Appendix H

Scoping Agreement for Traffic Impact Study
December 11, 2023
prepared by Integrated Engineering Group

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Analysis Guidelines dated December 2020.

Case No. CUP230002
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Crescent Gardens Cemetery
Project Address: East of Garfield Street and Robert Street
Project Description: Project is proposing the construction of 85-acres Cemetery

	Consultant	Developer
Name:	Integrated Engineering Group	MUSLIM MORTUARY & CEMETERY COMMITTEE
Address:	23905 Clinton Keith Road 114-280 Wildomar CA 92562	13121 Brookhurst Street, Suite C. Garden Grove, CA 92843
Telephone:	951-239-1546	
Fax:		

A. Trip Generation Source: (ITE 11th Edition)

Current GP Land Use *Provide General Plan Land Use Designation (e.g.: MDR, CR, etc)*

Proposed Land Use Cemetery

Current Zoning Residential

Proposed Zoning Residential

Current Trip Generation	In	Out	Total	Proposed Trip Generation In	Out	Total
AM Trips	0	0	0	3	1	4
PM Trips	0	0	0	4	7	11

Internal Trip Allowance ☐ Yes ☐ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☐ No (0 % AM/PM Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N 0 % S 0 % E 0 % W 0 %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year: 2026
Phase Year(s) N/A

Annual Ambient Growth Rate: %

Other area projects to be analyzed: _____

Model/Forecast methodology No buildout analysis

Exhibit B – Scoping Agreement – Page 2

***D.* Study intersections:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. _____
2. _____
3. _____
4.
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

***E.* Study Roadway Segments:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☐ No

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

Trip generation and VMT analyses is provided for County staff review and approval.

Please see attached.

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts_

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

George Ghossain 12/11/23

Consultant's Representative Date

Scoping Agreement Submitted on 12/11/23

_____

Revised on _____

Approved Scoping Agreement:

_____

Riverside County Transportation Department Date

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Date: December 11, 2023

To: Kevin Tsang, County Traffic Engineer, County of Riverside

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: for Crescent Gardens Cemetery Project, County of Riverside

---

Integrated Engineering Group (IEG) is pleased to submit this scoping agreement for the Crescent Gardens Cemetery Project in the County of Riverside. The project is proposing the construction of 85-acre cemetery that includes mortuary, Chapel, equipment shed and caretaker residence.

On-site Permanent Employees

1. On-site caretaker/groundskeeper whose duty includes caring for the grounds of the cemetery and tending to the graves or other memorial markers – **one (1) employee.**
   a. One (1) permanent employee for ground keeping. Duties include grave digging, maintenance, landscaping maintenance. Additional daily laborer(s) will be contracted on an as needed basis.
   b. Contracted services for large tree cutting surge once a quarter for tree trimming.

2. Gravedigger whose responsibilities involve digging and placing the remains in the grave – **this task is covered by item 1**
   a. One (1) permanent employee in item 1 will also primarily be responsible for this duty. Additional daily laborer(s) will be contracted on an as needed basis.

3. Memorial Service Director - **two (2) employee**
   a. One Licensed Funeral Director- Who will also serve as religious counselor.
   b. One Receptionist will also serve as an accountant.

4. Sales professionals who sell grave plots – **this task is covered by item 3**
   a. Per California Funeral Bureau, the Funeral Director who manages the Cemetery will perform this duty.
   b. Any sales persons will be employed by the Off-site Cemetery Broker

5. Other service providers including but not limited to the following:
   a. Stone engravers - This is a contracted service. The plan is to install gravestone 6 times a year (Every other month) for one day.
   b. Flower arrangers - off-site providers.

6. Hearse drivers
    a. This is a contracted service. No permanent employees on site. The service provider picks up the body from hospital, health care facility or deceased home. Vehicles are parked off-site and not on premises.

Please note that one hearse will be parked on-site which will be used on as needed basis on the day of the service. This hearse will be used for carrying the body after religious services to the grave site.

Our goal is to obtain comments from County of Riverside staff, to ensure this scoping agreement addresses the analysis requirements for the project in accordance with the County of Riverside *Transportation Analysis Guidelines for Level of Service (LOS) and Vehicle Miles Traveled (VMT), December 2020 (Guidelines).*

The preliminary site plan for the proposed Project is shown in **Attachment 1**. It is anticipated that the proposed development will be built in multiple phases.

Project Access

The project will have its main entry at Garfield Road and Robert Street. The cemetery entry will from this single point of access along the west boundary. Entry to the site will be gated, secured and controlled as necessary by the on-site caretaker. A phased road development program is planned to incrementally develop the road system with a combination of paved, pavers, and decomposed granite roads. This will provide access to the cemetery and resolve emergency access concerns. Secondary access is not required per discussions with Riverside County staff.

The terminus of Garfield Road will be constructed as a cul-de-sac and transition from a public right of way to a private road within the cemetery extending east into the property towards the SCE transmission easement along the east boundary of the project. All internal streets within the project site will be privately maintained. The proposed two-way private streets will provide parallel parking at specific locations. Private road alignments are currently conceptual in nature envisioned to provide access to future burial sites throughout cemetery. Walking paths will be laid out to provide direct access to burial sites in advanced planning stages with cul-de-sacs provided at private streets terminus points within the cemetery for adequate vehicle turnarounds including emergency vehicles.

TRIP GENERATION FOR POTENTIAL USES

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per the Guidelines, project vehicular traffic generation characteristics should be estimated based on established rates contained in the *Trip Generation Manual (TGM), 11th Edition*, published by the Institute of Transportation Engineers (ITE). The proposed Project ITE average trip generation rates and calculations are shown in **Tables 1 and 2**.

Table 1 - Project Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily[3]
			In	Out	Total	In	Out	Total	
Cemetery	Emp	566	0.88	0.38	1.25	1.33	2.48	3.81	89.55

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] Emp = Employee
[3] Daily calculation is based on 3 employees utilizing fitted curve equation

Table 2 - Project Trip Generation Summary

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily[3]
			In	Out	Total	In	Out	Total	
Cemetery	3.0	Emp	3	1	4	4	7	11	90
		Total	***3***	***1***	***4***	***4***	***7***	***11***	***90***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] Emp = Employee
[3] Daily calculation is based on 3 employees utilizing fitted curve equation

Table 2 summarizes the trip generation of the proposed Project. As shown, the proposed project is estimated to generate approximately 90 daily trips, 4 AM peak hour trips and 11 PM peak hour trips.

The Guidelines provide screening criteria for projects that would be exempt from performing a Traffic Analysis based on size, nature, or location. As demonstrated in **Table 2**, this project would be exempt from performing a Traffic Analysis as a cemetery since it will generate less than 100 vehicle trips during the peak hours.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that Project related traffic will likely affect. Trip distribution and assignment are not applicable in this case since this memo has demonstrated, per the County of Riverside Guidelines, that the proposed cemetery project is exempt with trip generation that is less than 100 vehicles trips during the peak hours; therefore, a full traffic impact analysis will not be required.

Intersection & roadway segment Capacity Analyses

Intersection and roadway capacity analyses are not applicable in this case since this memo has demonstrated, per the County of Riverside Guidelines, that the proposed cemetery project is exempt with trip generation that is less than 100 vehicles trips during the peak hours; therefore, a full traffic impact analysis will not be required.

Parking

The proposed development will be required to provide on-site parking spaces consistent with County of Riverside parking requirements.

Vehicle Miles Traveled (VMT) Analysis

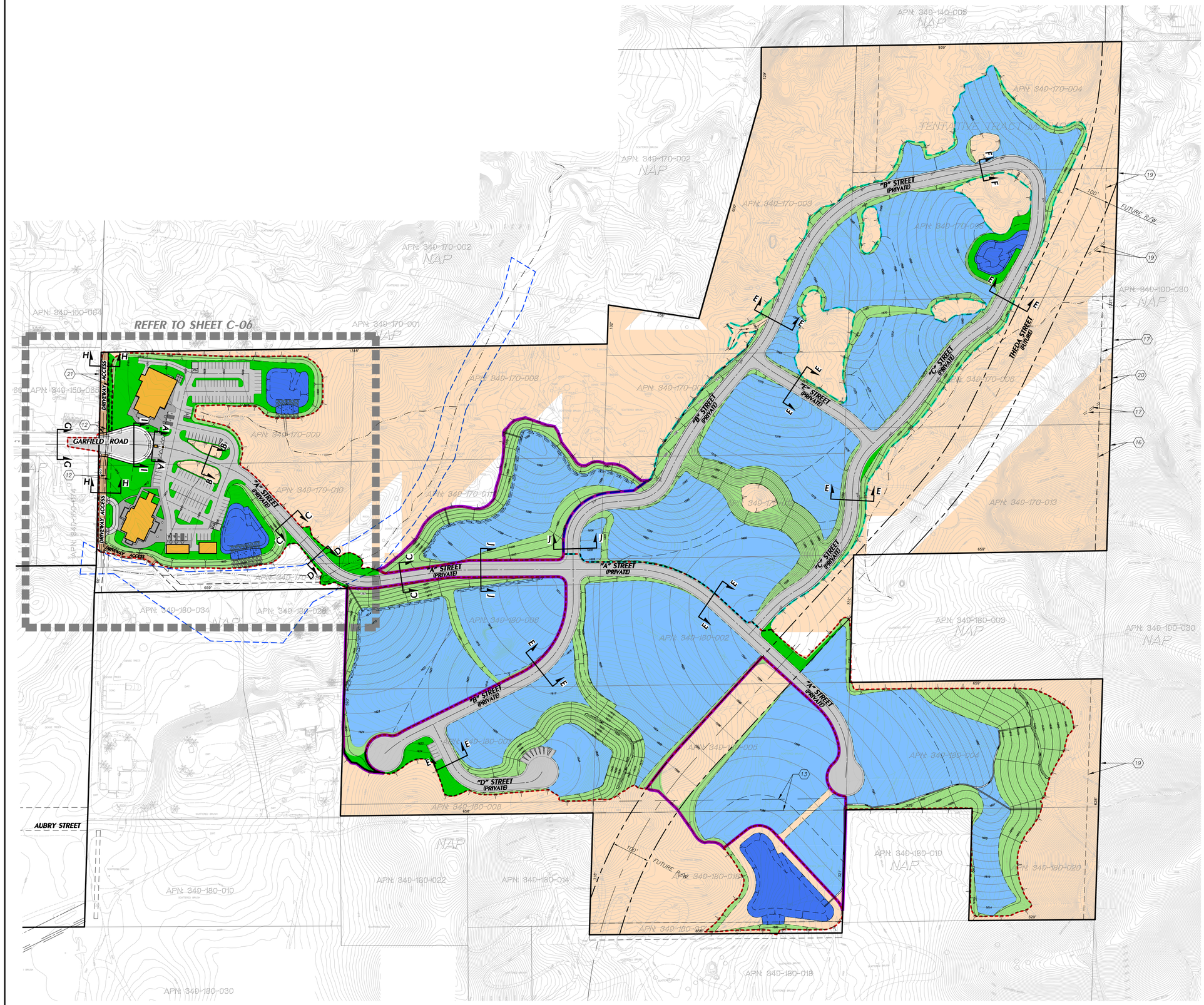
The County VMT guideline does not specifically address the cemetery land use. Based on the Guidelines final bullet for small projects stating, "Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County", and project trip generation assessment, the proposed project is expected to generate less than 110 trips which presumed to cause a less-than-significant impact. Therefore, the project is exempt as a small project. The VMT screening assessment provided in **Attachment 2** is provided for County staff review and approval.

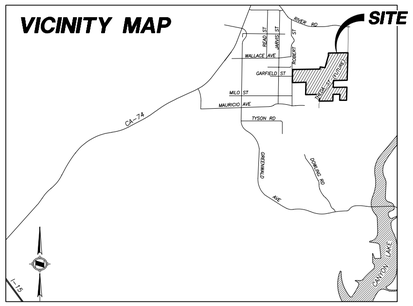
If you have any questions or concerns, please feel free to contact George Ghossain at:
Email: george@intenggroup.com
Phone: (951) 239-1546
Address: 23905 Clinton Keith Road 114-280
Wildomar CA, 92595

Attachments: 1 – Project Site Plan
2 – Vehicles Miles Traveled (VMT) screening assessment

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

ATTACHMENT 1





NOTES

1. REFER TO ENCUMBRANCE EXHIBIT, SHEETS C-2 AND C-3, FOR EASEMENT LOCATIONS.
2. REFER TO SHEET C-6 FOR STREET CROSS SECTIONS.
3. FOR GENERAL NOTES REFER TO SHEET C-1.

LEGEND

- PROJECT BOUNDARY LINE
- PROPOSED RIGHT OF WAY
- PROPOSED LOT LINE
- PROPOSED CURB
- EXISTING LOT LINE
- EASEMENT LINE
- PROPOSED CENTERLINE
- EXISTING WATER
- PROPOSED STORM DRAIN
- FLOOD PLAIN LIMITS
- FLOWLINE
- WALL
- DAYLIGHT
- TOP OF SLOPE
- TOE OF SLOPE
- GRAVE SITE
- NATURAL OPEN SPACE
- SLOPES 1:1 TO 4:1
- LANDSCAPE AREAS
- STRUCTURE/BUILDING
- WATER QUALITY AND DETENTION BASIN

PHASES

- PHASE 01
- PHASE 02
- PHASE 03

Project Area: 84.99 Acres	
Open Space Summary	**Acres**
Grave Site	24.5
Natural Open Space	37.4
Slopes 1:1 to 4:1	9.3
Landscape Areas	1.9
Total	**73.0**
Detention Basins	**1.5 Acres**

FEET 0 50 100 200
INCHES 0 1/2 1 2

APPLICANT:
MUSLIM MORTUARY & CEMETERY COMMITTEE
13121 BROOKHURST STREET, SUITE C
GARDEN GROVE, CA 92843
TEL: (310)-619-0082

PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
Three Hughes ▪ Irvine, CA 92618 ▪ PH: (949) 583-1010 ▪ FX: (949) 583-0759

CRESCENT GARDENS CEMETERY, COUNTY OF RIVERSIDE

CONDITIONAL USE PERMIT - CUP230002

SITE PLAN - OVERALL

REVISION	
DATE	DESCRIPTION

DESIGNED BY:
DRAFTED BY: P.R.
CHECKED BY:
DATE: 10/20/23
CITY FILE NO.:
SHEET C-5

W.O.: 4427-2

DATE: Nov. 02, 2023 12:11:39 PM FILE: F:\1167\Planning\SA_CUP 230003\Exh_CUP\C05_SiteOverall_CUP 230002.dwg

ATTACHMENT 2

Crescent Garden Cemetery
Vehicle Miles Traveled (VMT) Screening Assessment

Prepared for:
MUSLIM MORTUARY & CEMETERY COMMITTEE
13121 Brookhurst Street, Suite C.
Garden Grove, CA 92843

Prepared by:

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith Road 114-280
Wildomar, CA 92595

December 2023

1.0 PROJECT INTRODUCTION

The purpose of this report is to evaluate the project's Vehicle Miles Traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

1.1 PROJECT DESCRIPTION

The project is proposing the construction of 85-acre cemetery that includes mortuary, Chapel, equipment shed and caretaker residence. The project is anticipated to have a total of three (3) permanent employees that will occupy the site as follows:

1. On-site caretaker/groundskeeper whose duty includes caring for the grounds of the cemetery and tending to the graves or other memorial markers – **one (1) employee.**
    a. One (1) permanent employee for ground keeping. Duties include grave digging, maintenance, landscaping maintenance. Additional daily laborer(s) will be contracted on an as needed basis.
    b. Contracted services for large tree cutting surge once a quarter for tree trimming.

2. Gravedigger whose responsibilities involve digging and placing the remains in the grave – **this task is covered by item 1**
    a. One (1) permanent employee in item 1 will also primarily be responsible for this duty. Additional daily laborer(s) will be contracted on an as needed basis.

3. Memorial Service Director - **two (2) employee**
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4. Sales professionals who sell grave plots – **this task is covered by item 3**
    a. Per California Funeral Bureau, the Funeral Director who manages the Cemetery will perform this duty.
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6. Hearse drivers
    a. This is a contracted service. No permanent employees on site. The service provider picks up the body from hospital, health care facility or deceased home. Vehicles are parked off-site and not on premises.

Please note that one Hearse will be parked on-site which will be used on as needed basis on the day of the service. This hearse will be used for carrying the body after religious services to the grave site.

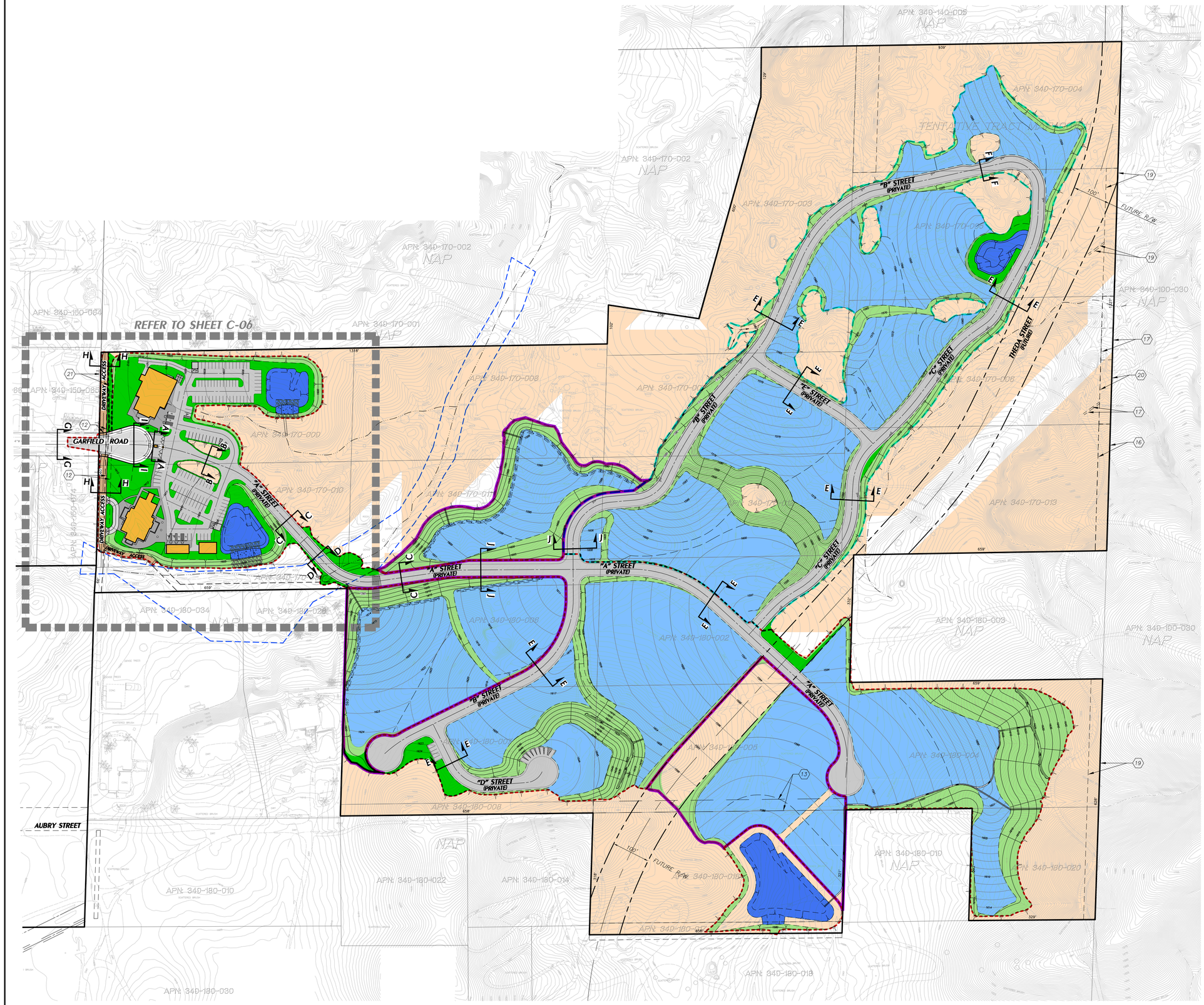
Figure 1-1 shows the Project site plan.

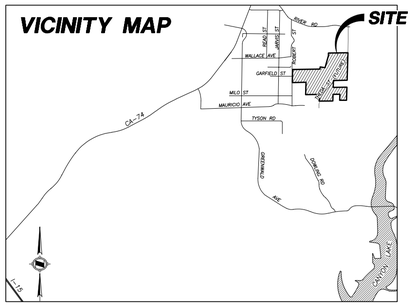
1.2 SENATE BILL 743

On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and LOS metrics are no longer to be used in determining transportation impacts. Instead VMT metrics will serve as the basis in determining impacts. Furthermore, the guidelines stated that after July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

1.3 GUIDANCE DOCUMENTS

The project is within the County of Riverside. The County has adopted guidance on evaluating VMT for transportation impacts under CEQA. Therefore, the County of Riverside *Transportation Analysis Guidelines for Level of Service (LOS) and Vehicle Miles Traveled (VMT), December 2020*, hereafter referred to as Guidelines, will be used for this analysis.





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Natural Open Space	37.4
Slopes 1:1 to 4:1	9.3
Landscape Areas	1.9
Total	**73.0**
Detention Basins	**1.5 Acres**

FEET 0 50 100 200
INCHES 0 1/2 1 2

APPLICANT:
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CRESCENT GARDENS CEMETERY, COUNTY OF RIVERSIDE

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DATE: Nov. 02, 2023 12:11:39 PM FILE: F:\1167\Planning\SA_CUP 230003\Exh_CUP\C05_SiteOverall_CUP 230002.dwg

2.0 ANALYSIS METHODOLGY

The Guidelines outline 5 major-steps[1] for CEQA assessment and VMT analysis:

- Evaluation of land use type
- Screening criteria under which projects are not required to submit a detailed VMT analysis
- Significance thresholds
- VMT analysis methodologies
- Mitigation measures for significant and unavoidable impacts

2.1 SCREENING CRITERIA

The Guidelines recognize that certain projects based on type, location, size and other contexts could lead to a *presumption of less than significance* (i.e. the project's VMT would not cause a transportation impact under CEQA) and would not need additional VMT analysis. The Guidelines provide the following screening criteria[2]:

1. Small Projects –
    a. Single Family Housing projects less than or equal to 110 Dwelling Units; or
    b. Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units; or
    c. Multi Family (mid-rise) Housing projects less than or equal to 194 Dwelling Units; or
    d. General Office Building with area less than or equal to 165,000 SF; or
    e. Retail buildings with area less than or equal to 60,000 SF; or
    f. Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF; or
    g. General Light Industrial buildings with area less than or equal to 179,000 SF Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) as determined by a methodology acceptable to the Transportation Department; or
    h. Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.
2. Projects near high quality transit – The project is located within half mile of an existing major transit stop and maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods.
3. Local-serving retail – No single store on-site exceeds 50,000 SF and project is local-serving as determined by the Transportation Department
4. Affordable Housing – A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments.
5. Local Essential Services –
    a. Project is local-serving as determined by the Transportation Department; and
    b. Local-serving and Day care center; or
    c. Police or Fire facility; or
    d. Medical/Dental office building under 50,000 square feet; or
    e. Government offices (in-person services such as post office, library, and utilities); or
    f. Local or Community Parks
6. Map-based Screening – Area of development is under threshold as shown on screening map as allowed by the Transportation Department
7. Redevelopment projects – Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT.

[1] Guidelines, Pages 18-24
[2] Guidelines, Figure 3, pages 19-21

2.2 VMT THRESHOLDS

A land use project should determine the appropriate VMT measure and threshold of significance to apply. The thresholds[3] as defined by the Guidelines are as follows:

- Residential Projects: Existing county-wide average 15.2 VMT per capita
- Office: Existing county-wide average 14.2 VMT per employee
- Retail: No net increase in total regional VMT
- Other Employment: Existing county-wide average 14.2 VMT per employee
- Other Customer: No net increase in total regional VMT
- Mixed-Use Projects: Respective VMT threshold for its multiple distinct land uses

2.3 VMT ASSESSMENT

Projects that do not meet any of the screening criteria identified would need to assess its project VMT using one of the following methods per the Guidelines:

- Riverside County Sketch Planning Tool; or
- RIVTAM/RIVCOM or other approved travel demand forecasting model.

3.0 PROJECT ANALYSIS

The project is proposing the construction of 85-acre cemetery that includes mortuary, Chapel, equipment shed and caretaker residence. The project is anticipated to have a total of three (3) permanent employees that will occupy the site.

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per the Guidelines, project vehicular traffic generation characteristics should be estimated based on established rates contained in the *Trip Generation Manual (TGM), 11th Edition*, published by the Institute of Transportation Engineers (ITE). The proposed Project ITE average trip generation rates and calculations are shown in **Tables 1 and 2**.

Table 1 - Project Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily[3]
			In	Out	Total	In	Out	Total	
Cemetery	Emp	566	0.88	0.38	1.25	1.33	2.48	3.81	89.55

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] Emp = Employee
[3] Daily calculation is based on 3 employees utilizing fitted curve equation.

[3] Guidelines, Figure 6, page 22

Table 2 - Project Trip Generation Summary

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily[3]
			In	Out	Total	In	Out	Total	
Cemetery	3.0	Emp	3	1	4	4	7	11	90
		Total	***3***	***1***	***4***	***4***	***7***	***11***	***90***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] Emp = Employee
[3] Daily calculation is based on 3 employees utilizing fitted curve equation.

Table 2 summarizes the trip generation of the proposed Project. As shown, the proposed project is estimated to generate approximately 90 daily trips, 4 AM peak hour trips and 11 PM peak hour trips.

3.1 SCREENING CRITERIA ASSESSMENT

1. *Small Project*
   The proposed cemetery project is expected to generate less than 110 trips. Therefore, the **Project would be presumed to cause a less than significant impact based on this criterion**.

2. *Projects Near High Quality Transit*
   The project is not located within half mile of an existing major transit stop and it's the nearest transit stop does not maintain a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, the Project **does not qualify for this criterion.**

3. *Local-serving Retail*
   Project doesn't meet the local-serving land use designation. Therefore, the Project **does not qualify for this criterion .**

4. *Affordable Housing*
   The project is not an affordable housing project and therefore **does not qualify for this criterion**.

5. *Local Essential Service*
   The Project proposed mini warehouse does not include local essential service land use components and therefore, **does not qualify for this criterion.**

6. *Map-Based Screening*
   The Project proposed mini warehouse does not include residential and office land use components and therefore, **does not qualify for this criterion.**

7. *Redevelopment Project*
   The Project is proposed on a vacant lot and does not replace an existing VMT-generating land use. Therefore, the Project **does not qualify for this criterion**.

3.2 CONCLUSION

As concluded in Section 3.1 of this report, the proposed project screens out from VMT analysis since the cemetery land use described in this report satisfies the Small Project screening criterion. Therefore, the Project land use is presumed to cause less than significant VMT impacts. It is our recommendation that the project be approved with no additional project-level VMT analysis.