Schools within 2 Miles of the Project Location:

Railway Elementary School
Pinacate Middle School
Perris Lake High School
Perris Elementary School
Enchanted Hills Elementary School
Palms Elementary School
Sky View Elementary School
Temple Christian School
Innovative Horizons Charter School
Perris High School
Clearwater Elementary School
Triple Crown Elementary School
Orange vista High School
Avalon Elementary School
Lakeside Middle School
Orange Vista High School
Nuview Elementary School
Mountain Shadows Middle School
Valley View Elementary

Present Land Use: San Jacinto River and floodplain

The zoning designation for the proposed SJR3 MDP facility within the unincorporated parts of Riverside County is ROW, MU – Mixed Use, SP – Specific Plan, and R-R – Rural Residential.

Present Zoning: The zoning designations within the proposed SJR3 MDP in the City of Perris are P – Public, NPSP – New Perris Specific Plan, PWSP – Park West Specific Plan, CC – Commercial Community, LI – Light Industrial, GI – General Industrial, RGSP – River Glen Specific Plan, and R-6,000 – Residential 6,000.

The zoning designation for the proposed SJR3 MDP facility within the unincorporated parts of Riverside County is ROW, MU – Mixed Use, SP – Specific Plan, and R-R – Rural Residential.

Present General Plan Designations: The General Plan designations within the proposed SJR3 MDP in the City of Perris are P – Public, CC – Community Commercial, R-6000 – Residential 6,000, NP SP – New Perris Specific Plan, PW SP – Park West Specific Plan, LI – Light Industrial, GI – General Industrial, RG SP – River Glen Specific Plan, and right-of-way (ROW).

The General Plan designation for the proposed SJR3 MDP facility within the unincorporated parts of Riverside County is ROW, CR – Commercial Retail, MDR – Medium Density Residential, MUA – Mixed Use Area, OS-CH – Conservation Habitat, and OS-W – Water.

Project Description: As a result of the Conceptual Planning Report, the Riverside County District Board of Supervisors directed the Riverside County Flood Control and Water Conservation District to develop a master drainage plan for the San Jacinto River, Stage 3 ("SJR3 MDP" or "Project") based on the "preferred alternative". Four elements of the SJR3 MDP are considered essential for public safety and would be initiated by the District, depending on the availability of funds. These improvements are expected to be initiated within the next 10 to 20 years. Implementation of SJR3 MDP is expected to be in the near future, and would be the responsibility of the District in order to protect lives and properties from flooding. The SJR3 MDP will be analyzed on a project level EIR. It should be noted that the following SJR3 MDP

elements have independent utility from each other and do not require one element to be completed prior to the construction of another MDP element nor is one element a foreseeable consequence of the other. Thus, the SJR3 MDP elements may be constructed one at a time or all at once.

1. Armoring[1] of the Southern Side of the Existing Ramona Expressway Embankment;
2. Embankment and Flow Control Structure Upstream of the I-215 Freeway;
3. Low Flow Channel and Funnel; and
4. Underground Storm Drain.

The SJR3 MDP elements are described in detail below.

1. Armoring of the Southern Side of the Existing Ramona Expressway Embankment

The armoring of the southern side of the existing Ramona Expressway embankment will span across the entire width (approximately 5,000 feet) of the San Jacinto River floodplain. The existing embankment would be graded and covered with a concrete liner or other armor to protect against erosion. Under current conditions Federal Emergency Management Agency (FEMA) assumes that Ramona Expressway will be washed out in a 100-year storm event. The armoring of the existing southern embankment of the Ramona Expressway is proposed to preserve the roadway's integrity during a 100-year storm event which in turn would accurately depict the flow regulations that is provided by Ramona Expressway and enable FEMA and the County to update their flood maps consistent with their rules and regulations.

2. Embankment and Flow Control Structure Upstream of the I-215 Freeway

The embankment and flow control structure upstream of the I-215 freeway consists of the following improvements:

- Embankment along the I-215 freeway stretches the limits of the San Jacinto River for approximately 10,000 feet and will be approximately 6 feet high. The I-215 flow control west berm and east berm of engineered fill would be located on either side of the main channel flow control structure running parallel to the I-215 freeway, across the width of the floodplain, to prevent water from overtopping the freeway. The berms would funnel floodwaters through the flow control structure.
- Multiple (up to 8) existing culvert flood crossings within the embankment along the I-215 freeway will be replaced with culverts of similar size as the existing auxiliary crossings
- Collection channel upstream of the I-215 freeway will be adjacent and parallel to the embankment of the I-215 freeway and will convey floodplain drainage to the bridge and proposed culvert flood crossings. The collection channel will range in depth from 3 to 12 feet.
- The main channel flow control structure at the I-215 freeway consists of an approximately 650 linear-foot concrete-lined channel structure in the San Jacinto River, from a couple hundred feet upstream of the I-215 freeway crossing to

[1] 'Armoring' refer to a variety of protective coverings designed to prevent erosion of slopes, such as rocks, vegetation, or engineering materials.

downstream of the I-215 freeway. The main channel flow control structure will be sized to regulate flows that pass underneath the I-215 freeway for upstream and downstream development

3. Low Flow Channel and Funnel

In order to convey flows to various flood openings (i.e., culverts and flow control structure as described above) along the embankment, the Perris Valley Storm Drain (PVSD) low flow channel consists of re-grading in the existing PVSD in areas upstream of the proposed embankment from Nuevo Road to the I-215 freeway which would allow an increased conveyance capacity, along with a nested PVSD low flow channel in the centerline (). A graded "funnel" is proposed at the confluence of the PVSD low flow channel and the San Jacinto River, upstream of the I-215 freeway, and a partial "funnel" is proposed downstream of the I-215 freeway to assist in regulating. The funnel at its widest is approximately 3,000 feet wide. A low flow channel connects from the partial funnel into the underground storm drain at Ethanac Road. The low flow channel will have an approximate top width of 50 feet, base width of 10 feet, and depth of 10 feet.

4. Underground Storm Drain

The Underground Storm Drain component consists of constructing an underground storm drain in the San Jacinto River from Ethanac Road to the mouth of Railroad Canyon. Construction of the pipeline would avoid the majority of the existing riparian channel while providing for a way to keep nuisance flows such as dry weather flows (polluted water run-off from an urban environment into a nearby water system) or "first flush" (initial surface runoff of a rainstorm) flows out of the riparian area in an effort to prevent conversion of the native habitats.

All excess soil generated by project excavation activities is expected to be transported onto adjacent, vacant properties within an approximate 3- to 5-mile radius via bucket trucks.