

Technical Memorandum

Date: December 10th, 2025

To: Isaac Etchamendy, PE
Development Services Director
City of San Marcos

Subject: San Marcos Creek Specific Plan Update: Floodplain Analysis

PURPOSE

The purpose of this memorandum is to document the approach and preliminary findings of the floodplain analysis that was performed during the update of the San Marcos Creek Specific Plan.

BACKGROUND

The San Marcos Creek Specific Plan provides a planning framework for the future development of approximately 214 acres along San Marcos Creek (Creek), in the City of San Marcos, CA (City). Several existing parcels located on the north side of the creek are located within what has been identified by the Federal Emergency Management Agency (FEMA) as a special flood hazard area. See Appendix A for the current FEMA Flood Insurance Rate Maps (FIRM).

APPROACH

The MIG and Parsons team outlined a few planning level tasks, related to stormwater flooding, that would be beneficial to evaluate during the preparation of the Specific Plan. The following tasks were identified and performed:

- Perform a planning-level drainage analysis utilizing the existing floodplain flow rates and determine the conveyance infrastructure (open channel, closed pipe, etc.) that would accommodate the flow.
- Prepare a rough order of magnitude (ROM) cost for an On-site and Off-site solution. The objective of each solution is to reduce or eliminate the special flood hazard areas outside of the defined creek boundaries. The two solutions are described here furthermore:
 - On-site Solution: This option would include storm drain infrastructure improvements within City right-of-way (ROW) and on private properties within the Specific Plan development.
 - Off-site Solution: This option would include modifications to upstream facilities located within the California Department of Transportations (Caltrans) ROW at State Route (SR) 78.

EXISTING CONDITION

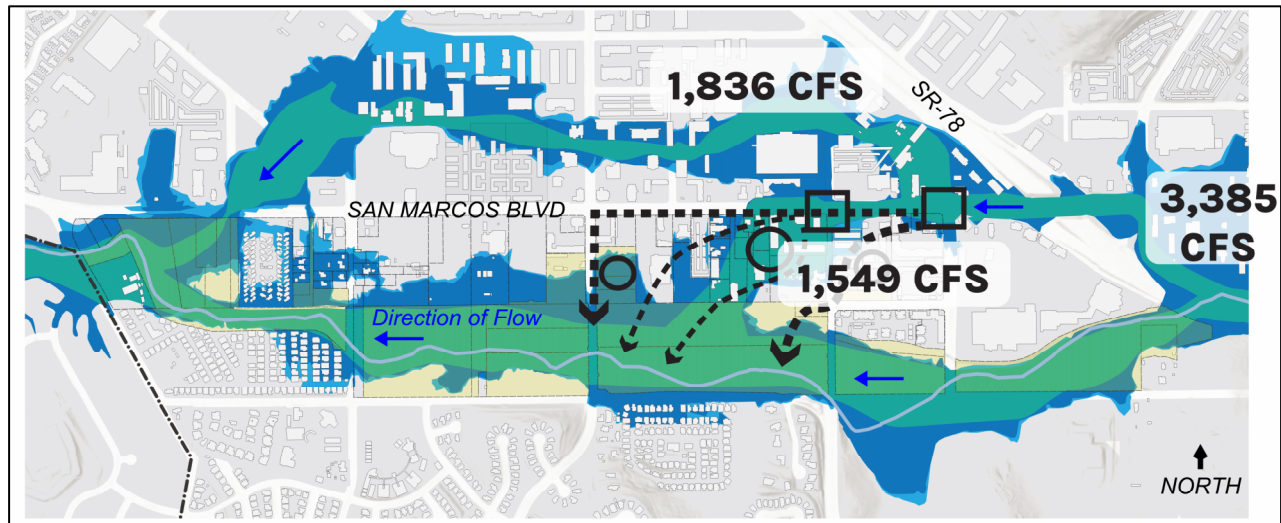
The creek currently experiences a split flow condition in the proximity of the Specific Plan development. The split flow is a primary reason for the observed special flood hazard areas located outside of the creek banks. A Location Hydraulic Study (LHS) was prepared in November 2017, by Rick Engineering Company, for the San Marcos Creek District bridges that span the creek at Via Vera Cruz and Bent Avenue. The LHS identified the hydraulic flow rates of the creek, including the flow rates of the split flow. The following rates shown in *Table 1* were obtained for the aforementioned LHS.

Table 1: FEMA Flow Rates for Split Flow (Rick Engineering, 2017)

Split Flow Location	CFS
San Marcos Blvd under SR-78	3,385
Northerly Split Flow Branch	1,836
Daisy Lane prior to confluence with main creek	1,549

Figure 1 illustrates the flow rates from Table 1 in cubic feet per second (cfs) for the overland flows outside of the defined creek banks. The Via Vera Cruz and Bent Avenue bridges were constructed to convey the full 100-year FEMA flood flow rate of the creek beneath them, which takes into account the assumption that the creek would eventually contain the full flow within its defined banks and ultimately the split flow would no longer exist.

Figure 1: "Split Flow" Flow Rates Exhibit (MIG, 2025)



PLANNING LEVEL RESULTS

The objective of the planning level drainage analysis was to determine the approximate size of conveyance system that would be required to convey the split flow through the specific plan location. A total of four (4) different conveyance system alternatives were evaluated. Below is a summary of each conveyance alternative and the results.

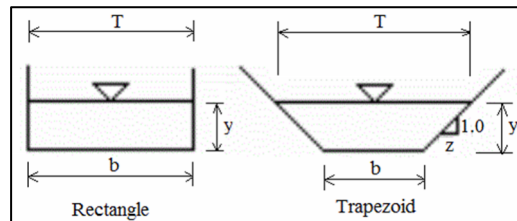
Alternative 1: Open Channel – Based on the topographic contours of the area, the vertical fall between San Marcos Blvd and approximate discharge point into the creek, the available vertical fall is approximately 10-feet. This amount of vertical fall allows for a 1% slope for the assumed alignment of 1,000-feet. Based on experience from similar scenarios, an open conveyance system with a vertical depth ranging from 4- or 5-feet would be feasible, excluding freeboard.

For an open channel with a vertical depth of 4- and 5-feet, an approximate bottom width of 17-feet and 13.5-feet, respectively, would be required. This scenario assumes a vertical sidewall channel made of concrete material. Another option includes a 4-foot-deep open channel with 1:1 side slopes, also made of concrete, and would result in a bottom width of 12.75-feet. The last open channel configuration that was evaluated was with an earthen bottom, which is considered more aesthetic, but would require 2:1 side slopes. This alternative would require a minimum bottom width of 28-feet. See Table 2 for open channel configurations evaluated and minimum sizes.

Table 2: Open Channel Results

Open Channel Configurations (Side Slopes Z:1)	Minimum Bottom Width (Feet)	Minimum Top Width (Feet)
Rectangular (0:1) Concrete Channel at 4-feet Depth	17'	17'
Rectangular (0:1) Concrete Channel at 5-feet Depth	13.5'	13.5'
Trapezoidal (1:1) Concrete Channel at 4-feet Depth	12.75'	20.75'
Trapezoidal (2:1) Earthen Channel at 4-feet Depth	28'	44'

Figure 2: Open Channel Configurations



Alternative 2: Closed Conduit – Because this option starts below grade and would use some sort of large drop inlet located adjacent to San Marcos Blvd, the allowable slope would be flatter than an open conveyance; assumed to be around 0.4%. In addition, the maximum allowable height of the pipe conveyance would also be limited, and was assumed to be around 4-feet. These assumptions were made based on the allowable drop while providing a reasonable cover over the pipe.

As for the results, utilizing a circular pipe, approximately six (6) barrels of 48-inch diameter pipe would be required. If the closed conduit system utilized a box configuration instead, still assuming allowable height of 4-foot-tall, a total width of 25.5-feet worth of box structure would be required. Since box structure are constructed with internal walls creating spans and have limitations on said spans, a next-size-up scenario is utilized. A reinforced concrete box (RCB) with four (4) 7-foot spans would be recommended. The RCB option is similar to the open channel with vertical sidewall option, but requires a wider footprint due to the flatter slope and required cover. A combination of open and closed conduit is feasible, but was not evaluated. *Table 3* below illustrates the sizes and results of the closed conduit analysis. The minimum horizontal with takes into account the material thickness and required separations.

Table 3: Closed Conduit Results

Configurations	Number of Conduit	Minimum Horizontal Width (Feet)
4-foot Diameter Circular Pipe	6	28'
4-foot (H) x 7-foot (W) Rectangular Box	4	29'

Alternative 3: Detention Basin – A detention basin with a gravity outfall pipe alternative was evaluated since in practice, it would reduce the size of the conveyance system routed through the specific plan site. Eliminating a large conveyance system that requires easements. For this analysis, a unit hydrograph is required in addition to the peak flow rates. The unit hydrograph is required to analyze the storage routing of a detention basin and provides the flow volume. A unit hydrograph for the split flow was prepared and is provided in *Appendix B*.

Although for this option, a 48-inch diameter conveyance pipe was assumed as a starting point, the size of the outflow pipe does not play a factor in initial sizing since the inflow exceeds the capacity of any outflow pipe, for the benefit of the detention basin. Initial results showed that for a 4-foot-deep detention basin, a parcel area size of approximately 150 acres would be required. At this point, due to the infeasibility of required footprint, this alternative was not further considered.

Alternative 4: Pump Station – Similar to Alternative 3, this option also allows for a smaller conveyance system size. But unlike the detention basin, the implementation of a pump allows for a bottom invert elevation that is equal to or lower than the creek, thus requiring less real estate. Also, like Alternative 3, the analysis to determine the volume of water is the same. However, with the benefits of lowering the detention invert, there also comes the disadvantages and that includes the initial and maintenance cost of a pump house. For that reason, this alternative was determined to not be favorable at this time and not further considered.

SOLUTIONS

Two preliminary potential solutions have been identified at this stage that could eliminate or reduce the split flow along San Marcos Blvd and across parcels that are a part of the specific plan. Below is a brief summary of the two (2) solutions, which include the assumptions made at the time of preparing this memo and a ROM cost.

On-site Solution:

- This alternative solution proposes to capture the split flow flood water along San Marcos Blvd, just west of SR-78 at Caltrans right-of-way limits, and convey it via a complex pipe conveyance system back to the creek before the flood waters reach the private redevelopment parcels west of Bent Avenue. The intent is to provide a solution that does not require Caltrans involvement.
- One of the biggest challenges with this solution is capturing the magnitude of channelized surface water as it moves over San Marcos Blvd and transitioning it to an underground conveyance system. Since placing a large headwall or transition feature is not feasible on San Marcos Blvd, traditional curb style drainage inlets are proposed. A total of approximately 400 inlets would be needed along San Marcos Blvd between the SR-78 eastbound off-ramp intersection and Bent Avenue. Over this length, the surface water would be drawn down into the underground system. Once underground, an RCB can be used to convey the water from San Marcos Blvd and discharge it to the creek. Due to cover and elevation issues, a RCB with a height of 4-feet was assumed viable.
- To convey the split flow discharge of 3,400 cfs, a total of approximately eight (8) – 6-foot (w) x 4-foot (h) rectangular box cells would be required. However, due to the limited space, a sixfold – 6-foot x 4-foot RCB was used for this exercise, with the assumption that the remaining uncaptured flows would be conveyed in the street gutters. In addition, due to the limited space in Grand Avenue, both Grand Avenue and Bent Avenue would be used for placement of the RCB conveyance system. An exhibit illustrating this layout is provided in *Appendix C*. But with the presence of existing utilities in Bent Avenue, it is not feasible to accommodate the required conveyance system.
- This solution has an estimated current cost of approximately \$110 Million (M), assuming an adequately sized conveyance system could be placed within Grand and Bent.
 - Cost to construct a six-fold 6-foot x 4-foot RCB and 400 inlets is approximately \$50M.
 - Soft costs are estimated to be around \$20M to cover project initiation, environmental planning, preliminary engineering, hydraulic studies, project design, and construction support.
 - An additional \$25M has been added for utility relocations to accommodate the storm drainage facilities.
 - An additional \$15M has been added for contingency.
 - Cost excludes: Required right-of-way acquisitions for improvements and construction access.

Off-site Solution:

- This alternative solution proposes replacing the existing reinforced concrete box (RCB) under SR-78 with a new RCB that is properly sized to accommodate the FEMA 100-year storm event. This solution would eliminate the creek from overtopping east of SR-78 and would eliminate the split flow in its entirety.
- The existing RCB is a quintuple 10-foot (w) x 8-foot (h), which provides roughly 10,000 cubic-feet-per-second (cfs) of capacity, sending roughly 3,400 cfs to San Marcos Blvd.
- The new replacement RCB would be designed to convey at least 13,400 cfs, which would require a quintuple 14-foot x 8-foot.
- This solution has an estimated current cost of approximately \$70M. Here is the breakdown:
 - Cost to construct a quintuple 14-foot x 8-foot RCB is in the range of \$20M to \$30M. This cost is just for the RCB upgrades itself, which includes replacing the existing pavement section within the limits of excavation.
 - Soft costs are estimated to be around \$15M to cover project initiation, environmental planning, preliminary engineering, project design, and construction support.
 - An additional \$2M to \$5M in soft costs for technical hydraulic studies and the FEMA process.
 - An additional \$5M to \$10M is assumed for environmental mitigation.
 - An additional \$10M has been added for contingency.
 - Cost excludes:
 - Highway and operational improvements required by Caltrans.
 - Required right-of-way acquisitions for upstream and downstream improvements and construction access.

- Construction phasing and traffic configuration allowances from Caltrans which may require throwaway improvements. Caltrans will not allow for a full freeway shut down.
- Parsons spoke (off record) with Caltrans and was informed that a bridge option should be evaluated, since Caltrans would most likely require a bridge here to span the creek and would not entertain a replacement of the RCB in-kind. A bridge would allow Caltrans to achieve their long-term operational goals by raising the vertical profile of SR-78 and bringing all roadway elements out of the floodway. Thus, substantially increasing the limits of work on SR-78 and impacting the local interchange significantly. Estimated order of magnitude for a bridge option would start at \$150M.

CONCLUSION

The preliminary findings of the floodplain analysis demonstrated that a conveyance system is feasible. However, further hydraulic analysis could be performed to optimize the size and have a full understanding of the impacts. In addition, two (2) potential solutions were analyzed and resulted in extremely significant costs.

Sincerely,



Paul Kosinski, PE QSD



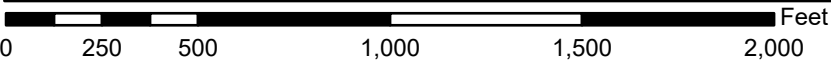
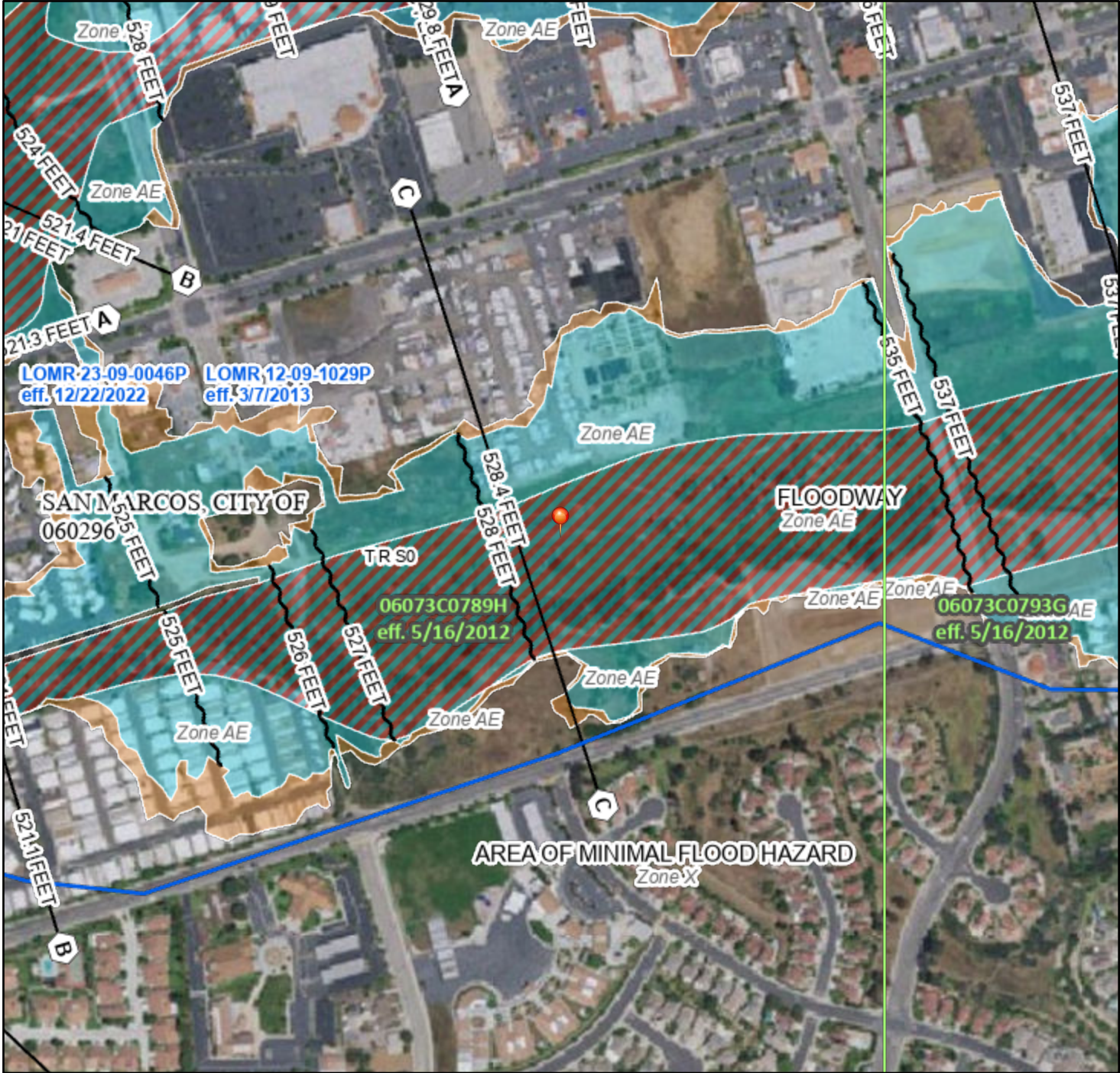
CC: Laura R. Stetson, AICP / Principal / MIG, Inc.
Steven Davidovas / Project Manager / MIG, Inc.
Jeff Sparks, PE / Project Manager / Parsons

Enclosures: Appendix A: FEMA Firm Maps (4 Pages)
Appendix B: Inflow Hydrograph for Split Flow (5 Pages)
Appendix C: On-site Solution Exhibit

National Flood Hazard Layer FIRMette



117°11'45"W 33°8'8"N



1:6,000

117°11'7"W 33°7'38"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

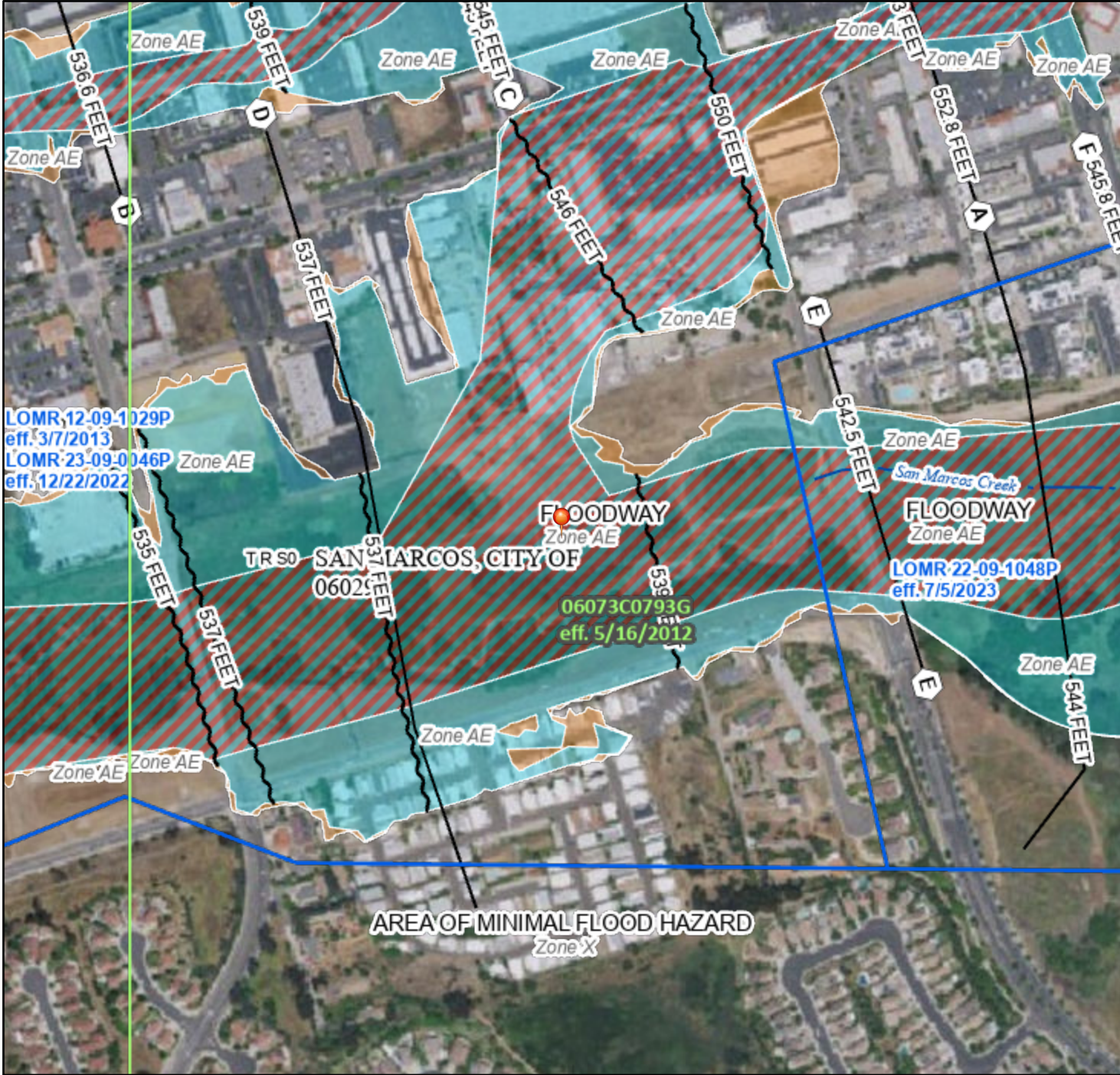
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National Flood Hazard Layer FIRMMette



117°11'19"W 33°8'13"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

117°10'42"W 33°7'43"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

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		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
MAP PANELS		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped
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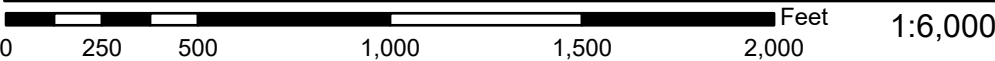
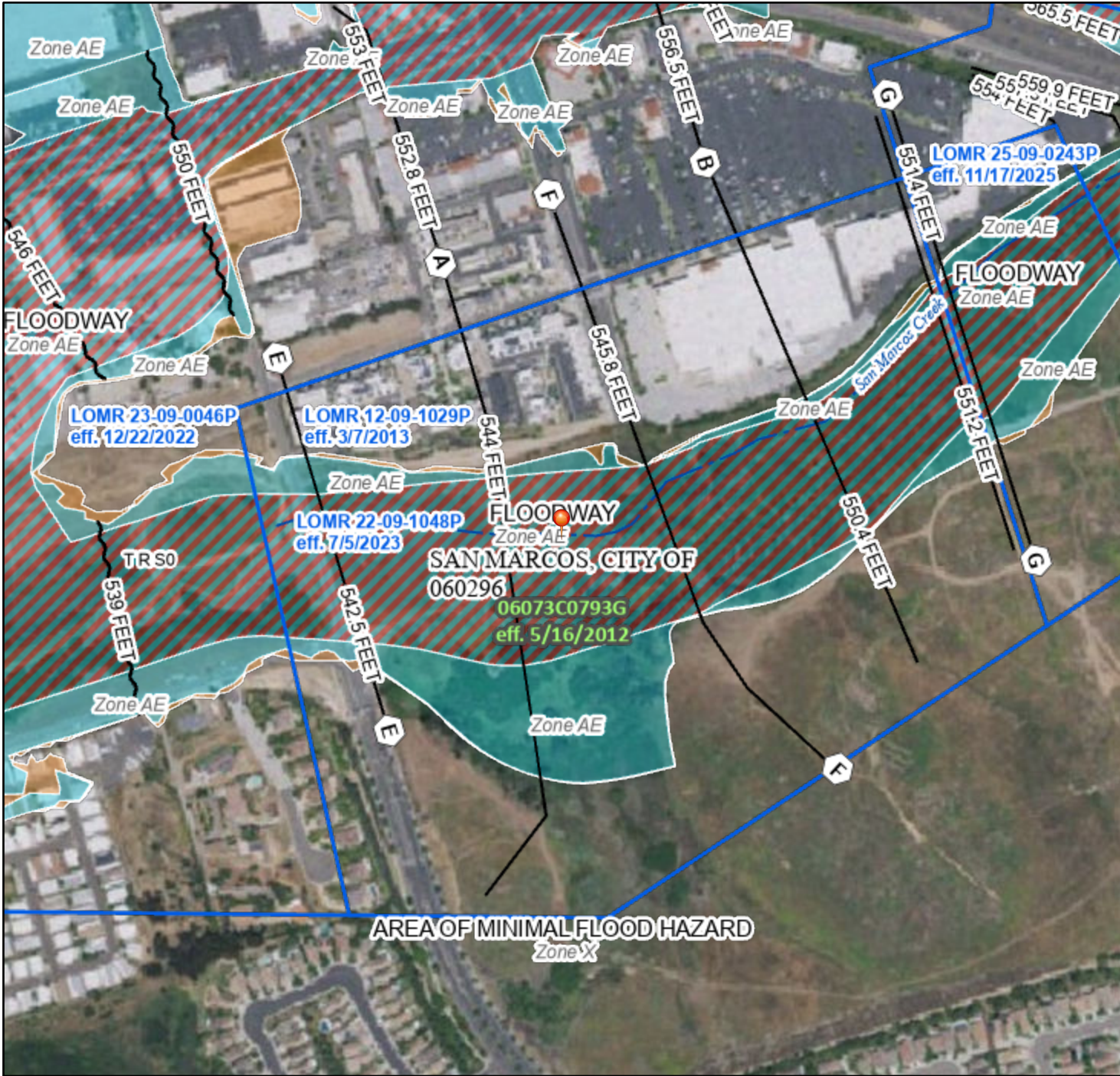
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National Flood Hazard Layer FIRMette



117°11'1"W 33°8'14"N



Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

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		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



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National Flood Hazard Layer FIRMette



117°10'45"W 33°8'27"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

117°10'8"W 33°7'57"N

Basemap Imagery Source: USGS National Map 2023

Legend

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		Hydrographic Feature
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		Unmapped



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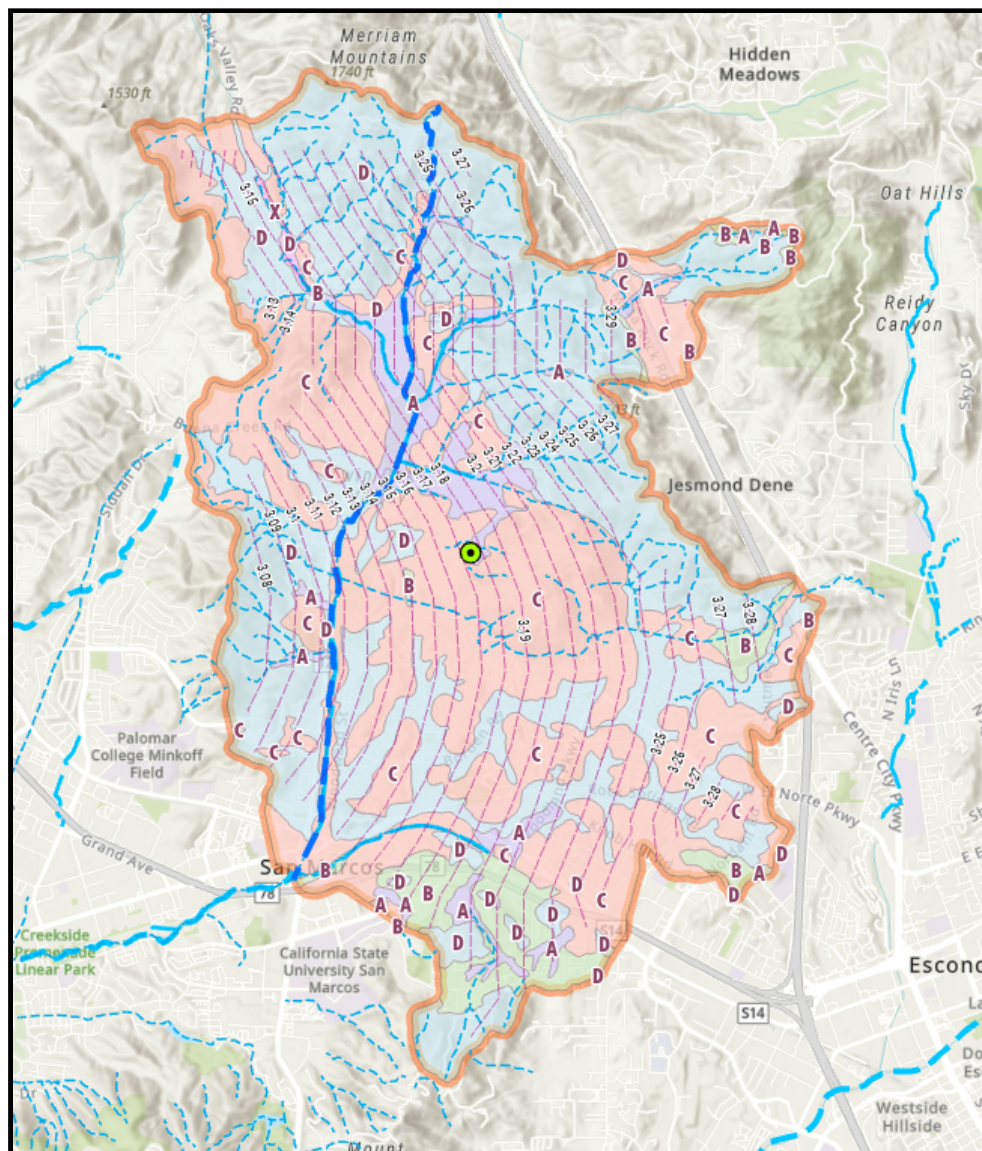
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SAN DIEGO COUNTY

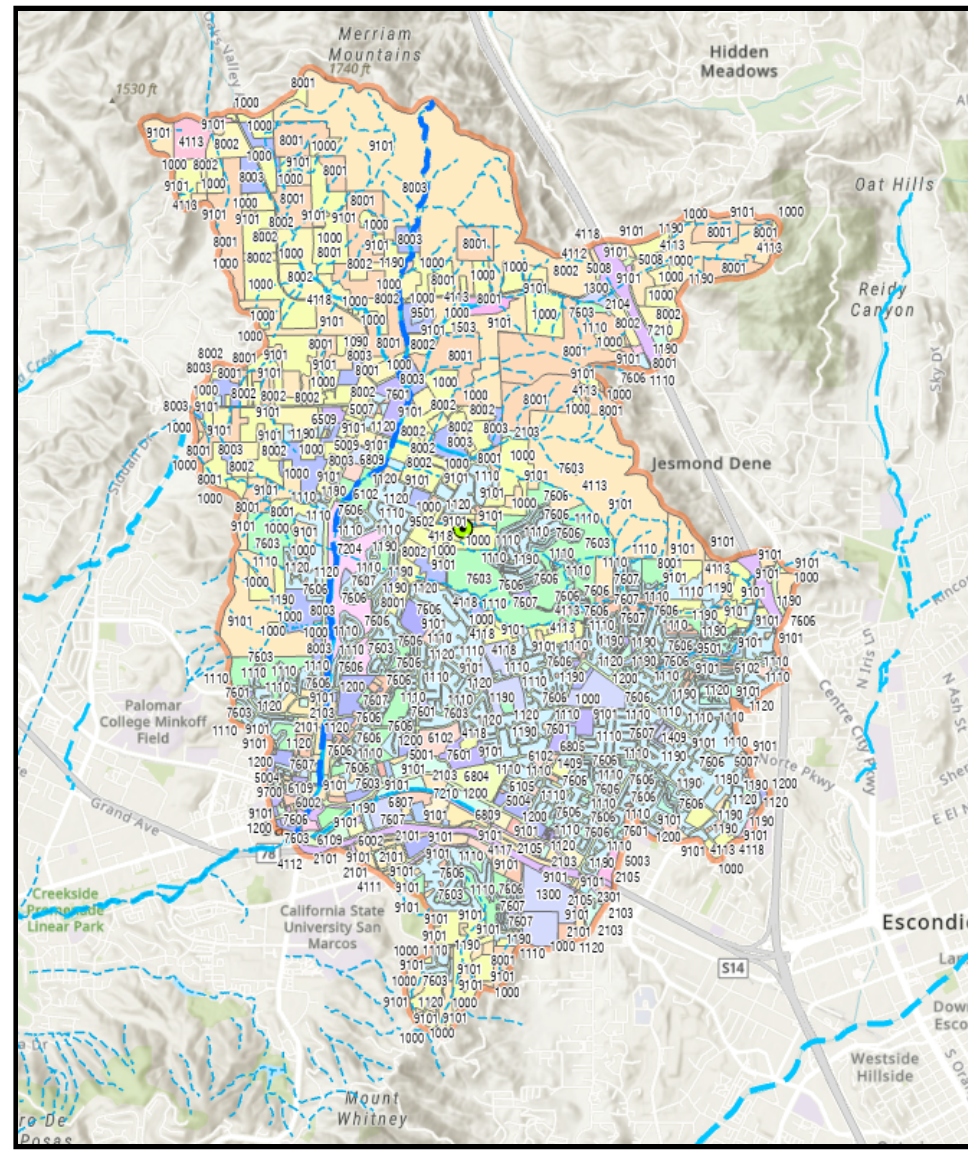
SPLIT FLOW HYDROGRAPH
HYDROGRAPH
100-Year, 24-Hour

San Marcos Creek Bridge at
Hwy 78 Crossing

Prepared by Parsons
July 2025

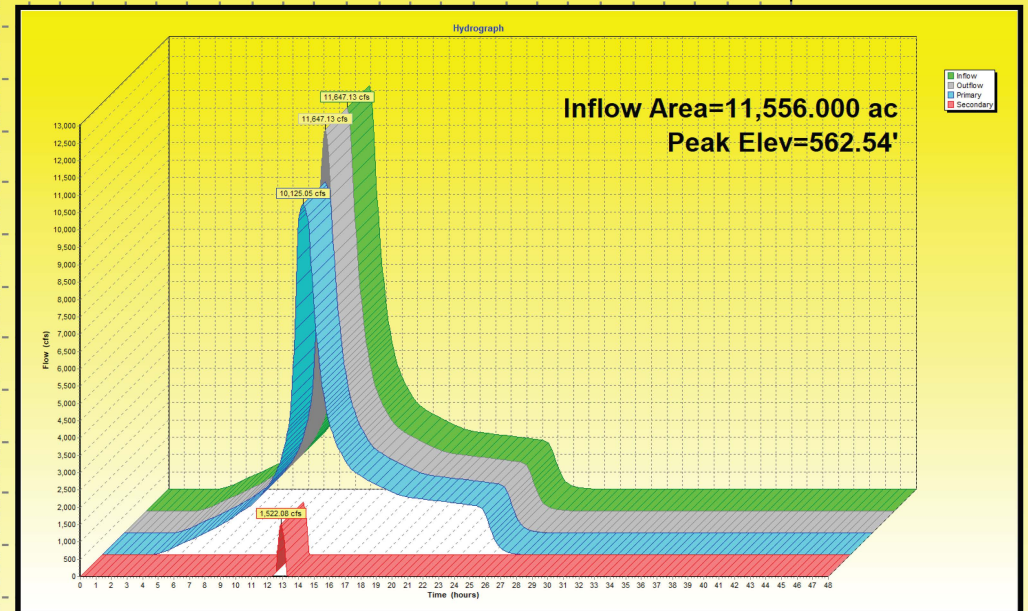
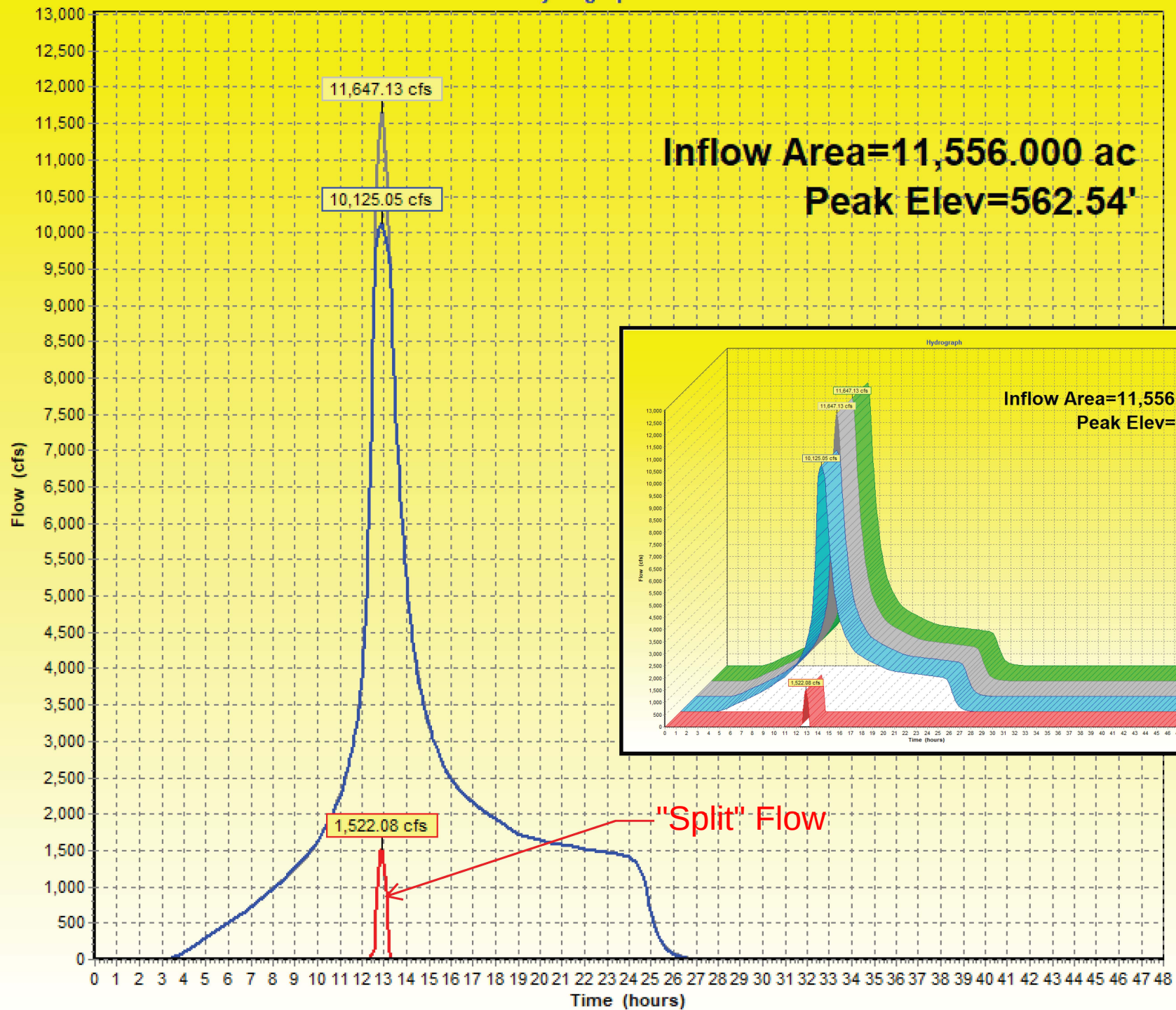


HSG

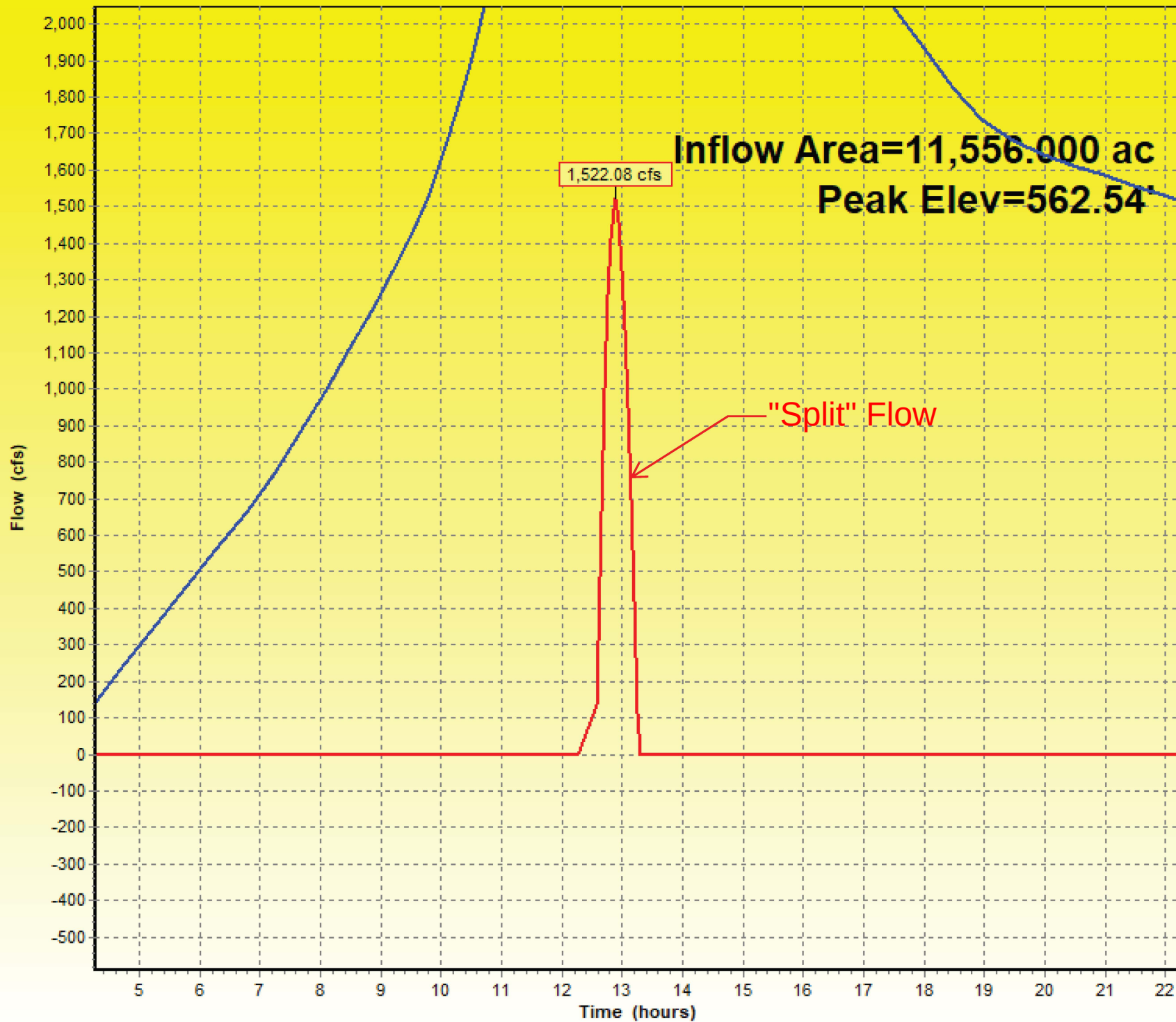


LandUse

Hydrograph



Hydrograph

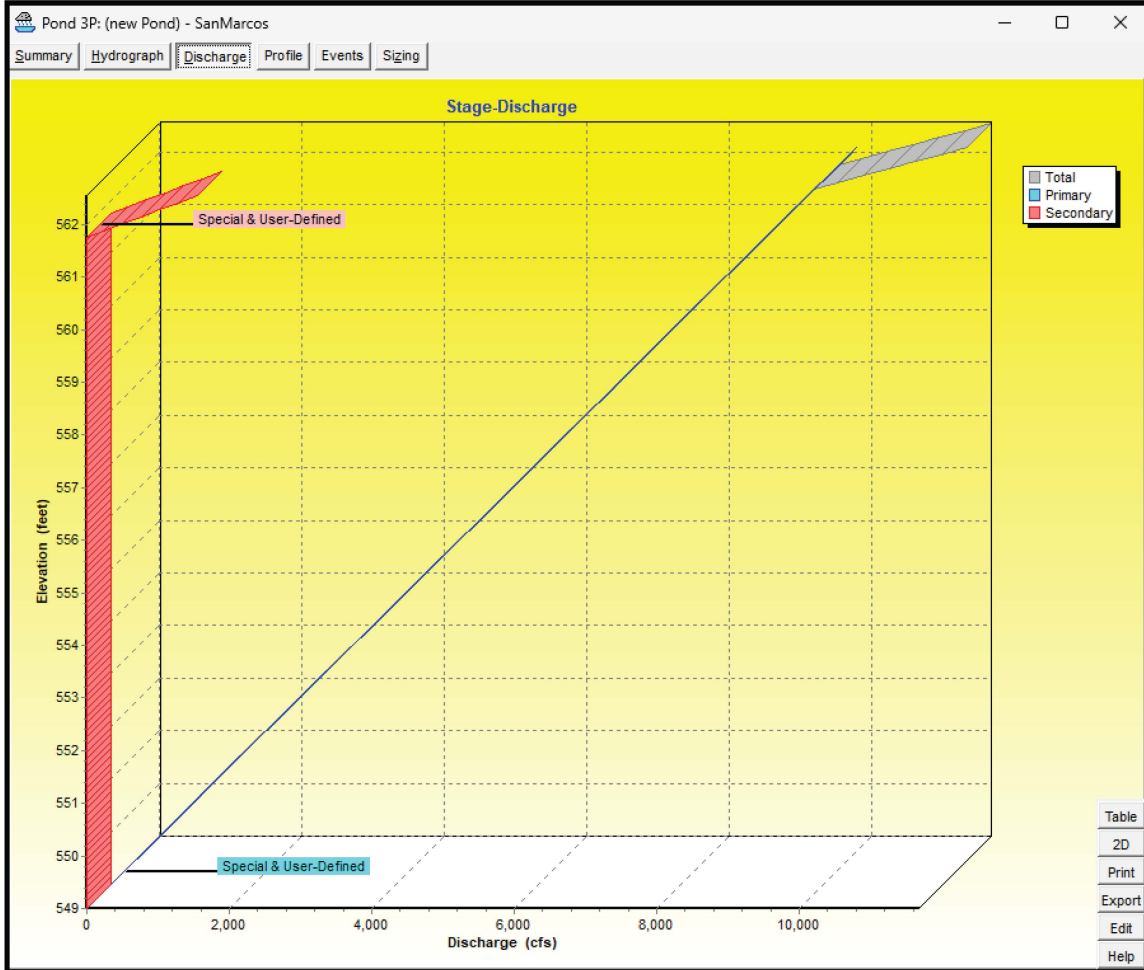


Inflow Area=11,556.000 ac
Peak Elev=562.54'

"Split" Flow

- Inflow
- Outflow
- Primary
- Secondary

Table
2D
Print
Export
Edit
Help



Pond 3P: (new Pond) - SanMarcos

Summary Hydrograph Discharge Profile Events Sizing

	Event	Inflow (cfs)	Outflow (cfs)	Primary (cfs)	Secondary (cfs)	Elevation (feet)	Storage (acre-feet)
	1-Year	963.67	963.67	963.67	0.00	550.29	0.000
	2-Year	1,721.71	1,721.71	1,721.71	0.00	551.30	0.000
	5-Year	2,836.19	2,836.19	2,836.19	0.00	552.79	0.000
	10-Year	3,794.16	3,794.16	3,794.16	0.00	554.07	0.000
	25-Year	5,082.66	5,082.66	5,082.66	0.00	555.79	0.000
	50-Year	6,104.04	6,104.04	6,104.04	0.00	557.16	0.000
	100-Year	7,138.93	7,138.93	7,138.93	0.00	558.54	0.000
	100-Year SD HYDROLOGY	13,962.13	13,962.13	10,769.87	3,192.26	563.40	0.000
	100-Year 6H NOAA14	5,529.02	5,529.02	5,529.02	0.00	556.39	0.000
	100-Year 24H NOAA14	11,647.13	11,647.13	10,125.05	1,522.08	562.54	0.000

Pond 3P: (new Pond) - SanMarcos

Summary Hydrograph Discharge Profile Events Sizing

[57] Hint: Peaked at 562.54' (Flood elevation advised)

Inflow Area = 11,556.000 ac, 0.00% Impervious, Inflow Depth = 4.11" for 100-Year 24H NOAA14 ever

Inflow = 11,647.13 cfs @ 12.89 hrs, Volume= 3,961.949 af

Outflow = 11,647.13 cfs @ 12.89 hrs, Volume= 3,961.949 af, Atten= 0%, Lag= 0.0 min

Primary = 10,125.05 cfs @ 12.89 hrs, Volume= 3,905.160 af

Secondary = 1,522.08 cfs @ 12.89 hrs, Volume= 56.789 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Peak Elev= 562.54' @ 12.89 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	549.00'	Special & User-Defined Head (feet) 0.00 12.70 Disch. (cfs) 0.000 9,500.000
#2	Secondary	561.75'	Special & User-Defined Head (feet) 0.00 0.80 Disch. (cfs) 0.000 1,550.000

Primary OutFlow Max=10,122.23 cfs @ 12.89 hrs HW=562.53' (Free Discharge)
↑1=Special & User-Defined (Custom Controls 10,122.23 cfs)

Secondary OutFlow Max=1,514.79 cfs @ 12.89 hrs HW=562.53' (Free Discharge)
↑2=Special & User-Defined (Custom Controls 1,514.79 cfs)

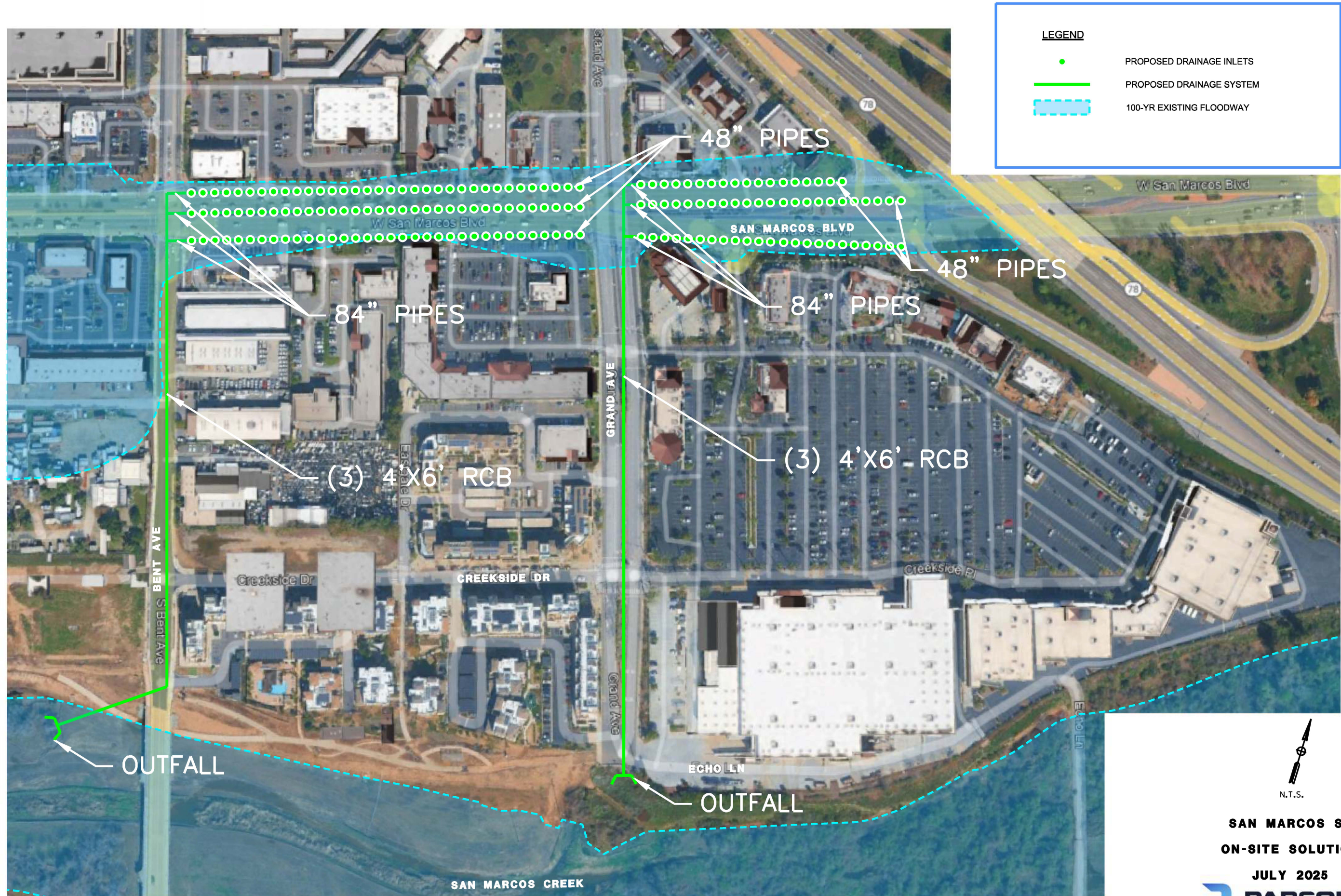


EXHIBIT IS INTENDED FOR CONCEPTUAL DISCUSSION ONLY.

N.T.S.

SAN MARCOS SP
ON-SITE SOLUTION
JULY 2025

 **PARSONS®**