

BEYOND FOODMART INC
4300 Edison Avenue
Chino, CA 91710

VIA EMAIL

August 5, 2021

CITY OF RIALTO

Dan Casey

Dcasey@rialtoca.gov

Dan Rosas

Drosas@rialtoca.gov

Dave Hammer

Dhammer@rialtoca.gov

Michael Tahan

mtahan@rialtoca.gov

Brad Fleihman

Bfleihman@rialtoca.gov

Trang Huynh

Trang.huynh@bureaueritas.com

RE: **REQUEST FOR DEFFERAL OF TRANSPORTATION FAIR SHARE COSTS AND STORM DRAIN FACILITIES FEES**
2531 S. RIVERSIDE AVENUE
PPD#2018-0036 BLD 19-1476 INVOICE#I-7212 DATED JANUARY 13, 2021.

Dear TEAM RIALTO,

Beyond Food Mart Inc. and the Property Owner, Dhanlaxmibaa LLC are requesting the city to defer the collection of the Traffic Fair Share, Traffic Facilities Fees, Regional Traffic Fees and Storm Drain Improvements line items for the above-referenced project. (See attached Invoice I-7212)

This request for deferral is being made to allow the applicant to move forward with the development of the project while we analyze the fee calculations and methodology of applicability of the fees.

The Traffic Fair Share and Facilities Fees were calculated some time ago, and we feel that there several new projects that are now or will share in the costs being required. We had our Traffic Engineer / Consultant review all the referenced reports and they compile a new report that incorporates all new development projects that would affect the required fees. (See Attachment A)

We are asking that we be allowed to proceed with the development of the site and issuance of the building permits with the understanding that the fees will be due at the time of the final inspection and prior to the issuance of a Certificate of Occupancy.

Please review our request and feel free to contact me if you require further information.

Thank you,

Michael Ramirez

MICHAEL RAMIREZ

BEYOND FOOD MART INC.

mramirez@beyondfoodmart.com

760.810.8548

Attachments:

Invoice I-7212

**ATTACHMENT A – Gandini and
Associates
Riverside Avenue at Santa Ana
Avenue Project Traffic Impact
Fee Assessment
Dated December 21, 2020**

DIF BLD 19-1476



December 21, 2020

Mr. Michael Ramirez
BEYOND FOOD MART, INC.
3400 Edison Avenue
Chino, California 91710

RE: Riverside Avenue at Santa Ana Avenue Project Traffic Impact Fee Assessment
Project No. 19308

Dear Mr. Ramirez:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this letter documenting traffic impact fees for the proposed convenience market/gasoline station development located at the southeast corner of the intersection of Riverside Avenue and Santa Ana Avenue in the City of Rialto, California. This letter supplements the *Riverside Avenue at Santa Ana Avenue Traffic Impact Analysis* (Kunzman Associates, Inc., March 2019) ["Project TIA"].

PROJECT DESCRIPTION

The proposed project involves construction of a convenience market and service station with 18 vehicle fueling positions. The convenience market includes a drive through window for picking up online/mobile orders associated with the convenience market. The service station includes two fueling positions with satellite pumps for the diesel fuel at the south side of the project site.

PROJECT FAIR SHARE CONTRIBUTION

The March 2019 Project TIA identifies the need for the following off-site improvements:

- Riverside Avenue (NS) at I-10 Eastbound Ramps (EW) - #3
 - ○ Add a dedicated northbound right turn lane
 - ○ Restripe northbound through lane to a shared through/right turn lane
- Riverside Avenue (NS) at Slover Avenue (EW) - #4
 - ○ Add a dedicated southbound right turn lane
 - ○ Add a second eastbound left turn lane
- Riverside Avenue (NS) at Santa Ana Avenue (EW) - #5
 - ○ Add a second northbound left turn lane
 - ○ Add a dedicated southbound right turn lane
 - ○ Add a dedicated eastbound left turn lane

Additionally, the March 2019 Project TIA identifies the need for the following roadway segment widening improvements:

- Widen Riverside Avenue between I-10 eastbound ramps and Slover Avenue from five to six lanes
- Widen Riverside Avenue between Slover Avenue and Santa Ana Avenue from four to six lanes
- Widen Riverside Avenue between Santa Ana Avenue and Jurupa Avenue from four to six lanes

As noted in the March 2019 Project TIA, the project share of cost for the identified improvements is estimated at approximately \$3,360,794 for intersection improvements and \$5,106,172 based on the trip generation forecast used in the analysis. These cost estimates are not reasonable for the proposed project.

PASS-BY RATES

The Project TIA notes that the project fair share contribution identified is a conservative estimate since the City of Rialto traffic study guidelines limits pass-by rates to 25 percent, whereas data from the Institute of Transportation Engineer (ITE) *Trip Generation Handbook* (3rd Edition, 2017) documents the average pass-by rates for the proposed project land uses as shown in Table 1 below.

Table 1
ITE Pass-By Rates

Land Use	Average Pass-By Rate	
	AM Peak Hour	PM Peak Hour
Gasoline/Service Station with Convenience Market (ITE 945)	62%	56%

Source: ITE *Trip Generation Handbook* (3rd Edition, 2017)

Since pass-by trips represent those already on the roadway system, it is standard practice to subtract pass-by trips from the gross project trip generation estimates. By limiting the project pass-by rates to 25 percent, the Project TIA analysis results in a greater number of trips at the impacted intersections and, subsequently, a higher fair share contribution.

A more equitable representation of the project trip generation is shown in Table 2. As shown in Table 2, the March 2019 Project TIA overestimates the project trip generation by approximately 98 percent during the AM peak hour and 97 percent during the PM peak hour compared to the trip generation forecast prepared in accordance with commonly accepted industry practice of applying the average ITE pass-by rates.

REVISED FAIR SHARE CONTRIBUTION

The March 2019 Project TIA notes that the project shall contribute through an adopted traffic impact fee program in addition to any fair share contributions for improvements not covered within the adopted fee program; however, the Project TIA does not specify which improvements are funded through an available traffic impact fee program.

Table 3 expands on the summary of off-site improvements and costs from the March 2019 Project TIA by adding information regarding available funding sources. For this analysis, the City of Rialto *Transportation/Traffic Impact Fee Nexus Study* (Iteris, March 2017) was reviewed ["Traffic Impact Fee Nexus Study"]. The Traffic Impact Fee Nexus Study includes widening of Riverside Avenue in the cost calculations for the program. Only improvements relating to the Union Pacific Railroad (UPRR) overpass and Riverside

Table 2
Project Trip Generation With Average ITE Pass-By Rates

Trip Generation Rates										
Land Use	Quantity	Units ¹	Source ²	AM Peak Hour			PM Peak Hour			Daily Rate
				In	Out	Rate	In	Out	Rate	
Super Convenience Market/Service Station	1.000	VFP	ITE 960	14.04	14.04	28.08	11.48	11.48	22.96	230.52

Trips Generated										
Land Use	Quantity	Units ¹	Source ²	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
<u>Vehicle Trips Generated</u>										
Super Convenience Market/Service Station										
Non-Diesel	16	VFP	ITE 960	225	225	450	184	184	368	3,688
Diesel	2	VFP	ITE 960	28	28	56	23	23	46	461
<i>Pass-By Trips (62% AM, 56% PM, 25% Daily)</i>				-157	-157	-314	-128	-128	-256	-1,037
Subtotal Vehicle Trips				96	96	192	79	79	158	3,112
<u>PCE Trips Generated</u>										
Super Convenience Market/Service Station										
Non-Diesel	16	VFP	ITE 960	225	225	450	184	184	368	3,688
Diesel (PCE Factor = 3.0)	2	VFP	ITE 960	84	84	168	69	69	138	1,383
<i>Pass-By Trips (62% AM, 56% PM, 25% Daily)</i>				-192	-192	-384	-157	-157	-314	-1,268
Subtotal PCE Trips				117	117	234	96	96	192	3,803
March 2019 Project TIA Trip Generation Estimate ³				232	231	463	190	189	379	3,803
% Difference				+98%	+97%	+98%	+98%	+97%	+97%	0%

Notes:

(1) TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (10th Edition, 2017); ### = Land Use Code

Table 3
Summary of Off-Site Improvements and Costs

Intersection	Jurisdiction	Improvements	Cost Estimate	Funding Source	Unfunded Cost
Riverside Avenue (NS) at I-10 EB Ramps (EW) - #3	Caltrans	Add a dedicated northbound right turn lane	\$ 16,936,800	Local Traffic Impact Fee	\$ -
		Restripe the northbound through lane to a shared through/right turn lane			
		Overpass widening			
		Subtotal	\$ 16,936,800		
Riverside Avenue (NS) at Slover Avenue (EW) - #4	Rialto	Add a dedicated southbound right turn lane	\$ 334,800	n/a	\$ 334,800
		Add a second eastbound left turn lane			
		Subtotal	\$ 334,800		
Riverside Avenue (NS) at Santa Ana Avenue (EW) - #5	Rialto	Add a second northbound left turn lane	\$ 70,000	n/a	\$ 210,000
		Add a dedicated southbound right turn lane	\$ 70,000		
		Add a dedicated eastbound left turn lane	\$ 70,000		
		Subtotal	\$ 210,000		
Total Cost			\$ 17,481,600		\$ 544,800

Roadway Segment	Jurisdiction	Segment Length (miles)	Improvements	Cost Estimate ¹	Funding Source	Unfunded Cost
Riverside Avenue I-10 EB Ramps to Slover Avenue	Rialto	0.18	Widen from 5 to 6 lanes	\$ 4,951,260	Local Traffic Impact Fee	\$ -
Riverside Avenue Slover Avenue to Santa Ana Avenue	Rialto	0.50	Widen from 4 to 6 lanes	\$ 13,753,500	Local Traffic Impact Fee	\$ -
Riverside Avenue Santa Ana Avenue to Jurupa Avenue	Rialto	0.58	Widen from 4 to 6 lanes	\$ 15,954,060	Local Traffic Impact Fee	\$ -
Total Cost				\$ 34,658,820		\$ -

Mr. Michael Ramirez
BEYOND FOOD MART, INC.
December 21, 2020

Avenue widening are assumed to be funded through the Local Traffic Impact Fee program; turning lane improvements required by the project are assumed to be unfunded and are therefore calculated on the basis of project trip contribution to the intersection. As shown in Table 3, the cost of unfunded improvements necessary to mitigate Level of Service impacts is estimated at approximately \$544,800.

Table 4 shows the project fair share of unfunded improvement costs based on revised project trip generation with average ITE pass-by rates. As shown in Table 4, the resulting project fair share contribution of unfunded improvement costs is estimated at approximately \$70,142 based on the revised project trip generation forecast with average ITE pass-by rates applied.

Based on the Traffic Impact Fee Nexus Study, the proposed City of Rialto Local Traffic Impact Fee for retail development is calculated at \$18.82 per square foot. The square footage of retail development for the proposed project is 7,250 square feet; therefore, the Traffic Impact Fee for the proposed project equates to a total of \$136,445.

CONCLUSION

The March 2019 Project TIA was prepared in accordance with City of Rialto guidelines which limit the pass-by trip credit to 25 percent. By limiting the project pass-by rates to 25 percent, the Project TIA analysis results in a greater number of trips at the impacted intersections and, subsequently, a higher fair share contribution.

A more equitable estimate of the project's fair share of unfunded improvements is estimated at approximately \$70,142 based on the revised project trip generation forecast with average ITE pass-by rates applied. In addition, the City's Traffic Impact Fee for the proposed project equates to a total of \$136,445. Therefore, it is recommended that the project contribute to its share of roadway improvements through the City of Rialto Traffic Impact Fee program (\$136,445) in addition to fair share contributions for unfunded improvements (\$70,142) at a total estimated cost of \$206,587.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 101.

Sincerely,
GANDDINI GROUP, INC.



Giancarlo Ganddini, TE, PTP
Principal



Table 4
Project Fair Share of Unfunded Improvement Costs

Intersection	Unfunded Cost Estimate ¹	Peak Hour	Existing Traffic Volume	Cumulative Conditions Volume	Total New Traffic	March 2019 Project Trips	Revised Project Trips (With Average Pass-By Rates) ²	Project % of New Traffic	Project Fair Share of Cost Estimate ³
Riverside Avenue (NS) at Slover Avenue (EW) - #4	\$ 334,800	AM PM	3,114 3,933	4,249 5,122	1,135 1,189	256 209	131 107	11.5% 9.0%	\$ 38,642
Riverside Avenue (NS) at Santa Ana Avenue (EW) - #5	\$ 210,000	AM PM	2,811 2,960	4,111 4,268	1,300 1,308	383 315	195 161	15.0% 12.3%	\$ 31,500
Total									\$ 70,142

Notes:

(1) See Table 3.

(2) Pro-rated based on difference between March 2019 Project TIA trip generation estimate and revised project trip generation in Table 2.

(3) Based on the greater of the AM or PM peak hour traffic contribution volumes.