

**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: P.O. Box 751  
Riverside, CA 92502-0751

**From:**

Public Agency: CA Department of Water Resou  
 Address: 1416 Ninth Street, Room 452-1  
Sacramento, CA 95814  
 Contact: Gina Radieve  
 Phone: 916-712-6873

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): 2013091027

Project Title: Addendum No. 1 to the Perris Dam Emergency Release Facility Project

Project Applicant: California Department of Water Resources

Project Location (include county): Perris, CA in Riverside County

Project Description:

See Attachment 1.

This is to advise that the California Department of Water Resources has approved the above  
 (☒ Lead Agency or ☐ Responsible Agency)

described project on 9/23/2020 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:

<https://water.ca.gov/News/Public-Notices>

Signature (Public Agency):  Title: Deputy Director, State Water Project

Date: 9/23/2020 Date Received for filing at OPR: \_\_\_\_\_

## Description of Proposed Modifications

The proposed modifications to the Emergency Release Facility Project evaluated in the Addendum include minor footprint changes within or near previously proposed construction areas, and minor changes to previously proposed components. Other project components as described in the certified EIR would remain the same and would still be implemented as part of the proposed project.

### Minor Footprint Changes

**Minor Staging/Construction Area Footprint Changes:** The overall project construction impact area has been expanded to accommodate more staging areas and construction equipment usage within the project impact area. In addition, one of the staging areas directly below the dam is being relocated to dam's southeast corner, in order to be closer to the release structure upgrade work. The newly affected areas would be located in areas such as along Ramona Expressway where construction trailers are present, along the dam base where the area is graded and maintained, and within the Fairgrounds where overflow parking areas are currently graded, which do not provide sensitive habitat. Other areas were expanded to accommodate the revised levee configuration, additional levee ramps, and a revised haul route (see descriptions of these modifications below). As described in the certified EIR, all temporary impacts to vegetated areas during construction would be restored to pre-project conditions.

**Relocation of Utilities:** Utility relocations would be required within the Fairgrounds and Western Segments. This would include relocation of overhead power lines, sewer, communications and water lines as needed for project implementation. The utility relocations would occur within the construction impact area and south of Ramona Expressway along Evans Road.

**Release Structure Modification:** The modifications to the release structure would be conducted as described in the certified EIR. However, to properly update the release structure, a new drain line (buried pipeline) connecting the de-watering sump of the release structure to an existing collection pipe would be required. This de-watering sump would collect any nuisance water that may collect in the outlet structure. The new drain line would require an approximately 3,440-foot, 6-inch PVC pipe be placed mainly within existing dirt roads. The width and depth of the trench needed to bury the drain line would vary based on the terrain and the grade of the line. The majority of the drain line work and associated equipment would stay within the boundaries of existing dirt roads below the dam, and would stay within the proposed modification's overall construction impact area.

### Minor Changes to Existing Project Components

**Levee Configuration Modification:** The levee configuration included in the certified EIR was created during preliminary design. Through coordination with Metropolitan, the levee configuration has been modified due to engineering considerations. DWR has modified the levee path so that it crosses over the inland feeder closer to a right angle, as required, and also avoids any direct impacts to riparian vegetation. In addition, minor changes to the width and height of the levees have been made. The Main Levee would be up to 15 feet high, and up to 115 feet wide at the bottom. The North Training Levee would be up to 18 feet high and up to 135 feet wide at the bottom. The North Training Levee would also be slightly longer at 700 feet long. Both levee slopes would remain at 3:1. The access road along the top crest of the levee would be a graveled road. New levee ramps at three locations along the levee would be required to

**ATTACHMENT 1**

accommodate larger vehicles that need to access areas adjacent to the dam. One ramp would flank both the east and west sides of the north training levee. The two other ramps would be constructed along the main levee, one with ramps on the north and south side of the levee, and the second, southernmost ramp would only be required along the southern side of the levee. An access road would be constructed along the top of the ramps.

**Perris Valley Channel Updates:** In order to accommodate the design flow, prevent scour, and stabilize the banks of the Perris Valley Channel, approximately 5,000 cubic yards of 18-inch or smaller crushed rock would be permanently placed on approximately 229-linear feet along the bottom and slopes of the Perris Valley Channel. This design feature was described in the certified EIR as scour protection, but was not identified in the figures. It is included here for clarity.

**Connection to Existing Drainage:** The existing drainage along Ramona Expressway collects runoff from Ramona Expressway and conveys it to the Perris Valley Channel. Once the proposed project is constructed, the existing drainage would be re-graded as a swale and would continue to collect runoff. In order to properly drain runoff, the existing drainage channel along the Fairgrounds and Western Segments would be re-graded and eight new drop inlets would be installed in the existing channel to convey runoff water from the existing channel along Ramona Expressway to the new adjacent ERF channel. In addition, there would be eight drop inlets on the north side of the new channel to convey local runoff into the ERF channel. Each drop inlet would consist of a concrete apron structure approximately five feet by five feet with a metal grating over the opening to an 18-inch pipe. Pipes would be buried and convey runoff water directly into the new ERF channel. These features improve stormwater conveyance but were not identified in the certified EIR.

**Haul Route Change:** Changes to the haul route have been made to avoid usage of Ramona Expressway and reduce traffic impacts. The new haul route would travel east-west along the north side of the channel in the Fairgrounds segment, reducing the distance traveled by the north-south piece of the haul route on Lake Perris Drive. In order to cross Evans Road, haul traffic would travel north-south on project right-of-way on either side of Evans Road, crossing over at a safe distance from the intersection with Ramona Expressway. In addition, construction vehicles may have the option to travel through the Fairgrounds, connecting the haul route from Lake Perris Drive to the SRA portion of the project area. A small portion of the haul route has been extended to connect to the new proposed staging area below the dam's left reach.