

TECHNICAL MEMORANDUM

DATE: September 2, 2025
TO: Tina Andersen, T&B Planning
FROM: Alex So, Urban Crossroads, Inc.
Charlene So, Urban Crossroads, Inc.
JOB NO: 16462-03 VMT

SUBJECT: FOREST LAWN - CATHEDRAL CITY SPECIFIC PLAN VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Forest Lawn - Cathedral City Specific Plan (Project), which is located at 69855 Ramon Road (south of Ramon Road and east of Da Vall Drive) in Cathedral City.

PROJECT OVERVIEW

The Project involves a Specific Plan for the entire Forest Lawn-Cathedral City property, which encompasses approximately 10.0 acres and is located at 69855 Ramon Road. The proposed Specific Plan area is located south of Ramon Road, east of Da Vall Drive, and west and north of the Desert Shores RV Resort. The proposed Forest Lawn – Cathedral City Specific Plan would provide a regulatory framework for the existing and proposed cemetery development described below. In addition to the proposed Specific Plan, the Project involves a General Plan Amendment to change the land use designation for the Project site from CG General Commercial to Neighborhood Commercial, and a Zone Change to change the zoning designation from PCC Planned Community Commercial to NBP Neighborhood Business Park.

The existing cemetery Forest Lawn – Cathedral City is located in the northern portion of the proposed Specific Plan area and encompasses approximately 5.2 acres. The existing cemetery uses include a mortuary with chapel, crematory, mausoleums, wall crypts, columbaria, and lawn crypts, as well as associated office space, storage, surface parking areas, and walkways. The existing development consists of approximately 18,000 square feet of occupied building area and approximately 35,000 square feet of non-occupied floor area, including approximately 11,500 interment spaces. Additional mausoleums, wall crypts, and lawn crypts (approximately 5,000 square feet of non-occupied floor area) are currently under construction in the southeast portion of the existing cemetery property pursuant to prior approvals and will provide an additional approximately 2,500 interment spaces.

The southern portion of the proposed Specific Plan area encompasses 4.8-acres and is currently developed with a self-storage facility, which consists of 577 storage units in approximately 75,500 square feet of non-occupied floor area, approximately 4,000 square feet of occupied floor area, and surface parking, including spaces for recreational vehicles and trailers. The self-storage facility gradually ceased operations over the last couple of years, in anticipation of the Project, which will

allow for the development of much needed cemetery uses. The self-storage facility is proposed to be redeveloped with additional cemetery uses as part of the proposed Project.

The proposed Specific Plan would allow for the construction of up to approximately 12,000 square feet of floor area for new structures (for such uses as reception areas, a chapel, restrooms, storage, multi-purpose and support areas) and up to approximately 275,000 square feet of new non-occupied floor area (for such uses as wall crypts, columbaria, and burial and cremation garden structures). With the proposed removal of the existing storage facility, this would result in a net increase of approximately 199,500 square feet of non-occupied floor area. The new development would provide an additional approximately 70,000 interment spaces to help meet local and regional demand for interment. Cemetery structures such as burial gardens and mausoleums would be developed in stages, with incremental amounts of development occurring as needed to meet the demand for interment spaces. The Project would generally retain existing landscaping, add additional cemetery landscaping and garden areas. Access would continue to be provided from existing roadways, and parking would continue to be provided on-site.

Accounting for existing uses to remain, interim development currently under construction, and the proposed redevelopment of the southern portion of the Specific Plan area, the proposed Specific Plan would thus allow a total of approximately 30,000 square feet of occupied floor area, approximately 315,000 square feet of non-occupied floor area, and approximately 84,000 interment spaces within the entire Forest Lawn – Cathedral City property.

The conceptual Project site plan can be found in Appendix 1.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. The VMT analysis presented in this report has been developed based on the adopted County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) (**County Guidelines**) (1). Based on consultation with City Staff, Cathedral City currently does not have their own adopted methodology and thresholds for evaluating VMT and relies on the County Guidelines.

VMT SCREENING

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following screening criteria are listed in the County Guidelines, and the screening criteria applicable to the proposed Project (highlighted in **bold**) was selected for further review:

- **Small Projects**
- High Quality Transit Areas (not applicable)
- Local Serving Retail (not applicable)
- Affordable Housing (not applicable)
- Local Essential Service (not applicable)
- Map-Based Screening (not applicable)

SMALL PROJECTS SCREENING

The County Guidelines identifies screening criteria that may apply to “small projects” that generate less than 110 trips per day. These “small projects” are presumed to have a less than significant VMT impact.

Trip Generation

Trips anticipated to be generated by the Project are estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025 (2). The existing 577-unit self-storage facility is no longer operational; however, for informational purposes, Table 1 presents the estimated Existing Trip Generation summary based on the ITE rates and the operation of the 577-unit self-storage facility. As shown in Table 1, it is estimated that operation of the self-storage facility would generate 104 average daily trips (two-way trips). This analysis does not take credit for the existing use.

TABLE 1: EXISTING TRIP GENERATION SUMMARY

Land Use	Units	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Mini-Warehouse ¹	Units ²	151	0.61	0.56	1.17	0.94	0.90	1.84	17.96

Existing	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Storage Facility	5.77	Units	4	3	7	5	5	10	104

¹ Trip Generation Source: ITE Trip Generation Manual, Twelfth Edition (2025).

² Number of storage units in 100s.

Table 2 presents the Project’s Trip Generation summary based on ITE rates and the Project’s proposed 4.8-acre site. The Project is anticipated to generate 30 average daily trips (two-way trips), which is below the 110 daily trip threshold.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Units	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Cemetery ¹	Acres	566	0.14	0.04	0.18	0.14	0.32	0.46	6.02

Project	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Forest Lawn	4.8	Acres	1	0	1	1	2	3	30

¹ Trip Generation Source: ITE Trip Generation Manual, Twelfth Edition (2025).

Consistent with operation of the existing cemetery, community events and large funeral services would continue to periodically be hosted. Therefore, the proposed Project may occasionally generate more traffic than that estimated in Table 2, however, these events would not occur at a frequency that requires these events to be considered in the analysis or that would exceed the VMT threshold applied to the proposed Project.

Small Projects screening criteria is met.

CONCLUSION

In summary, the Project meets the Small Project criteria, and the Project is therefore presumed to have a less than significant VMT impact; no additional VMT analysis is required. The Project will also generate 1 AM peak hour trip and 3 PM peak hour trips which fall well below the City's 100 peak hour trip threshold for conducting level of service (LOS) analyses. Furthermore, the Project is anticipated to contribute less than 50 peak hour trips to any off-site intersection. As such, LOS analysis is not required based on the City Guidelines (City utilizes the County's Guidelines as they do not have their own adopted guidelines).

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 12th Edition. 2025.

APPENDIX 1:
PROJECT SITE PLAN

参考文献

