

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk

County of: Riverside

Address: 38686 El Cerrito Road
Palm Desert, CA 92211

From:

Public Agency: City of Murrieta
Address: 1 Town Square
Murrieta, CA 92562
Contact: Jeff Hitch, P.E., City Engineer
Phone: 951.461.6076

Lead Agency (if different from above):

Address: _____

Contact: _____

Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2026030360

Project Title: City of Murrieta Madison Ave. Street Improvements and Western Water Waterline and Se

Project Applicant: City of Murrieta / Western Water

Project Location (include county):

The proposed Project roadway alignment and water line and sewer line installation is located in the southern portion of the City of Murrieta, within southwest Riverside County, California. The Project location is directly west of Interstate 15, the major freeway through the town of Murrieta (See Figure 2, Aerial View of Project Location). The proposed improvements follow the existing road alignment of Madison Avenue between the intersections of Guava Street and approximately Sandalwood Circle (350 feet south of Nick Lane). Additional improvements will occur at the intersections with Newton Azrak Street, Fig Street, Larchmont Lane, and Elm Streets between Jefferson Avenue and Hoover Street.

Project Description:

A. Madison Avenue Street Improvements. The proposed Project, which has been preliminarily designed to a 70% completed plans level, involves the development of an approximately 1.1-mile (5,900 linear feet) segment of Madison Avenue (from the intersection at Guava Street to a transitional connection with existing pavement south of Elm Street and no further than Golden Gate Circle. In order to minimize the need for additional area outside of the existing interim 60-foot right-of-way (ROW), the project would follow the existing roadway along its entire length.

Construction would be to the City's Secondary Highway Design Standards (as provided on the City's Circulation Element) with a full ultimate ROW width of 88-feet, an interim ROW width of 74-feet, and full ultimate curb-to-curb width of 64-feet. The project roadway would be full-width between Guava Street and Newton-Azrak Street, and partial-width from Newton-Azrak Street to Elm Street. The partial width segment would consist of full-width improvements on the western half of the roadway plus 12-feet of paving and a 10-foot graded shoulder on the eastern half of the roadway, resulting in a total pavement width of 44-feet. The roadway would be striped for two vehicular travel lanes, one in each direction, a center two-way-left-turn-lane, and two striped 5-foot-wide Class 2 bike lanes adjacent to the travel lanes. The southbound lanes would feature a concrete curb and gutter, and a 12-foot-wide parkway with a 5-foot wide non-contiguous sidewalk located 7-feet behind face of curb in portions of the project. The northbound lanes would feature a 6-inch AC berm, and a 10-foot-wide graded parkway.

Completion of the proposed Project would require grading within an approximately 15-acre area (approximately 9 acres within, and 6 acres outside of the existing ROW). The new ROW acquisition would occur prior to initiation of construction activity. Additional ROW may be required for temporary access during construction and easements.

Additional development associated with the proposed Project would include:

Streetlights: Approximately 8 streetlights (32 feet in height) would be required at cross street intersections (where warranted for safety).

Sidewalks: Approximately 3,200 linear feet of sidewalks would be provided adjacent to existing developed properties along Madison Avenue.

Utilities: Utilities would be installed within the roadbed during construction activities, including but not limited to water, sewer, gas, electrical, and storm drains, to provide for efficient and cost-effective development. Except for storm drains, utilities would be installed per separate plan by the respective utility provider.

Stormwater Drainage Facilities and Storm Drain Crossings: Stormwater drainage facilities would be developed where necessary for efficient and effective off-site conveyance, consistent with the City of Murrieta Stormwater Pollution Prevention Plan.

Water quality features associated with stormwater drainage facility would include, but not be limited to the following:

- 1) Biofiltration Basins (Rock Gardens) in Parkway
- 2) Rock Swales

Project Construction: Anticipated to commence in 2027 and is anticipated to require approximately 18 months for completion. Access would be maintained for existing businesses, churches, and residences along existing Madison Avenue throughout construction activity.

B. Western Water, Water and Sewer Line Improvements. The Western Water component of the Project proposes to install, within the City right-of-way in the South Madison Avenue Business Corridor, approximately: 5,400 linear feet (LF) of 12-inch (5,150 LF) and 8-inch (250 LF) waterline; and 5,000 LF of 8-inch (3,700 LF), 10-inch (940 LF), and 12-inch (360 LF) sewer line.

Water Line. The new 5,400 LF, 8/12-inch diameter PVC water main line would be located beneath Madison Avenue from Guava Street to Elm Street, terminating at property lines. New fire hydrants, valves, and service lines would be installed concurrently with the new main line. The new line would replace 1,300 LF of 12-inch diameter PVC water main line which would be removed as part of the project. (This segment is part of the District's Capital Improvement Project Number 2 which consists of water lines north of Murrieta Creek (located approximately one-half mile southwest of the project site).

Sewer Line. The new sewer line would consist of two segments as follows:

- a 3,700 LF, 8-inch diameter PVC sewer main located beneath Madison Avenue from approximately 2,000 feet south of Guava Street to Elm Street Avenue (This segment is the District's Capital Improvement Project Numbers 23 and 24 which consist of the construction of 3,287 feet of 8-inch sewer main along Madison Avenue from Elm Street to 679 feet northwest of Fig Street); and
- a 1,300 LF, 10/12-inch diameter PVC sewer main located beneath Fig Street (connecting to the existing Eastern Municipal Sewer line), from Madison Avenue to approximately 300 feet southwest of Jefferson Avenue (This segment is the District's Capital Improvement Project Number 18 which consists of the construction of 1,265 feet of 10-inch sewer main along Fig Street from 325 feet southwest of Jefferson Avenue to Madison Avenue).

Each of these segments would terminate at property lines. New manholes, and service lines would be installed concurrently with the new main lines.

The new facilities would follow the design criteria outlined in the Western Developer Handbook.

CONSTRUCTION METHODS

A. City of Murrieta Madison Avenue Street Improvements

Grading. Grading would be necessary for construction of the roadway and would extend beyond the ROW, incorporating 2:1 cut and fill slopes and retaining walls, if necessary, to comply with standard engineering practices and design criteria in accordance with the City's Grading Ordinance. Estimated earthwork at the current 70% project design stage would be 81,000 cubic yards of fill and 37,400 cubic yards of cut with a net import of 43,700 cubic yards of fill material. Maximum depth of cut would be 20 feet from existing grade; maximum height of fill would be 30 feet above existing grade. No export is proposed. Imported fill material would consist of clean soils obtained from an approved, permitted source based on availability and proximity at the time the fill is needed.

Pavement. Proposed pavement would be asphalt concrete (AC) covering an area of approximately 7.2 acres (314,000 square feet). This total would consist of approximately 5,700 linear feet of 6-inch AC Berm, 6,400 LF of 6-inch curb and gutter, and 31,000 square feet of 4-inch concrete sidewalk.

Retaining Walls. Depending on ROW acquisition, approximately 650 linear feet of retaining wall ranging in height from 4-feet to 17-feet, may be required. All retaining walls exceeding 72-inches in height and eight-foot in length shall include at least one of the following elements:

- a) Landscape Screening (e.g., vines, cascading plants)
- b) Decorative block (e.g., architectural patterns, exposed aggregate)
- c) Façade treatment (e.g., textured surfaces, color, design motifs)

In addition, any walls exceeding a continuous 600-square feet in surface area shall also incorporate either:

- a) decorative features (e.g., medallions, panels); or
- b) a repeating design motif.

Wall treatment shall be at the discretion of the City Engineer and may include any combination of the elements identified above and may be incorporated into the wall design.

Staging and Laydown Areas. A construction staging area would be located within the public ROW, or at an adjacent disturbed vacant lot in the immediate alignment vicinity. Staging and laydown areas would be located outside of riparian areas, sensitive plant communities, and other protected resource areas.

Construction Employees. On-site employees required to implement the proposed Project would range from two to thirteen depending on the activity.

Equipment List. Equipment necessary to implement the proposed Project would consist of Tractors, Dozers, Motor Grader, Pavement Grinder, Pulverizer, Excavator, Water Truck, Paver, Loaders, Stencil Truck, Striping Truck, Berm Machine, Dump Trucks, Roller, Semi-Lowbed Trucks, Marker Truck, Pick Up Trucks, Crew Trucks, Forklift, Scraper, Sweeper, Distributer, Shuttle Buggy, Concrete Pump, Generators, Air Compressors, and Compactor.

Vehicle/Equipment Storage and Maintenance. All vehicle/equipment storage and maintenance activities, including refueling, would be located within the designated staging areas.

Access. Temporary access roads would be constructed on Guava Street, Monroe Avenue, Newton-Azrak Street, Fig Street, Larchmont Street, and Hoover Street to provide alternative access throughout construction. These minimum-width (20 to 24 feet) access roads would be all-weather surface (i.e., gravel), located outside of riparian areas, sensitive plant communities, and other protected resource areas. A potential exception would occur on portions of the segment Newton-Azrak Street to Monroe Avenue to Guava Street, where required improvements impacting protected resources would be subject to biologist review and design specifications.

Traffic Control. Project plan includes traffic control plan sheets which provide detour routes around active construction areas. Construction along the Madison Avenue corridor will be performed in various phases to minimize the duration of residents and businesses. Traffic control (for all property owners with Madison Avenue frontage) would follow the provisions of the WATCH Manual.

Solid Waste. All solid waste generated by the proposed Project (including but not limited to asphalt, concrete, earthen material, and vegetation) would be removed from the site and recycled to the maximum extent feasible.

Post-Construction Site Restoration. Upon completion of the proposed Project, all disturbed areas outside of the developed areas would be restored to pre-existing (or improved) conditions, including the removal of road base materials placed on existing unpaved roads during temporary access provisions.

Project Operations and Maintenance Activities. The new constructed street improvements will be incorporated into the City's maintenance program which is funded through the City's Biennial Operating Budget.

B. Western Water, Water and Sewer Line Improvements

Earthwork. Earthwork for the proposed Western Water component (in addition to the earthwork required for the Madison Avenue Street Improvements component) would consist of approximately 5,140 cubic yards of grading as follows:

a) additional trenching during the construction of the City's Madison Avenue Street project, estimated at approximately 5,100 cubic yards of excavation and recompacting; and

b) approximately 40 cubic yards of grading (20 cubic yards cut / 20 cubic yards fill / 0 cubic yards export) in the Fig Street corridor (for approximately 200 feet on each side of Jefferson Avenue).

Demolition. The majority of Western Water improvements would be located beneath the street improvement project boundaries. The 200-foot sections north and south of Jefferson Avenue on Fig Street would require minimal demolition during installation trenching.

Construction Phasing. Construction activities for the Western Water component would fall within the footprint of the City's Madison Avenue Street Improvements project, except on a segment of Fig Street approximately 300 feet northeast of the intersection with Jefferson Avenue and continuing approximately 300 feet to the southwest through the intersection (See Figure 3). Construction phasing will be concurrent for both projects and coordinated in the same construction schedule. Project construction is anticipated to commence in 2027 and is anticipated to require approximately 18 months for completion. Access would be maintained for existing businesses, churches, and residences along existing Madison Avenue throughout construction activity.

Installation. Installation would be via open-trench construction methods and in accordance with the District standard detail W-1540. Construction would occur in a linear fashion and would be contained within one lane of traffic (approximately 12-foot wide). In the event construction activities must extend beyond a single lane, a Traffic Control Plan would ensure that no full road closures would occur. Excavation equipment would straddle the trench and deposit spoil material into trucks for storage outside the roadway or stockpiled behind the open trench within the closed traffic lane. The pipe would be staged along the water main and gravity sewer alignments, typically within the road shoulder and outside the trench excavation path. Per the District standards, the maximum length of trench that would be opened or partially opened at any one time would be limited to 500 LF. Upon completion of a shift, the contractor would be responsible for backfilling and/or plating open excavations, as well as cleaning, removing barricades, and removing equipment from the roadway.

Staging and Laydown Areas. Construction staging areas would be shared with the City's Madison Avenue Street Improvements project, located either within the future Madison Avenue ROW, or at an adjacent disturbed vacant lot in the immediate vicinity, with an unimproved area south of Madison Avenue and Golden Gate Circle serving as a potential laydown area. Staging and laydown areas would be located outside of riparian areas, sensitive plant communities, and other protected resource areas (See Figure 4).

Construction Employees. On-site employees required to implement the proposed Project would range from one to seven depending on the activity.

Equipment List. Equipment necessary to implement the proposed Project would consist of Excavator, Water Truck, Loaders, Dump Trucks, Pick Up Trucks, Crew Trucks, Forklift, Generators, and Air Compressors.

Vehicle/Equipment Storage and Maintenance. All vehicle/equipment storage and maintenance activities, including refueling, would be located within the designated staging areas.

Access. Temporary access roads would be constructed on Guava Street, Monroe Avenue, and Newton-Azrak Street. These minimum-width (24-foot) access roads would be all-weather surface (i.e., dirt/gravel), located outside of riparian areas, sensitive plant communities and other protected resource areas. Existing access roads would be used at Fig Street, Larchmont Street, and Hoover Street to provide additional parcel access throughout construction.

Traffic Control. Traffic control (for all property owners with Madison Avenue frontage) would follow the provisions of the WATCH Manual.

Solid waste. All solid waste generated by the proposed Project (including but not limited to asphalt, concrete, earthen material, and vegetation) would be removed from the site and recycled to the maximum extent feasible.

Post-Construction Site Restoration. Upon completion of the proposed Project, all disturbed areas outside of the developed areas would be restored to pre-existing (or improved) conditions.

Project Operations and Maintenance Activities. The newly constructed water and sewer line improvements will be incorporated into Western Water's maintenance program.

This is to advise that the City of Murrieta has approved the above
(Lead Agency or Responsible Agency)

described project on April 21, 2026 and has made the following determinations regarding the above
(date)

described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

City of Murrieta, 1 Town Square, Murrieta, CA 92562

Signature (Public Agency): Hitch, Jeff Digitally signed by Hitch, Jeff
DN: CN=Hitch, Jeff, OU=Engr-OU,
OU=CityHall-OU, OU=AllCity-OU,
DC=CityHall, DC=Murrieta, DC=org
Date: 2026.04.21 16:40:16-07'00' Title: City Engineer

Date: 4/21/2026 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011