



# CITY OF MURRIETA

## Development Services Department

### Planning Division

1 Town Square | Murrieta, CA 92562 | 951-461-6000

www.murrietaca.gov

CITY OF MURRIETA  
CITY CLERK DEPARTMENT

AM 11:51  
2024 MAR 29 AM 10:51 KR

## Application for Appeal (DS-210)

For Planning Division Office Use Only

Case Number: APL-2024-00003 Date Submitted: 4/8/24 Received by: MC

### PROJECT INFORMATION

Original Case Number: DP-2022-2605/ 2023-00006 Original Approval Date: March 27, 2024

### PROJECT TITLE AND DESCRIPTION

Development Plan Permit 2022-2605/ 2023-00006

Project Name/Name of Center: (if applicable) Murrieta Hot Springs at Jefferson Apartments

### APPEALANT INFORMATION

#### APPEALANT

Contact Name: Dr. Lisa DeForest E-Mail: ldeforest@murrietaca.gov

Company Name: City of Murrieta City Council E-Mail: \_\_\_\_\_

Mailing Address: 1 Town Square

Murrieta CA 92562  
City State ZIP

Daytime Phone No: (951) 461-6000 Fax No.: ( )

DR. LISA DEFOREST

PRINTED NAME OF APPEALANT

[Signature]  
SIGNATURE OF APPEALANT

#### CONTACT PERSON (If different from appellant)

Contact Name: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Company Name: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Street

City

State

Daytime Phone No: ( ) Fax No.: ( )

RECEIVED

APR 08 2024

CITY OF MURRIETA  
PLANNING DIVISION  
APL 2024-00003

4/12/24 signed  
4/13/24

## FILING INSTRUCTIONS FOR APPEAL APPLICATION

The following instructions are intended to provide the necessary information and procedures to facilitate the processing of an Appeal application. Your cooperation with these instructions will insure that your application can be processed in the most expeditious manner possible.

### THE APPEAL FILING PACKAGE MUST CONSIST OF THE FOLLOWING:

#### INITIAL SUBMITTAL:

1. One complete and signed application form.
2. \$1,000.00 fee for this application type. To view the Fee Schedule, go to:  
[murrieta.civicplus.com/DocumentCenter/View/661/Fee-Schedule---Planning-Only-2018-to-2019--PDF](https://murrieta.civicplus.com/DocumentCenter/View/661/Fee-Schedule---Planning-Only-2018-to-2019--PDF)
3. Provide a written statement detailing the decision being appealed and the reason for the appeal.
4. PRIOR TO SCHEDULING A PUBLIC HEARING:

In order to facilitate mailing of public hearing notices to affected properties a complete noticing package is required. The required radius is 300 feet from the exterior boundaries of the property for which the application is filed. The Director may require additional noticing if determined necessary or desirable or to comply with the "expanded notice" requirements of the Development Code. **Please Note:** Property owner noticing requirements may vary based on the location of the proposed project site. (Consult with a case planner to determine when labels are required).

- a. An Assessor's Parcel Map(s) illustrating the required radius as measured from the exterior boundaries of the subject site, Include all parcels within the radius and all those that touch the radius line. Preferred scale of the map is 1-200 feet, 300 feet, or 400 feet.
- b. If more than one (1) Assessor's Parcel Map is required to show all of the affected parcels then an index map must be included. The index map must show the entire area affected on ONE SHEET. The required radius boundary line must be drawn on the map and be clearly visible (Preferably in red line). Index map(s) from the Riverside County Tax Assessor's Office may be used for this purpose.
- c. Two (2) sets of self-adhesive labels with the name, address and assessor's parcel number for every parcel within the required radius. These labels must be based on the latest equalized tax roll from the Riverside County Tax Assessor's Office.
- d. Include mailing labels for the property owner, applicant, and representative.
- e. A signed certification letter from the person(s) preparing the list certifying that the information contained therein is accurate and is from the latest Riverside County Tax Assessor's Rolls. A sample "Public Noticing Certified Property Owner's List Affidavit" is included at the back of this application.

**Information to prepare the above may be obtained from the Riverside County Tax Assessor's Office. Also, local Title Companies offer this service.**

Additional copies of this application may be obtained from the Planning Division Web Page at <https://ca-murrieta.civicplus.com/276/Planning-Documents>

## McDonald, Cristal

---

**From:** lsdeforest@gmail.com  
**Sent:** Friday, March 29, 2024 11:38 AM  
**To:** McDonald, Cristal  
**Subject:** appeal  
**Attachments:** 2024 appeal Reference development plan permit 20222605.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Murrieta City Clerk,

Reference development plan permit 2022-2605/2023-00006.

I am requesting an appeal of the project's overall design and Environmental analysis conducted under CEQA that was approved by the planning commission on March 27, 2024. Reference development plan permit 2022-2605/2023-00006. This project will have an impact on the quality of life of our residents. I am in the process of acquiring the needed documentation needed to clearly state the position of my appeal.

Thank you so much for you help

Dr. Lisa DeForest

Councilwomen City of Murrieta

RECEIVED

APR 08 2024

CITY OF MURRIETA  
PLANNING DIVISION

APL-2024-00003



Appellant Statement and Supporting Evidence

Council Member Lisa DeForest, Third District

April 19, 2024

As an elected City Council Member of the City of Murrieta in District 3, where this project is proposed, it is of the utmost importance to me to ensure development projects fully disclose project impacts under the California Environmental Quality Act (CEQA). This is a basic requirement of CEQA.

The proposed project - Development Plan Permit 2022-2605/2023-00006 (DP-2022-2605/2023-00006) and its accompanying Initial Study and supporting documents (referred to hereinafter as Project) failed to disclose or fully disclose certain potentially significant impacts, or made conclusions without providing adequate substantial evidence. Failure to properly disclose potentially significant impacts, and making conclusions not supported with substantial evidence are improper for the purposes of CEQA.

My appeal seeks to correct these deficiencies and obtain proper analysis and disclosure for the residents of my District and Murrieta. Without these steps, existing and future residents and even future City Councils would not have the information I believe should be available to make future decisions concerning the City's growth.

The Project conflicts with the City's General Plan policies adopted for the purpose of avoiding certain environmental impacts. The City's General Plan's policies related to LOS were adopted, in part, to ensure the City's circulation system operates safely and does not result in traffic safety hazards. CEQA requires that this be disclosed. Despite several attempts by staff to require this analysis, the Applicant failed to do so and instead indicated that a traffic analysis that addressed the City LOS planning goal was irrelevant. To the contrary, CEQA does not preclude the City from identifying a project's inconsistencies with general plan or zoning standards. I fully recognize that the adequacy of an LOS analysis is not a basis for challenging a project under CEQA. However, CEQA continues to require projects to analyze its potentially significant transportation impacts related to safety and LOS is a factor in determining whether a project will substantially increase hazards due to a geometric design feature or incompatible uses. Furthermore, as a voting member of the lead agency that is required to determine that the Project's environmental analysis was adequate, I demand that the Project's analysis be properly prepared and peer reviewed, with impacts properly analyzed and disclosed even if vehicle delay is no longer considered an impact under CEQA so that the City Council and public fully understand whether the Project may cause significant traffic safety hazards. Further, once the analysis is completed (and vetted by the City's expert traffic consultant) it remains to be seen whether or not the Project will result in an unsafe traffic condition

since the Applicant is currently unable to provide a street design for Murrieta Hot Springs Road that meets the City's standard street specifications. This is also an impact under CEQA that was not disclosed. An email from City staff to the Applicant and its design team sent on February 5, 2024 indicates the design for MHSR does not meet City street design requirements – specifically City Standard No. 116.

My appeal material includes Pages 121-123 of the Project IS/MND containing Section 4.17 Transportation, which indicates the Project will have less than significant traffic impacts. I find those determinations to be incorrect for the reasons described below in more detail.

**1. LOS (north and south of Murrieta Hot Springs Road)**

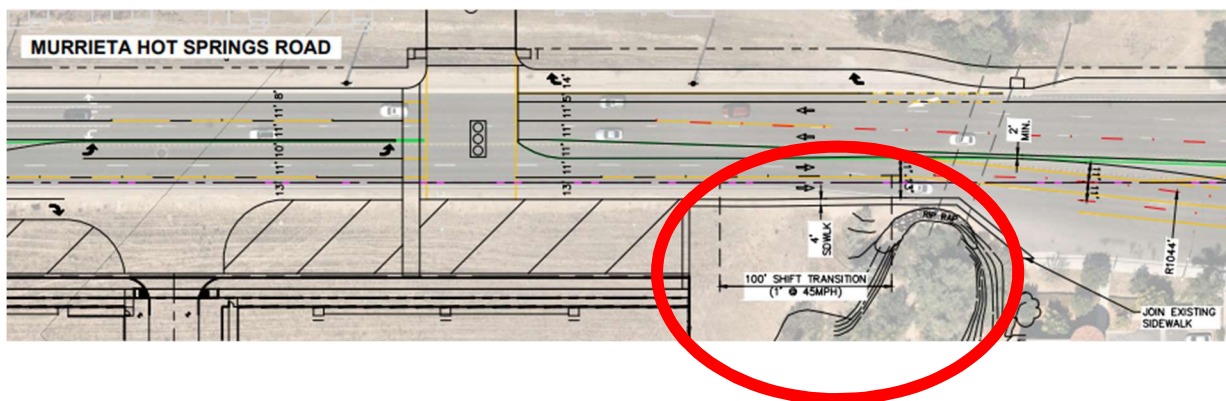
Page 6 of the project's traffic impact analysis (TIA) identifies the City's acceptable traffic level of service (LOS) for the roadway segment on Murrieta Hot Springs Road (MHSR) as LOS C. The IS/MND failed to properly disclose that the Project would conflict with the Level of Service C segment for Murrieta Hot Springs Road by indicating the Project would have no impact on the City's circulation plan, even though the LOS would be worse than the acceptable Level of Service (LOS D). Even though LOS, in and of itself, does not have an environmental impact, the resulting LOS D on the MHSR road segment is an impact on the City's adopted General Plan Circulation Element that the proposed IS/MND should have disclosed for the public's information, as well as why there was no mitigation required pursuant to CEQA. Instead, the IS/MND makes no mention of the inconsistency. The explanation must be included in the TIA and the IS/MND.

The staff report identifies the widening of Murrieta Hot Springs Road (MHSR) over the Yoder Wash as a capital improvement to address the Project's impact on the City's circulation plan. The IS/MND failed to analyze the timing of the widening of Murrieta Hot Springs Road over the Yoder Wash as a possible improvement that would be carried out to ensure the Project's consistency with the City's circulation plan. Since the timing of MHSR widening is unknown, the IS/MND should have identified the delayed timing for the improvement and the impact of the delay in MHSR widening on achieving the City's circulation plan. Until the widening of MHSR takes place, the roadway segment's LOS will exceed the circulation plan's design capacity for MHSR causing reasonably foreseeable significant traffic safety impacts. The IS/MND needs to analyze the delay in the implementation of the widening. The Project will therefore will be in conflict with the City's General Plan Circulation Element until the roadway over Yoder Wash is widened which could be several years from now. Yet there is no analysis of this issue in the IS/MND.

## **2) Design speed on Murrieta Hot Springs Road**

The Applicant's design team (Kimley-Horn) stated to staff that they could not meet the design speed for MHSR and requested that they be allowed to use 45 miles per hour (MPH) instead of 60 MPH (identified in City Standard No. 116). Staff did not support their request. The culvert to the east of the Project appears to need to be widened to meet the design speed. Staff cannot arbitrarily lower the speed of the road for this private development's design needs and if the City did so the speed limit would not be enforceable per the California Vehicle Code. The inability of the City to enforce its speed limit laws as a result of the Applicant's proposed street design poses a traffic hazard. This should have been disclosed in the IS/MND. The exhibit below depicts a street design at 45 MPH rather than 60 MPH which is the design standard for MHSR adjacent to the Project which is inconsistent with Standard No. 116.

JPI OVERLAY AND REVERSE CURVE @ 45 MPH



The Applicant needs to substantiate that the Project's street improvements can be designed to accommodate the 60 MPH design speed for MHSR, a City standard. Otherwise, an analysis needs to be conducted to determine what impacts will be created from the inadequate design. Currently, staff has recommended that the Applicant meet the City's street design standard upon the submission of street improvement plans for this Project at a later date. While I commend staff for finding a way for the Applicant to move the Project to public hearing using conditions of approval, further study and analysis must be conducted to (i) ensure the Project can meet City design standards before the conclusion of the Project's CEQA process, and (ii) determine whether or not the improvements would also have an impact on the environment, such as widening MHSR over an area (Yoder Wash) with sensitive species and habitat. As mentioned above, I have attached an email from City staff to the Applicant and its design team from February 5, 2024 indicating the design for MHSR will need to meet City street design requirements. Graphic exhibits identifying the referenced design issues are also attached. Given the lack of analysis on this topic of inadequate design, the IS/MND as currently written does not meet the disclosure requirements of CEQA.

### **3) Amenities/Recreation:**

The Planning Commission noted that the on-site recreational amenities appeared inadequate for the various age ranges of children/young adults anticipated to reside in the Project. The Applicant offered to convert a green area to a tot lot during rebuttal at the hearing. The design of these improvements needs to be vetted to ensure the Applicant will be able to install them as required by the Planning Commission, and meet all other City standards. No such review was conducted.

### **Reference Material**

I include by reference in my appeal the following documents:

The City's adopted circulation plan (General Plan Circulation Element adopted in 2020):  
<https://www.murrietaca.gov/DocumentCenter/View/4359/05---Circulation-Elementpdf>

The Planning Commission agenda packet of March 27, 2024 available on the City's website at <https://murrieta.legistar.com/Calendar.aspx>

The Kimley-Horn Traffic Study dated May 3, 2023 for the QMC Murrieta Multi-Family Project prepared for Quarterra Multifamily Communities, on file with the City Clerk of the City of Murrieta.

I also attach the following references:

City of Murrieta Standard No. 116 Roadway Design Requirements approved 1/14/10 also available on the City website at  
<https://www.murrietaca.gov/DocumentCenter/View/368/100---Typical-Street-Sections-PDF>

Pages 121-123 of the Murrieta Hot Springs at Jefferson Residences Initial Study and Mitigated Negative Declaration.

Email from Jarrett Ramaiya, Deputy Director of Development Services, dated February 5, 2024 to Alec Chasman, et al, of LMC Quarterra (Applicant) and City consultants, with attachments.

## 4.17 Transportation

Information in this section is based on the VMT Assessment (November 2020) prepared by Kimley-Horn and Associates for the proposed project, included in **Appendix J: VMT Assessment** of this Initial Study and summarized below.

### Regional Circulation

The project site is located along Murrieta Hot Springs Road and Jefferson Avenue, which is classified as an Urban Arterial and Arterial, respectively, in the City of Murrieta Circulation Element Exhibit 5-10. Murrieta Hot Springs Road runs in an east to west direction and provides access to other major streets in the City as well as freeway access to both I-15 and I-215. Jefferson Avenue runs in a northwest to southwest direction and provides access from western portion of the City to the southern border with Temecula.

**Threshold (a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

### Less Than Significant Impact

**Project Construction Trip Generation.** Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon project completion.

**Project Operations Trip Generation.** Daily and peak hour trips for the proposed project were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition) trip rates for the following use:

- Multifamily Housing (Low-Rise)

**Table 4.17-1** provides the trip generation rates and the project's estimated trip generation. The project would generate an estimated 2,629 average daily vehicle trips (ADT), including 156 average daily trips in the morning peak hour and 199 average daily trips in the evening peak hour.

<b>Table 4.17-1: Project Trip Generation</b>									
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) <sup>1</sup>	389	DU	2,629	37	119	156	125	74	199
1. Estimated weekday vehicle trip generation based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11 <sup>th</sup> Edition Multifamily Housing (Low-Rise) land use 220 equation trip rates. Source: Kimley-Horn, 2022.									

The existing ADT along Murrieta Hot Springs Road west of Madison Avenue is 20,700 and 24,500 ADT on Jefferson Avenue south of Murrieta Hot Springs Road in the project area.<sup>68</sup> The net increase of 2,629 daily trips on Murrieta Hot Springs Road and Jefferson Avenue can be accommodated by the existing roadway infrastructure.

<sup>68</sup> Kimley-Horn and Associates, Inc. (2023). *Traffic Study for the Proposed QMC Murrieta Multi-Family Project*.

**Public Transit.** Public transit bus service would continue to be provided by the Riverside Transit Agency (RTA), with bus routes along Madison Avenue. The nearest transit stop is the RTA Route 23 bus stop located at the existing Walmart at 41200 Murrieta Hot Springs Road, approximately 0.2 mile north of the project site. Route 23 provides service between the cities of Wildomar and Temecula, with stops along Murrieta Hot Springs Road and Madison Avenue. Project implementation would not interfere with existing transit routes. The proximity of the project site to the bus stop would provide access to transit service for project residents.

The Murrieta General Plan Circulation Element identifies an existing Class II bicycle lane on northbound and southbound Jefferson Avenue. Class II facilities are defined as on-road striped bike lanes. Murrieta Hot Springs Road is also planned for a future Class II bicycle lane. Project implementation would not interfere with the existing Class II bikeway on Jefferson Avenue or future planned bike lane on Murrieta Hot Springs Road. Consistent with the General Plan, the project will stripe a Class II bike lane on Murrieta Hot Springs Road as part of the ultimate half-width improvements along the project frontage.

There are no existing pedestrian facilities adjacent to the project site. The project would construct pedestrian sidewalks along the project frontages on Murrieta Hot Springs Road and Jefferson Avenue. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. Impacts would be less than significant impact and no mitigation is required.

**Threshold (b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?**

**Less Than Significant Impact.** The City of Murrieta adopted Vehicle Miles Traveled (VMT) thresholds as required by CEQA and pursuant to SB 743. The City's *Traffic Impact Analysis Preparation Guidelines* (March 2021) provide screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into: (1) project type screening or (2) General Plan Comparison. The City Guidelines state that a project only needs to fulfill one of the screening types to qualify for screening. According to the project-specific VMT assessment prepared for the proposed project, the project site is consistent with the General Plan land use designation and TOD zoning overlay. The project meets the use, density, and development standards prescribed in the General Plan and zoning, and therefore would not generate more VMT than what was analyzed in the General Plan. Based on the City's *Traffic Impact Analysis Preparation Guidelines*, the project screens out from further VMT analysis under the General Plan Comparison screening threshold. Therefore, the project's VMT impact would be considered less than significant and no mitigation is required; no further VMT analysis would be required.

**Threshold (c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? and**

**Threshold (d) Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** Vehicular access to the project site would be provided by two driveways: one on Jefferson Avenue and one on Murrieta Hot Springs Road. The driveway on Jefferson Avenue would be accessed through a deceleration lane along Jefferson Avenue, which would allow traffic to slow down to a safer speed to make a right turn at the driveway without affecting the main flow of traffic. Both driveway entrances would be 28 feet wide, with 26 or 28-foot-wide private drive aisles within the project site. Internal drive aisles would branch off to secondary drive aisles which would provide access to the

residential garages, carports, and guest parking. Further, the proposed project is a residential development bordered by a mix of planned future residential and existing commercial uses. The project would not include the use of any incompatible vehicles or equipment, such as farm equipment. The project would be consistent with the existing land use designations and would not substantially increase hazards due to geometric design features.

With regards to emergency access, Murrieta Municipal Code Chapter 15.24.130 Section 503.2.1 requires fire apparatus access roads serving multi-family structures to have unobstructed improved width of not less than 24 feet. The project design would meet the code requirements by providing 26 or 28-foot-wide private drive aisles internal to the project site. All drive aisles would accommodate standard fire lane turning radii and hammerhead turnaround maneuvers for emergency vehicles and fire services. Compliance with Murrieta Municipal Code and Murrieta Fire and Rescue requirements would ensure that no impacts to emergency access would occur. Further, the project would not require the complete closure of any public streets or roadways during construction. Temporary construction activities would not impede the use of roadways for emergency response vehicles. Therefore, impacts are less than significant and no mitigation required.

#### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

## Chantarangsu, David

---

**From:** Edgington, Aida  
**Sent:** Friday, April 19, 2024 4:07 PM  
**To:** Chantarangsu, David; Stephenson, Brian  
**Subject:** FW: Murrieta Hot Springs Road at Jefferson Apartments - response to resubmittal  
**Attachments:** Pages from 2023.12.14 - LMC Apartments - Offsite Improvement Plans.pdf; Pages from Standard Drawings 2010 (All) (PDF).pdf

Hi David,

Highlighted below is the email I could find (the redlined PDF is also attached). I'm also confirming that the design of the roadway needs to be based on the design speed of the roadway per our standard drawings (for Murrieta Hot Springs Road at this location - Urban arterial is 60 MPH).

Please let me know if you need anything else.

Thank you



**Aida M. Edgington, PE, TE**  
CONSULTING TRAFFIC ENGINEER  
CITY OF MURRIETA  
(951) 304-2489 ext. 6232  
[AEdgington@MurrietaCA.gov](mailto:AEdgington@MurrietaCA.gov)  
1 Town Square | Murrieta, CA 92562  
[www.MurrietaCA.gov](http://www.MurrietaCA.gov) | [Connect with us](#)

---

**From:** Ramaiya, Jarrett <jramaiya@MurrietaCA.gov>  
**Sent:** Monday, February 5, 2024 8:20 AM  
**To:** Alec Chasman <alec.chasman@quarterra.com>; Dan Ferguson <Dan.Ferguson@quarterra.com>; Cobb, Elizabeth <Elizabeth.Cobb@kimley-horn.com>; Marechal, Jason <jason.marechal@kimley-horn.com>; Leung, Brian <Brian.Leung@kimley-horn.com>; Briggs, Trevor <trevor.briggs@kimley-horn.com>  
**Cc:** Rintamaki, Aaron <ARintamaki@MurrietaCA.gov>; Stephenson, Brian <BStephenson@MurrietaCA.gov>; Harrison, Tamara <Tamara.Harrison@mbakerintl.com>; Chantarangsu, David <DChantarangsu@MurrietaCA.gov>; Edgington, Aida <AEdgington@MurrietaCA.gov>  
**Subject:** Murrieta Hot Springs Road at Jefferson Apartments - response to resubmittal

Hi Trevor and Project Team,

Thank you for providing the revised Supplemental Traffic Memo for queuing the LMC/QMC project. City staff has reviewed the revised memo and continues to have questions about the improvements needed for project opening year conditions. Attached are redlines on the revised memo – please review and address the comments. We are sending this communication to emphasize the need for a resolution, as we are not able to complete the preparation of traffic and engineering conditions, as well as finalize the draft staff report.



Jefferson Avenue's revised conceptual striping plan was resubmitted to the City (2024.01.24\_Jefferson Concept Plan.pdf) for review. City staff has reviewed the revised plan and has the attached repeat comments related to the geometry requirements along Jefferson Avenue – please see the attached redlines, review, and address.

Lastly, in our meeting on January 16, 2024, the City provided comments to the applicant and the design team on the 2023.12.14 – LMC Apartments – Offsite Improvement Plans.pdf (see attached). The City identified that the shift tapers and reverse curves shown in the KH design for Murrieta Hot Springs Road will need to meet the street design requirements of City Standard Drawing No. 116 and the Caltrans Highway Design Manual. Furthermore, the City would review this when the Street Improvement Plans for the public improvements are submitted for review. The KH design engineer stated during the meeting that they did not think they could meet the design requirements (e.g., a standard). The City responded that this is a requirement based on the speed of the road and will need to be met. As of this email, City staff has not received any communication from the applicant team regarding whether they can meet this standard design requirement. Note that the requirements for the shift tapers and reverse curves are City and State requirements, are based on speed, and will need to be met for this project to maintain the safety of the traveling public and to minimize any potential litigation for substandard design.

Please respond to City staff's comments to address these remaining concerns listed above and shown in the attachments. In preparation for the hearing, the project plan set will need to have updated parking counts and for the overall plan set to be reduced to what is required by the application checklist, along with the traffic comments and any modifications being made as a result of the ongoing Fire review must be incorporated into the plan set. We are working on getting draft conditions of approval from all Departments to prepare this project for a tentative hearing on 2-28-24. To meet this date, city staff must complete and submit to the newspaper on the morning of 2-12-24. At this point, resolving this matter is urgent, and prompt resolution is needed.

Sincerely,



**Jarrett Ramaiya**

DEPUTY DIRECTOR

DEVELOPMENT SERVICES DEPARTMENT

CITY OF MURRIETA

O: (951) 461-6069

[Jramaiya@MurrietaCA.gov](mailto:Jramaiya@MurrietaCA.gov)

1 Town Square | Murrieta, CA 92562

[www.MurrietaCA.gov](http://www.MurrietaCA.gov) |     

**City Hall Hours:** Monday to Friday, 8 a.m. – 5 p.m.

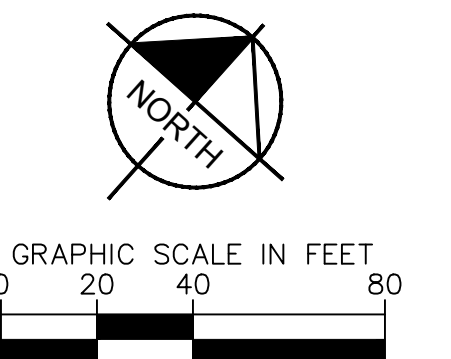
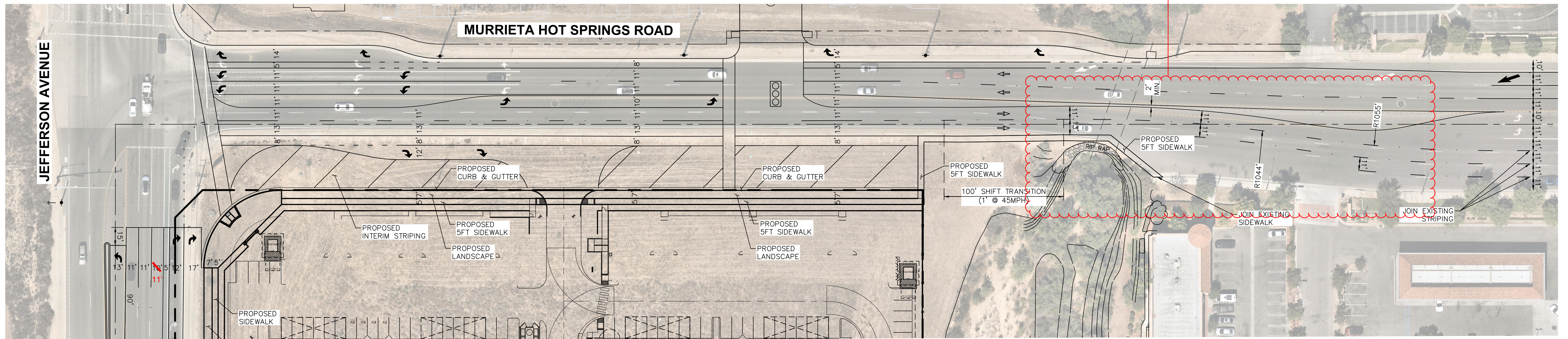
**My Schedule:** Monday to Friday, 7 a.m. – 5 p.m., with every other Friday off

Planning Division webpage: <https://www.murrietaca.gov/254/Planning>

Permit Service Delivery Guide: <https://www.murrietaca.gov/DocumentCenter/View/1928/Permit-and-Service-Delivery--Performance-Standards--Process-Guide>



Street design shall meet requirements of City Standard Drawing No. 116, and Caltrans Highway Design Manual, which will be verified when Street Improvement Plans for the public improvements are submitted for review.



City of Murrieta  
Development Services Dept.  
Planning Division  
**RECEIVED**  
DP-2022-2605 (DP-2023-00006)  
12/20/2023

[illegible]



[illegible]

Left-turns out of driveway will be restricted. Extend existing median across driveway to prevent left-turns out of the driveway, and maintain the required lane widths for the roadway (10 feet for left-turn lanes, and 11 feet for through lanes per City Standard Drawing No. 101).

DP-2022-2605 (DP-2023-00006)

GRAPHIC SCALE IN FEET

0 20 40 80

A horizontal scale bar with four segments. The first segment (0 to 20) is white, the second (20 to 40) is black, the third (40 to 60) is white, and the fourth (60 to 80) is black. The numbers 0, 20, 40, and 80 are placed above the bar at their respective positions.

**Underground Service Alert**

**Call: TOLL FREE**

**1-800**

**422-4133**

**TWO WORKING DAYS BEFORE YOU DIG**

BENCH MARK	
DESCRIPTION: _____	
LOCATION: _____	
RECORDED: _____	
ELEVATION: _____	DATUM: _____

APPROVED FOR SIGNATURE	
PLAN CHECK ENGR. NAME TYPED	DATE
PLAN CHECK FIRM	
RCE NO.	

**Kimley»Horn**

Kimley Horn and Associates, Inc.  
1100 Town and Country Rd, Suite 700  
Orange, CA 92868  
714.939.1030 F 714.938.9488  
[www.kimley-horn.com](http://www.kimley-horn.com)

PREPARED BY	DATE
-------------	------

ENGR. NAME TYPED	
RCE NO.	EXP. DATE

	DATE	INITIAL
	ENGINEER OF WORK	

REVISION	DESCRIPTION
----------	-------------

SHT. NO.	DATE	INITIAL
	CITY APPROVAL	

SHEET C6.1	CITY OF MURRIETA ENGINEERING DEPARTMENT	SHEETS
---------------	--	--------

## IMPROVEMENT PLANS FOR: JEFFERSON AVE

APPROVED  
ROBERT K. MOEHLING \_\_\_\_\_ DATE \_\_\_\_\_  
DIRECTOR OF PUBLIC WORKS / CITY ENGINEER RCE 63056

DWN BY: _____	PROJECT NO.	DRAWING NO.
CHKD BY: _____		
FIELD BK: _____		



ROAD TYPE											
	RESTRICTED LENGTH CUL-DE-SAC	SHORT LOCAL CUL DE SAC	LOCAL ROAD	COLLECTOR (RESIDENTIAL/INDUSTRIAL)	SECONDARY	MAJOR	MOUNTAIN ARTERIAL	ARTERIAL	URBAN ARTERIALS	EXPRESSWAY	
R/W	50	60	60	66/78	88	100	110	110	120 134	142	
SURFACED WIDTH Curb TO CURB	32	36	40	44/56	64	76	REFER TO STANDARD 114	86	98 110	86	
PREFERRED RADIi (HORIZONTAL)	300 300	300 300	300 300	850 550	1600 1000	2000 1600	- 850	2000 1600	2000 1600	2400 2000	
	AS APPROVED BY THE CITY ENGINEER										
MAX. GRADE %	4 9 15	4 9 15	4 9 15	4 8 12	3 6 9	3 6 9	- 7 9	3 6 9	3 6 -	3 6 -	
DESIGN SPEED	30 30	30 30	30 30	45 35	55 45	60 55	- 45	60 55	60 55	65 60	
	AS APPROVED BY THE CITY ENGINEER (R=150' MIN.)										
INTERSECTION INTERVALS	NA	200	200	200	** 330	** 660	** 330	** 1320	* 1320	* 2640	

NOTES:

1. ROADWAY DESIGN LESS THAN SHOWN REQUIRES ENGINEERING DEPARTMENT APPROVAL.
  2. MINIMUM STREET GRADE 1.0% UNLESS APPROVED BY CITY ENGINEER.
  3. PART-WIDTH STREET SECTIONS SHALL BE IMPROVED AND R/W CONVEYED AS SHOWN ON TYPICAL STREET SECTIONS.
- \* DIRECT ACCESS PROHIBITED.  
 \*\* RESIDENTIAL ACCESS PROHIBITED. COMMERCIAL/INDUSTRIAL DRIVEWAY ACCESS AS DETERMINED BY THE CITY ENGINEER.

CITY OF MURRIETA  
DEPARTMENT OF PUBLIC WORKS

REVISIONS		ROADWAY DESIGN REQUIREMENTS	STD. NO.  116
5/92			
10/98			
APPROVED 1/14/10			