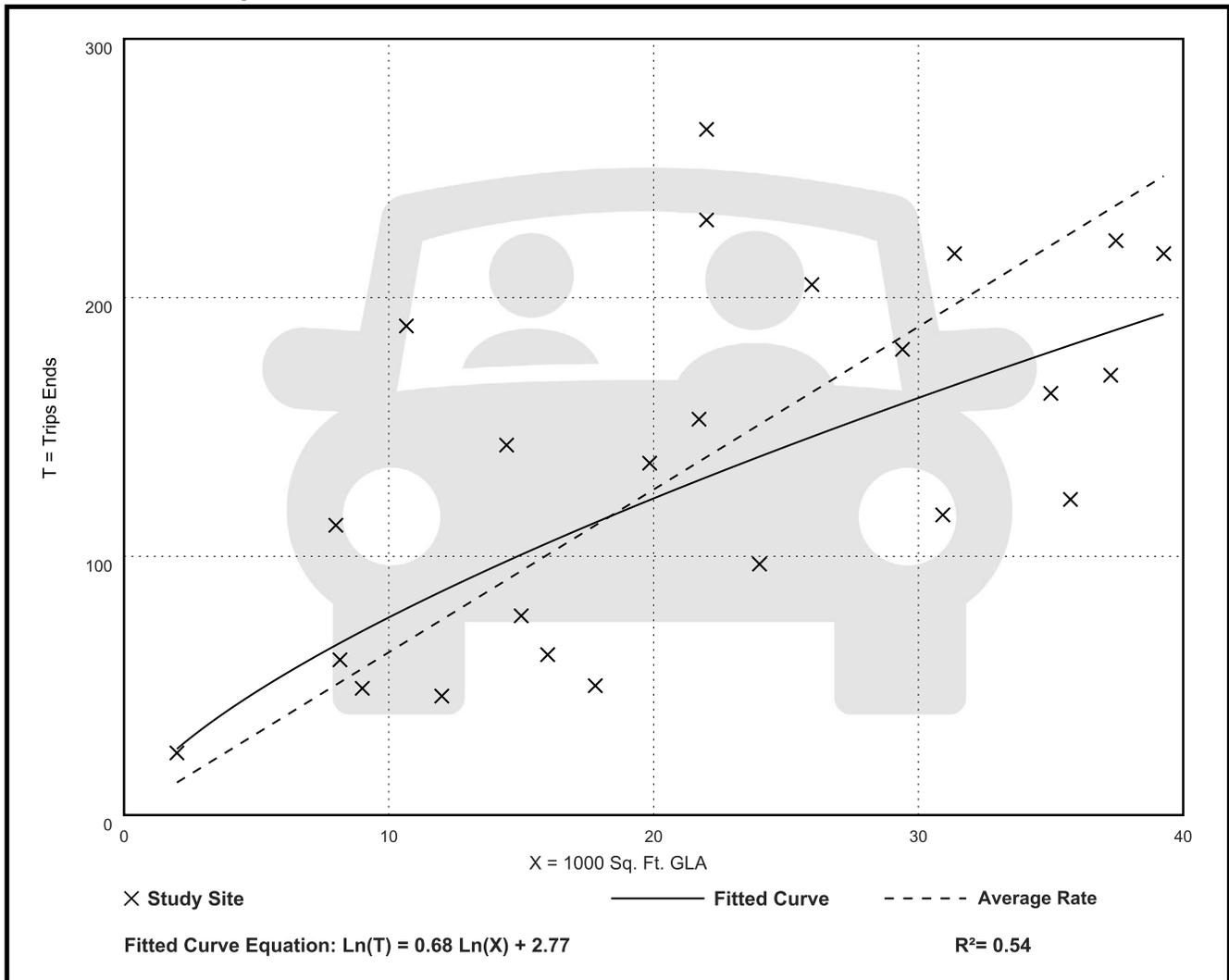
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 50

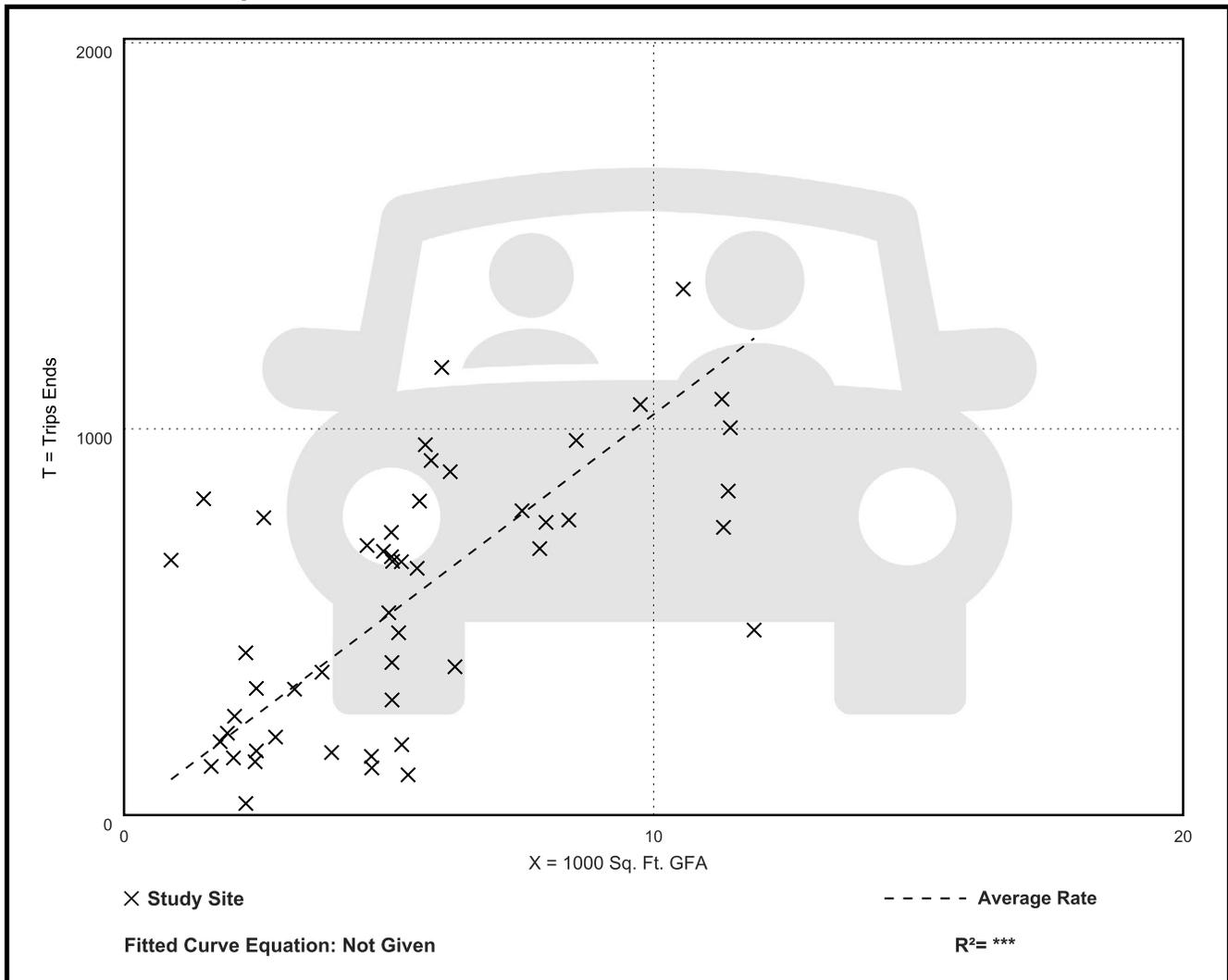
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
103.75	13.04 - 742.41	67.15

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

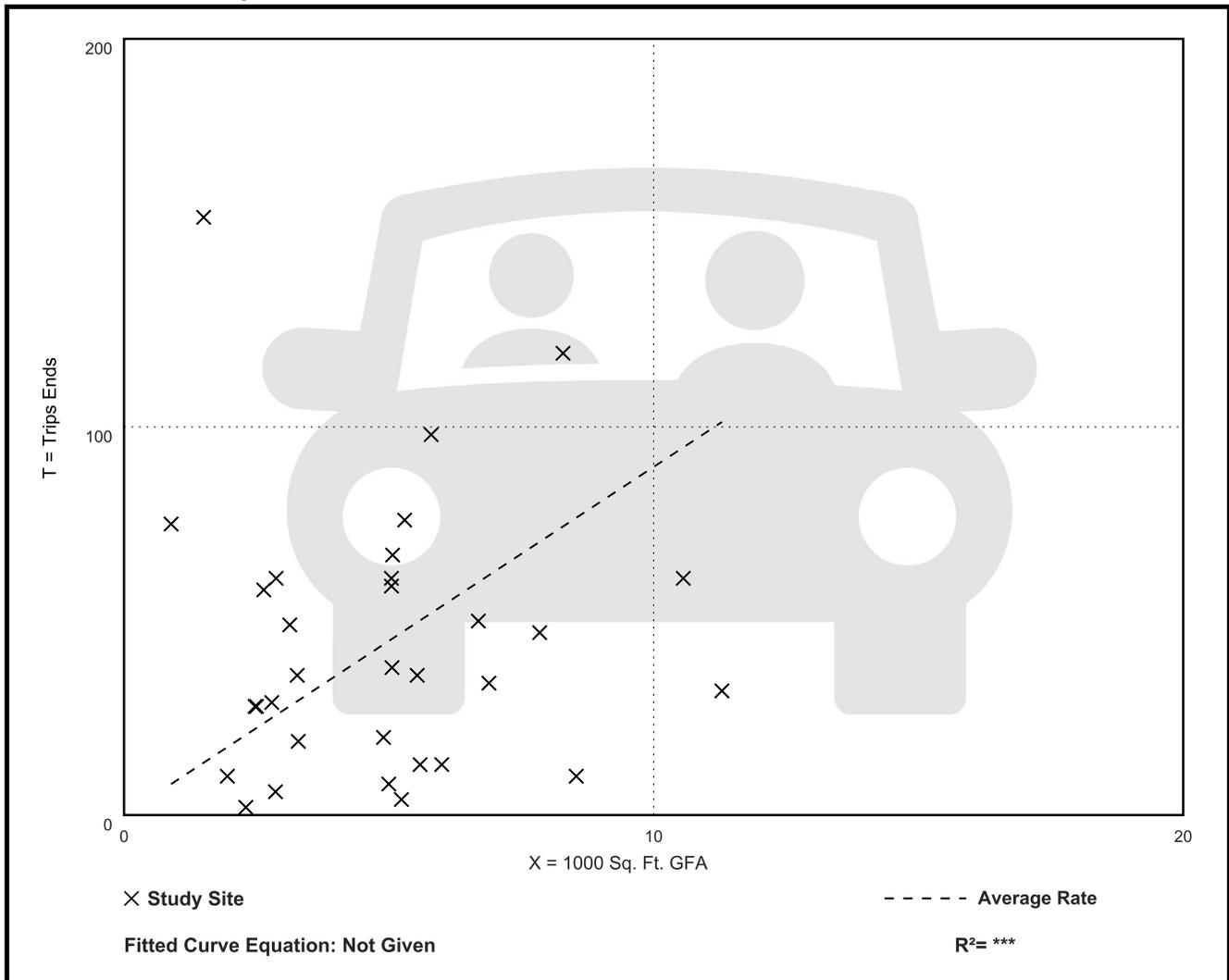
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 100

Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation

