



# Legend

1) Status: SAN DIEGO CA  
 APN: 663-011-04-00  
 County: SAN DIEGO, CA  
 Use: **VACANT LAND (NEC)**  
 Zoning: A1-1C  
 Map Pg: 79-C2  
 New Pg: 1350-A5  
 Public  
 Owners: COUNTY OF SAN DIEGO  
 Mail: PUBLIC AGENCY

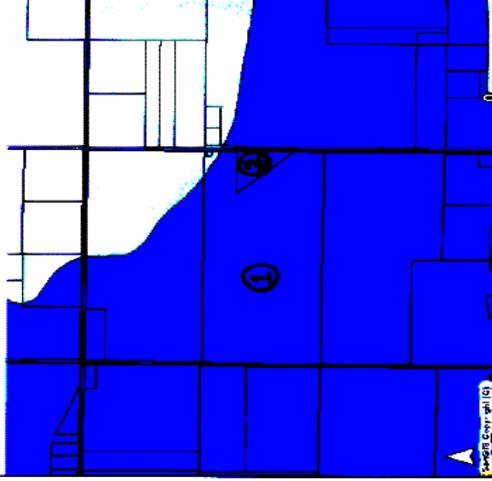
Rec Date: 12/01/1983  
 Sale Price:  
 Document #: 895200  
 Rooms:  
 Full Baths:  
 Bedrooms:  
 Hall:

Total Value:  
 Impv Value:  
 Land Value:  
 Lot Size: A74.35  
 Right of Way:  
 Yr Bld (Est):  
 Stories:  
 Pkg:

2) Status: 2336 HOLLISTER ST, SAN DIEGO CA 92154-4305 C001  
 APN: 663-011-06-00  
 County: SAN DIEGO, CA  
 Use: **SFR**  
 Zoning: A1-1G  
 Map Pg: 79-D1  
 New Pg: 1350-B4  
 Phone: 619/428-4140  
 Owners: BROWN RICHARD L & PEGGY L -LE> COUNTY/LE

Rec Date: 03/16/1992  
 Sale Price:  
 Document #: 141039  
 Rooms:  
 Full Baths: 1  
 Bedrooms:  
 Hall:

Total Value: \$25,030  
 Impv Value: \$7,800  
 Land Value: \$17,230  
 Lot Size: A3,800  
 Right of Way: 176  
 Yr Bld (Est): 1965  
 Stories:  
 Pkg:







The City of San Diego

# MANAGER'S REPORT

DATE ISSUED: October 6, 1995

REPORT NO: 95-241

ATTENTION: Rules Committee Agenda of October 16, 1995

SUBJECT: TIJUANA RIVER VALLEY FLOOD CONTROL

## SUMMARY

Issue: Should the Committee direct the City Manager to proceed with implementing the recommended alternative as described in the report and pursue any applicable Federal and State funding?

Manager's Recommendation: Direct the City Manager to proceed with implementing the recommended alternative and pursue any applicable Federal and State funding.

Other Recommendations: The Tijuana River Valley Task Force voted to proceed with the recommended alternative.

Fiscal Impact: The replacement of the temporary bridge on Hollister Avenue is currently funded in the Capital Improvements Program with City and State funds. Staff has also applied for Federal and State funding in order to armor the berm on the northside of the floodway. Funding for other components of the recommended alternative would be pursued at the Federal and State level, possibly requiring City participation.

## BACKGROUND

Subsequent to the severe storms in January 1993, the Tijuana River Valley Task Force was created to both coordinate immediate infrastructure repairs in the Valley and investigate permanent, long term solutions that were needed after the floods and to facilitate a long term flood control solution for the Valley.



## DISCUSSION

In respect to creating a long term flood control solution for the Valley, the Task Force established that the project goal should be to agree upon a solution which would channelize a 25-year storm event, (approximately 35,000 cubic feet per second (CFS)) approximately the magnitude of the January 1993 storm, and contain a 100-year event within the boundaries of the floodway, thereby assuring that the property north and south of the floodway would not be impacted.

In January 1994, the City's and Task Force's consultant, BSI Consultants, Inc., proposed to the Task Force ten alternative solutions for its consideration. These alternatives ranged from purchasing all of the property in the Valley and not constructing any improvements to constructing a concrete channel through the entire Valley. On January 26, 1994 the Task Force selected four alternatives for further consideration.

On May 26, 1994, after the four alternatives were further developed by BSI, the Task Force selected two for detailed analysis. The Transportation and Land Use Committee approved of these alternatives on July 21, 1994.

On May 12, 1995 the Task Force, as an unanimous consensus, selected a final alternative to be pursued. This recommended alternative, estimated to cost \$28.8 million, consists of eventually removing all of the existing berms in the Valley that act as impediments to flow in the floodway and enhancing and causing to be permanent the two channels that currently exist. The first and primary channel is a pilot channel that the City constructed in 1993 through the riparian woodland area downstream of the Hollister Street Bridge. The second channel was created during the January 1993 flood and acts as an overflow channel for events that would exceed the capacity of the pilot channel. This project and its estimate also incorporates the purchasing of 275 acres of private property which would not need to occur immediately but could occur over time.

The recommended alternative satisfies the objectives of channelizing a 25-year storm event and providing 100-year protection to private property outside the FEMA floodway by maintaining flow conveyance in the main and northerly flow paths. This will likely entail annual clearing of the pilot channel of water restricting vegetation and removal of water restricting vegetation from the northerly flow path as necessary to assure the channel always functions efficiently. This will also require the removal of those berms and fill that have been placed in the valley that impede the flow of a 100-year event. An armored berm will be constructed along the tract housing on the valley's north edge to provide for an additional safety factor above anticipated 100-year flooding. In the event that a low berm is necessary to confine 25-



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year (35,000 cfs) magnitude flows along the channels, it will be provided. This alternative will provide a number of positive flood protection and environmental benefits with very little identifiable adverse impacts. Due to the overall environmental benefits associated with this alternative, an Environmental Impact Statement (EIS) may not be required. This would simplify and expedite the permitting process.

Specifically, the recommended alternative will provide for the following improvements:

- \* Maintenance of both the existing pilot channel and the northerly channel upstream and downstream of the Bailey Bridge at Hollister Street and enhancement as necessary to assure a cumulative conveyance of 35,000 cubic feet per second (CFS) within the 25-year floodplain boundary.
- \* Replacement of the Hollister Street Bailey Bridge with a permanent structure that is approximately 300 feet long (the Bailey Bridge is approximately 130 feet long).
- \* Acquisition of property that is found to be within the flow path of a 35,000 cfs storm event.
- \* Provision of any structural devices necessary to assure that a 100-year storm event does not impact the residential community on the north or south side of the valley.
- \* The armoring of bends on the north side of the northerly channel to protect selected areas from channel mitigation.
- \* An erodible berm be designed and constructed across the mouth of the northerly channel such that flows in the old southern channel are maximized and flows not enter the northern channel until necessary to reduce flooding.
- \* Assure that sand extraction in the valley be accomplished such that there are no impacts to the valley hydraulically, agriculturally, recreationally, or to wildlife habitat including riparian and estuarine.
- \* Assure that the channels be maintained such that obstructions to flow are minimized.
- \* The Hollister Road (wooden) Bridge be replaced with a low flow crossing, but not until Dairy Mart Road Bridge is constructed over the Tijuana River such that it can withstand a 100-year storm event and the south half of the valley has permanent access and egress.
- \* Acquisition of the properties at the west end of Sunset Avenue as soon as funding allows. Assure that the staged removal of berms be accomplished such that the impacts to the valley agriculturally, recreationally on wildlife habitat, including riparian and estuarine are minimized.
- \* Assure that all flood control measures accommodate both mosquito control in the valley, as well as border patrol activities.
- \* Drainage from Smuggler's Gulch should, to the greatest extent possible, merge with the pilot channel without impeding flow in the pilot channel.

The pilot channel should be extended to a point where it more efficiently conveys flow while minimizing riparian and estuarine impacts.

It should be noted that one of the biggest concerns in the Valley, providing permanent access to those who work and live on the south half of the Valley, should be permanently resolved by the construction of Dairy Mart Road Bridge such that it can withstand and be completed in operation during a 100-year event. This bridge is intended to be constructed as part of the South Bay Reclamation Plant that the Metropolitan Wastewater Department is managing.

In respect to funding the project, now that we have a general idea of what type of project we will be pursuing, staff has initiated discussion with both State and Federal agencies in an effort to acquire funding for the selected project.

Currently staff is pursuing funding for two components of this recommended project. The first, involves armoring and increasing the height of the berm along the north side of the Valley which protects the tract housing. We have petitioned the California Department Office of Emergency Services (OES) and the Federal Emergency Management Program (FEMA). A field meeting has been arranged with staff from these two agencies and a response is expected as to the level of funding that will be provided.

The second involves the replacement of the temporary bridge (Bailey Bridge) on Hollister Street which is over the second northerly channel. The current bridge is approximately 130 feet long and will be replaced with a permanent structure that is 300 to 350 feet long. The type of funding that is being pursued is State Highway Bridge Replacement and Rehabilitation (HBRR). It has been tentatively approved by the State for this \$3,300,000 project for which the City must provide a \$460,000 match. This is provided for in the City Manager's Fiscal Year 1996 Capital Improvement Program with construction scheduled in Fiscal Year 1998.

Respectfully submitted,

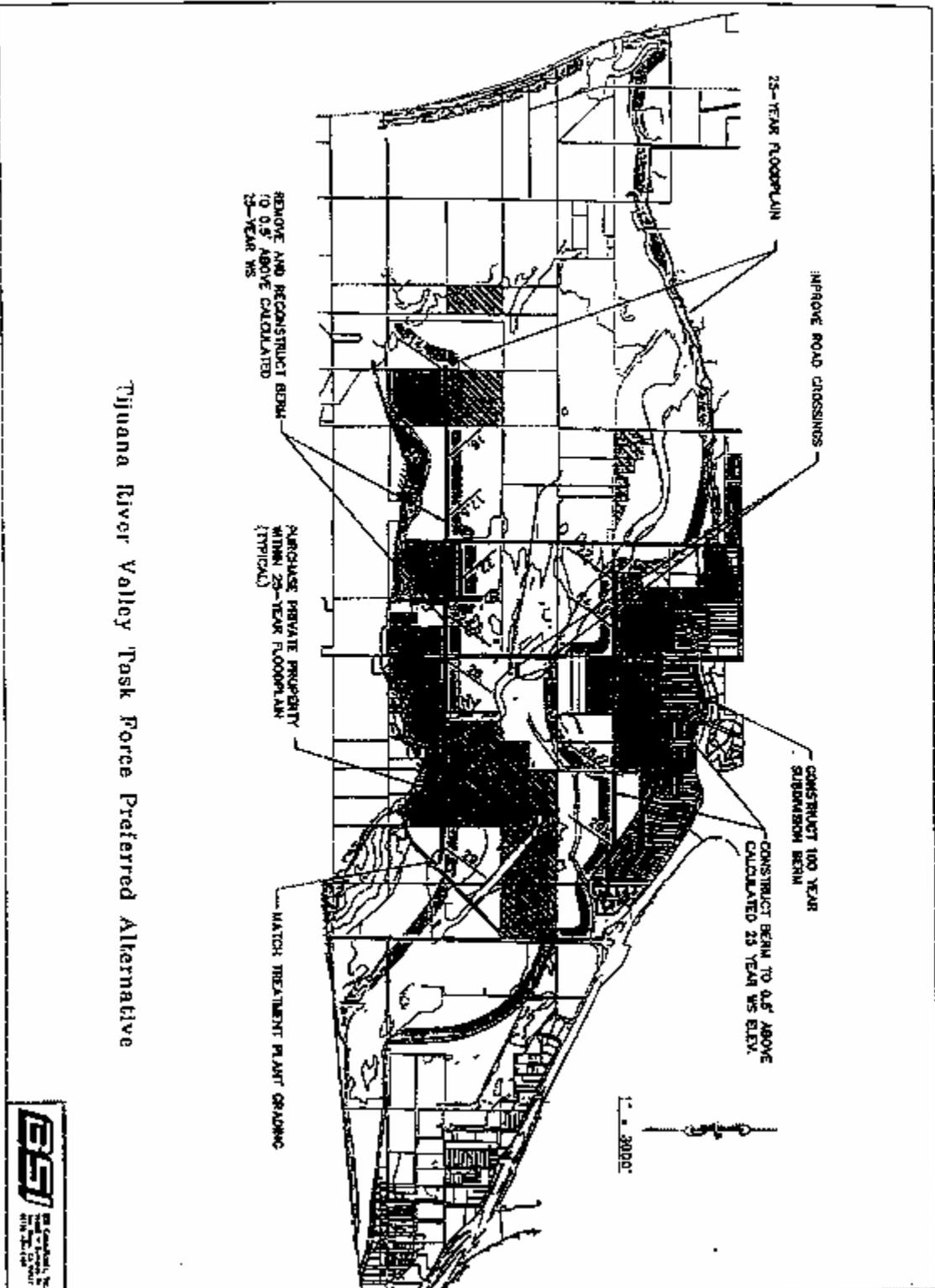
  
Approved: Coleman Conrad  
Deputy City Manager

  
Submitted by: Frank Belock  
Engineering and Capital  
Improvements Director  
236-6274

Attachment

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Tijuana River Valley Task Force Preferred Alternative



November 20, 1995

TIJUANA RIVER FLOOD CONTROL PRIORITIZATION LIST

1. Construct 100-year armored subdivision berm.
2. Buy private properties.
- 3a. Remove material from original pilot channel construction which was piled along the banks of pilot channel. This material forms a levee which does not allow for flows to spread out across the entire bridge opening not blocked by Brown's fill.
- 3b. Remove Brown's fill.
- 3c. Move erodible plug northward at least as far as the southern edge of Brown's fill.
- 3d. Remove fill area southeast of Hollister Bridge (Investor's Imperial).
- 3e. Remove critical, obstructing berms - Northern portion of Smugglers Gulch levees, other perpendicular to flow berms, Ansof Berms, berms along Sunset.
- 3f. Construct any needed 100-year berms including raising Hollister Street.
- 3g. Construct 25 year berm.
- 4a. Replace Bailey bridge with longer permanent bridge (300 feet).
- 4b. Construct 100-year Dairy Mart Road Bridge.
- 4c. Replace Hollister Street (Wooden) Bridge with low flow crossing.
- 4d. Lower crossing of northern flow path at Saturn.

11/22/95

CIP No.  
W.O. No.

**REMOVAL OF BROWN'S FILL**  
Tijuana River Valley

**COST ESTIMATE:**

<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Estimate</u>
Excavation	16,000	CY	\$10.00	\$160,000.00
Planting & Restoration	152,300	SF	\$2.00	\$304,600.00
Dump Fees*	28,000	TON	\$41.00	\$1,148,000.00
Bond	1	Lump Sum	\$10,000.00	\$10,000.00
Contingency			10%	\$182,260.00
Construction Subtotal				\$1,784,860.00
Administration & Permitting			10%	\$178,486.00
<b>TOTAL</b>				<b>\$1,963,346.00</b>

\*Dump Fees based on Miramar Land Fill Fee, 2000  
(858) 573-1418