

3.4.5 Roadway System and Infrastructure

Roadway demolition, road improvements, roadway realignments, and construction of new roads, as well as utility infrastructure improvements, transit, as well as pedestrian walkways, and bike paths, would be implemented throughout the Proposed Project area over the course of approximately 24 years to support the intensity of Proposed Project development and to connect the uses within the Bayfront, as well as to connect the City to the Bayfront. The plan proposes to extend the traditional grid of streets to ensure vehicular, pedestrian, bicycle, and transit links.

The site's transportation system was developed to focus vehicular activity on the eastern edges of the property, near I-5 and its interchanges, by placing a majority of the common parking areas on the eastern properties, while designing for pedestrian connections and transit service. This would result in narrower, more pedestrian-friendly streets along the waterfront. Major roadways are planned to be heavily landscaped, and contain pedestrian and bicycle access amenities.

Furthermore, the following roadway segments are proposed to allow on-street parking: E Street between the new F Street and the H Street Extension, J Street between Marina Parkway and Street A, and H Street between Marina Parkway and E Street.

The proposed roadway improvements for the Proposed Project are described below. For purposes of this Draft EIR, all of the roadway improvements are evaluated at a project level, and subsequent phase roadway improvements are analyzed at a program level.

Section 4.2, Traffic and Circulation, specifically analyzes the timing of the construction of the roadway improvements based on access and frontage of proposed adjacent development, and identifies all roadway improvements as mitigation measures. Although the traffic analysis identifies which roadways are required for each phase based on proposed adjacent development, the Draft EIR analysis has been structured to provide flexibility in the ability to construct identified roadway improvements sooner than mandated in the traffic analysis. Associated intersection improvements are described in *Section 4.2*. Detailed proposed roadway cross sections are illustrated in *Figures 3-13a through 3-13d*.

It should be noted that the Bay Boulevard segment east of H-18 between Street C and H Street is proposed to remain, and would not be removed as was proposed in the previous Draft EIR.

Furthermore, all proposed on-site roadways within the Proposed Project area are proposed to be within the Port's ownership and jurisdiction, and would be designated as "Street" in the PMP.

3.4.5.1 Phase I (Project) Roadway System Components

The Phase I components of the Proposed Project roadway system would occur only in the Sweetwater and Harbor Districts. Most of the roads in the Sweetwater District (except for the new F Street segment) and all of the roads in the Harbor District are proposed in Phase I. As mentioned above, these improvements may not be required until a later phase, but are proposed in Phase I.

a. Sweetwater District Roadway System

A new roadway system is proposed to accommodate the new park, hotel, office, and public access features of this district.

E Street Extension (Phase I). E Street is proposed in Phase I to be extended west and constructed as a four-lane Class I collector street between Bay Boulevard and the new F Street segment within the Sweetwater District. E Street is currently scheduled to be constructed in Phase I; however, the traffic analysis has demonstrated that it is not necessary to complete the E Street extension until Phase III as a mitigation measure. This would provide additional capacity to maintain adequate traffic flow at the major project entry. E Street would be constructed as a two-lane Class II collector street between the new F Street segment in the Sweetwater District to the northerly driveway of H-3 in the Harbor District. E Street is intended as one of the main public access roads for the H-3 RCC. The construction of the E Street Extension in the Sweetwater District would require improvements to the existing E Street road crossing over the railroad tracks. It is likely that the existing street segment between the existing F and G Streets would be demolished after the E Street Extension is completed (see Parcel S-2A discussion above). Furthermore, as part of the E Street Extension, the project proposes construction of a bridge over the inlet that feeds the F & G Street Marsh, where E Street between the Sweetwater and Harbor Districts intersect (*Figure 3-14*). The bridge crossing would allow cars and pedestrians to transition from the Sweetwater District

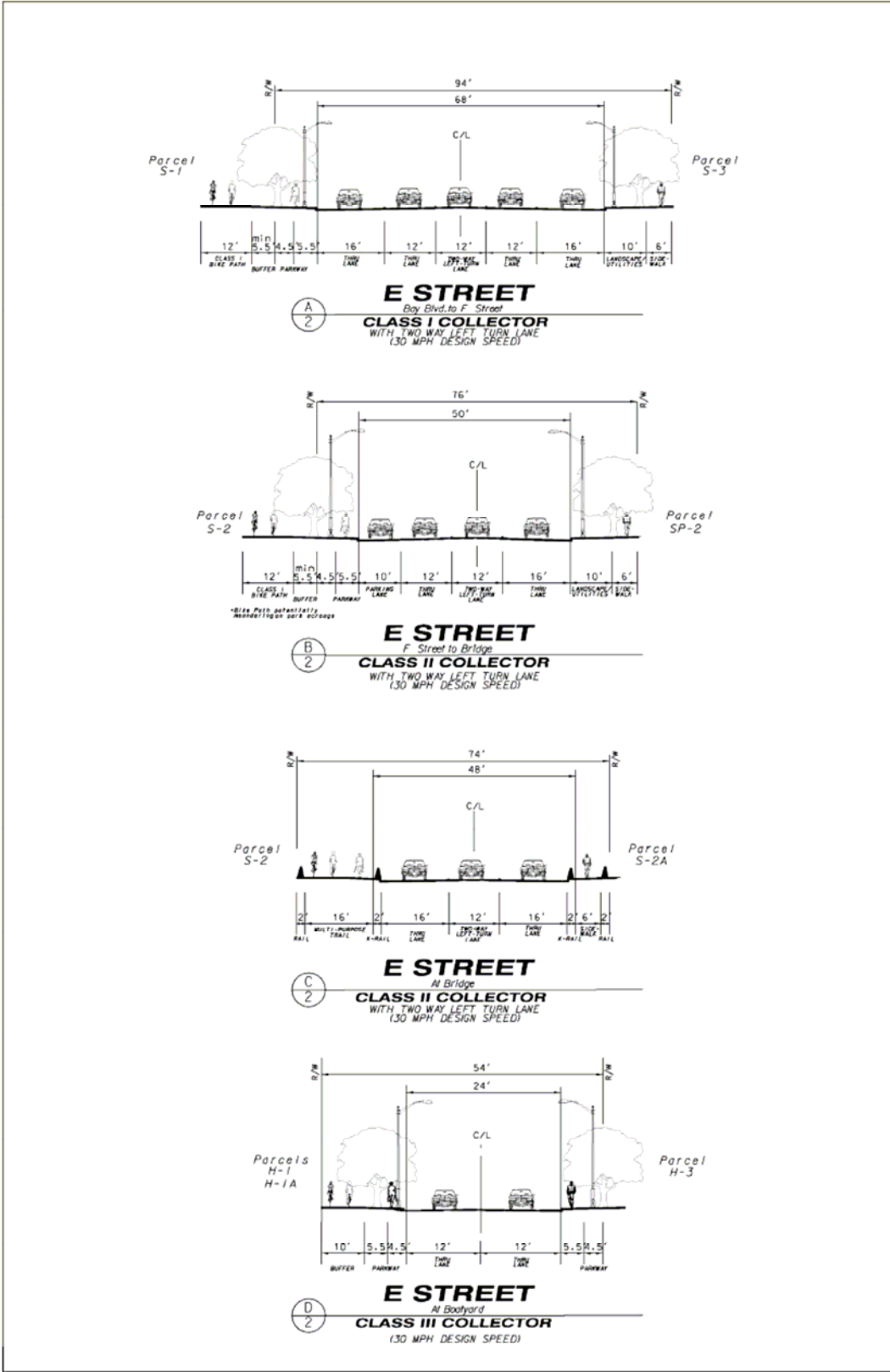
to the Harbor District. Access would be limited to the roadway, bike path, and sidewalks within the bridge, to keep people from entering the adjacent No Use buffer zone within SP-1. The proposed bridge would span approximately 10 feet above the bottom of the existing channel. The bridge would consist of a 74-foot-wide ROW, consisting of two travel lanes and a 16-foot-wide multipurpose lane that would allow pedestrians and bicyclists to safely transition between the Sweetwater District and the Harbor District, and between the signature park parcels S-2 and H-1A.

F Street/Lagoon Drive Termination (Phase I). F Street/Lagoon Drive would be abandoned after the E Street

Extension is provided and H Street is connected from the northwest end of the Goodrich property westward, north of the F & G Street Marsh. As mentioned under SP-2, the abandoned segment of F Street would remain in place but would prohibit vehicular access and would be accessible to only emergency vehicles and pedestrian and bicycles.

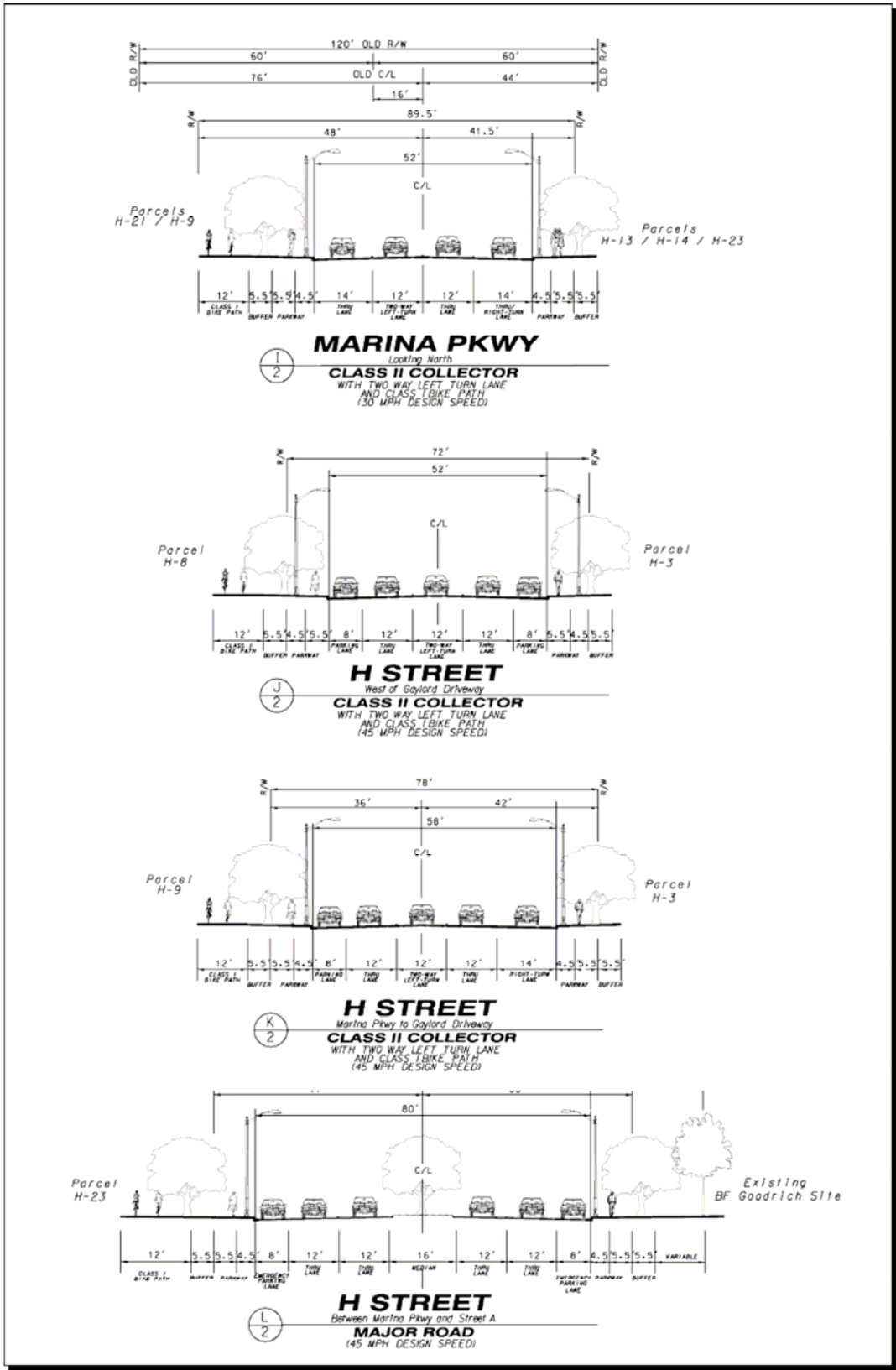
Chula Vista Nature Center Access Road (Phase I). As discussed under SP-3 above, the realignment of the Gunpowder Point Drive access road and new parking lot for the Chula Vista Nature Center is proposed in Phase I on a vacant three-acre parcel located in the center of the Sweetwater District. Parcel SP-3 would have access from the proposed E Street extension and new F Street segment (as described above). From Parcel SP-3, the new access road would connect to the existing Gunpowder Point Drive after it crosses Parcel SP-1.

b. Harbor District Roadway System E Street Extension (Phase I). E Street would be extended in Phase I from the Sweetwater

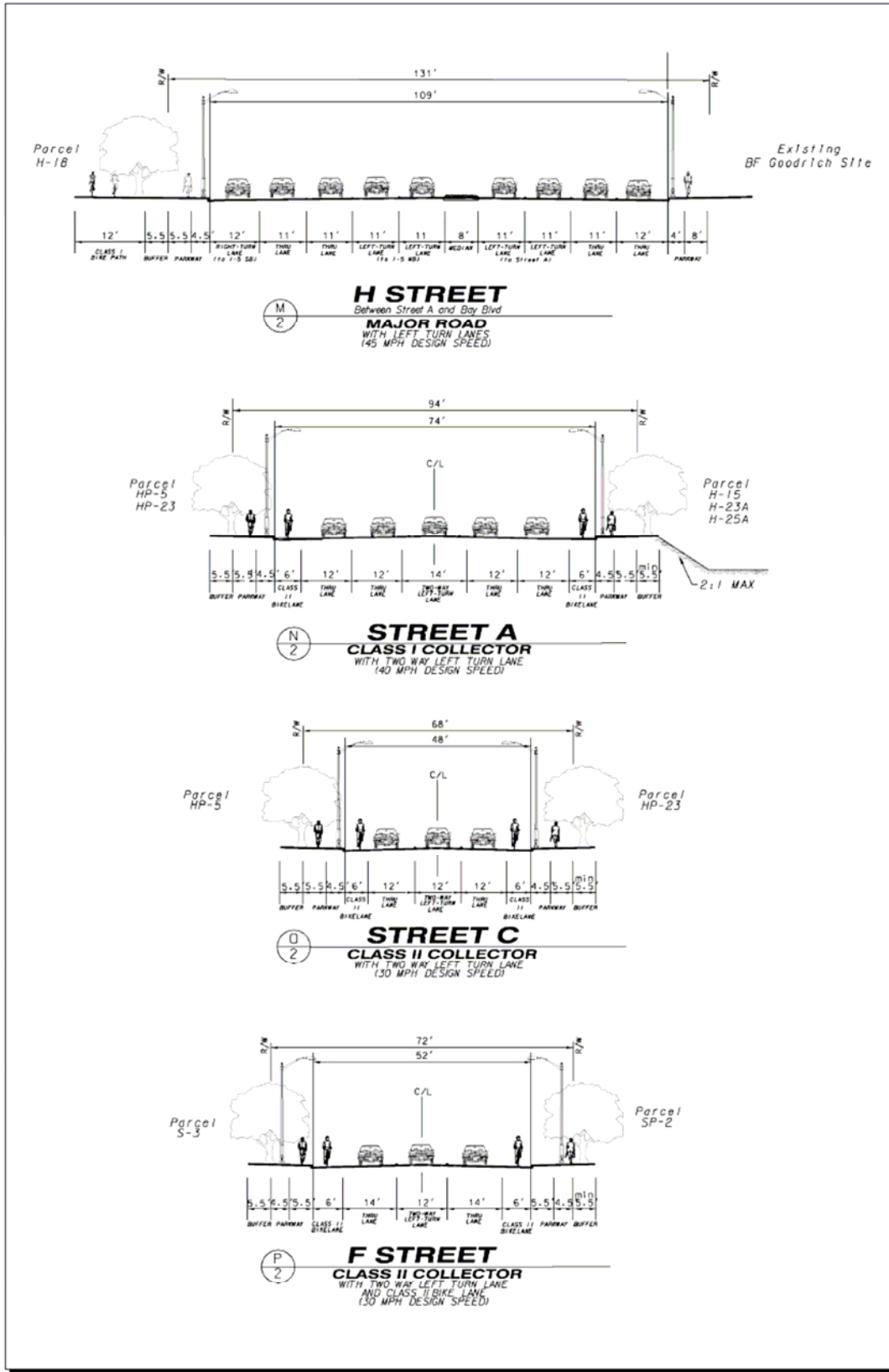


SOURCE: KIMLEY HORN AND ASSOCIATES, INC.

District to the newly extended H Street in the Harbor District. The existing portions of G Street, Quay Avenue, Sandpiper Way, and Bayside Parkway would be demolished prior to construction of this roadway segment in the Harbor District. This segment of E Street would be constructed as a two-lane Class III collector street. The construction of the E Street Extension segment adjacent to H-1A would require construction of a 4-foot-high berm on H-1A. E Street is intended as one of two main access roads for the RCC.



Revised Draft Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan Sweetwater and Harbor Districts Proposed Roadway Cross Sections (3 of 4) **FIGURE 3-13C**



SOURCE: KIMLEY HORN AND ASSOCIATES, INC.

Revised Draft Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan
Sweetwater and Harbor Districts Proposed Roadway Cross Sections (4 of 4) **FIGURE 3-13D**

H Street Extension (Phase I). The H Street extension is envisioned as a significant physical and visual corridor, ultimately connecting the City to the waterfront, ending at the proposed HP-28 H Street Pier. Furthermore, the primary entry to the H3 RCC is proposed on H Street. The westerly extension of H Street west of Marina Parkway is proposed in Phase I on land that was occupied by the former AFS Industries, and a portion of the Chula Vista RV Resort leasehold.

These uses would be demolished prior to construction of this new street. The extension would span from its existing terminus near Bay Boulevard bayward, ending in a cul-de-sac that would connect to the extended E Street. H Street would be constructed as: a five-lane major street between I-5 and Street A, a four-lane major street between Street A and Marina Parkway, and a three-lane Class II collector street between Marina Parkway and the extended E Street. The construction of H Street would also require improvements to the at-grade railroad crossing, which would require approval of the CPUC.

Street A (Phase I). A new Street A is proposed in Phase I that would run north–south between H Street and J Street/Marina Parkway in order to provide vehicular access to the nearby proposed residential, office, retail, and hotel uses. Street A would be constructed on land that was part of the former Goodrich South Campus, and would be constructed as a four-lane Class I collector street.

Street C (Phase I). A new Street C is proposed in Phase I that would run east–west between the existing Bay Boulevard just south of H-18 and Marina Parkway. Street C would be constructed as a two-lane Class III collector street. Street C would be constructed on land that was part of the former Goodrich South Campus. The construction of Street C would also require improvements to the road crossing over the railroad tracks.

J Street/Marina Parkway Realignment (Phase I). Marina Parkway is envisioned to be a pedestrian and bicycle friendly corridor, as it is proposed to be narrowed from its existing configuration to allow for a Class I bike path within the right-of-way. Furthermore, Marina Parkway, as envisioned during the master planning process, would be reconfigured from its current J figure to a perpendicular configuration at its intersection on the southwest corner of parcel H-14. These improvements to Marina Parkway would occur on land that is currently part of the existing Marina View Park and Marina Way. The reconfiguration of Marina Parkway would need to be realigned prior to completion of the H-13/H-14 residential development. J Street would be constructed as a six-lane major street between I-5 and Street A, and as a four lane major street between Street A and Marina Parkway. Between Marina Way and H Street, the north–south segment of Marina Parkway would be rebuilt and narrowed as a three-lane Class II collector street by using excess ROW for pedestrian facilities. The portion of the existing Marina Parkway between G and H is proposed to become part of the RCC leasehold.

Marina Way Realignment (Phase I). The intersection of Marina Way and Marina Parkway would be reconfigured so that J Street/Marina Parkway would meet almost at a right angle; this would require modifications to the entrance to Marina Way as it transitions from the new intersection, as well as modifications to the existing Marina View Park. From this intersection, Marina Way would be realigned as a two-lane Class III collector street and would terminate in a new cul-de-sac.

3.4.5.2 Program Level Roadway System Components (Phases II, III, and IV)

The program level components of the Proposed Project roadway system would occur only in the Sweetwater and Otay Districts. No roadway improvements are proposed in Phase II. All of the roadway improvements in the Otay District are proposed in Phase III. In Phase IV, only one roadway improvement (Street F) is proposed in the Sweetwater District.

a. Sweetwater District Roadway System

F Street (Phase IV). A new F Street segment would be constructed in Phase IV on existing vacant land between the proposed terminus of the existing F Street and the proposed E Street extension, ending at the SP-3 Chula Vista Nature Center parking lot. This new F Street segment would be constructed as a two-lane Class III collector street and would also contain a Class II bike lane on both sides of the street.

b. Harbor District Roadway System

Although not required for mitigation of Phase I impacts, all of the roadways in the Harbor District are proposed to be constructed in Phase I; therefore, no new roads are proposed to be constructed in the Harbor District in Phases II, III, or IV.

c. Otay District Roadway System

A reorganized roadway system would be implemented throughout the Otay District to

accommodate new traffic patterns resulting from the park, Industrial Business Park, and RV Park uses (see *Figure 3-8a*).

Street A (Phase III). A new Street A is proposed in the Otay District in Phase III predominantly on vacant land that was once part of the North Tank Farm for the SBPP. This segment of Street A would continue from the Harbor District, connecting to the proposed Street B in the Otay District, and would be constructed as a two-lane Class III collector street. Construction of this street would require crossing through the existing Marina View Park at HP-8, which would require modifications to Marina View Park, as well as a bridge crossing over the existing J Street Channel. Street A in the Otay District would include a bike path and pedestrian access. The existing switchyard easement would be relocated prior to completion of street A.

Street B (Phase III). A new Street B is proposed in Phase III on land that is currently occupied by the switchyard and power plant. Street B would connect to the proposed Street A, bridge over the Telegraph Canyon Creek Channel, and would continue south as a public road through, and provide access to, parcels O-3A/O-3B, OP-1A/OP-1B, and O-4, terminating at Bay Boulevard. Street B would be constructed as a two-lane Class III collector street. The existing switchyard would be demolished and relocated and the existing power plant would be demolished prior to construction of Street B.

3.4.5.3 Infrastructure Improvements

a. Storm Drains

The majority of the storm drain system required for the Harbor District would be constructed during Phase I, with the exception of Parcels H-21 and HP-7, which would be completed during Phase II concurrent with the storm drain system required for the Otay District (see *Section 4.5, Hydrology/Water Quality* for figures depicting the existing and proposed storm drain system). There would be approximately 20 storm drain outfalls that connect to the Bay including the existing connections that would remain for the project. The storm drain outfalls would consist of a headwall and would include riprap to dissipate (reduce the velocity to reduce erosion potential) the energy of the conveyed stormwater as it discharges into the Bay, minimizing sediment disturbance. The storm drain system would be designed to function in a free outfall condition. Details of the storm drain outfalls such as exact size and location (alignment and elevation) would be determined during final design. The Goodrich North Campus storm drain connection requirements will continue to be met. The storm drain systems required for each district are described in more detail in *Section 4.5*.

b. Water

Because the existing infrastructure cannot accommodate the Proposed Project, on-site and offsite water facility improvements are required. The required improvements for the Sweetwater and Harbor Districts are required during Phase I and the improvements for the Otay District are required during Phase III. The only water main in the vicinity of the project that would remain is a 12-inch main that runs in Bay Boulevard that serves several existing businesses. The Proposed Project would replace all of the existing on-site water mains, except for a 16-inch water main located in Lagoon Drive.

The new on-site water facilities would consist of water mains ranging in size from 8 to 16 inches and would extend in the proposed streets with metered connections and fire services for each parcel within each District. A total of nine connections are proposed to the existing Sweetwater Authority system at the following locations: E Street and Bay Boulevard, Lagoon Drive and F Street, G Street west of Goodrich campus, H Street and Bay Boulevard, Street C and Bay Boulevard, J Street and Bay Boulevard, J Street and Broadway, J Street and 2nd Avenue, and Moss Street and Bay Boulevard. The water system requirements, including the on-site and off-site segments, for each district are described in more detail in *Section 4.14, Public Utilities*. For the construction of all off-site pipeline segments, a trench and/or micro-tunneling would be excavated in the existing streets to allow installation of the new water mains. After completion of the installation, the trench would be backfilled and resurfaced to match the existing pavement.

c. Sewer

The Proposed Project would contain a significantly different parcel layout compared to the existing development. Because most of the existing streets throughout the project site would be removed to allow for construction of the new streets and grading of the new parcels, the Proposed Project would require construction of new sewer facilities in addition to replacement of existing sewer facilities on the project site. The only sewer mains in the project vicinity that would remain in the project vicinity are the existing 24-inch sewer main in G

Street located adjacent to the Metropolitan Wastewater Department (MWWD) interceptor (CV-3), the existing 30-inch sewer main in J Street adjacent to the MWWD interceptor (CV-2), and the existing eight-inch sewer main in Bay Boulevard that serves the existing businesses on this street.

The Proposed Project would require gravity sewer mains in the streets ranging in size from 8 to 18 inches and sewer force mains ranging in size from 6 to 12 inches. The gravity sewer generally flows in the direction of the street grade to minimize depth. The gravity sewer mains would convey flow to up to three proposed sewer lift stations; one would potentially be constructed in each district.

There are at least two connections proposed to the existing City sewer system. The proposed sewer system would connect to the MWWD interceptor. The existing and proposed sewer system for Phase I development is presented in *Section 4.14, Public Utilities*. Temporary dewatering during construction would be required during the excavation of the wet wells and emergency storage vaults for the sewer lift stations due to the close proximity to the Bay and high groundwater. All of the off-site sewer mains would be constructed within existing street ROWS. No easements for the new facilities would be required.

3.4.6 Pedestrian Circulation Plan

The project proposes to enhance pedestrian access within its developed and open space areas, and to enhance pedestrian visual and physical access to the waterfront, through a comprehensive, continuous pedestrian circulation plan (*Figure 3-15*) totaling approximately 54,000 linear feet.

Pedestrian access would be limited or prohibited where public safety issues and proximity to sensitive resource issues may arise. The pedestrian access plan includes an approximately 8-acre shoreline promenade or baywalk (see HP-3 above), trails, and sidewalks with appropriate pedestrian-scale landscaping, lighting, and furniture. The pedestrian pathways would be constructed concurrently with adjoining or adjacent development within the districts with the ultimate goal of continuous pedestrian access and linkages within the Proposed Project area. Specific pedestrian circulation areas would also allow for bicycles, as described and depicted below under *Sections 3.4.7.2 (Bayshore Bikeway)* and *3.4.7.3 (Bayfront Bikeway Loop Alignment)*. The specific design of the pedestrian pathways would depend on public safety issues, land use adjacency issues, and other factors. These factors, in turn, would determine the appropriate materials (i.e., pavement, decomposed granite, etc.) to be used for the pathways, and whether bicycles and other wheeled items, such as skateboards, would be allowed.

3.4.6.1 Sweetwater District

A pedestrian pathway is proposed along the proposed extension of E Street into the Harbor District. Pedestrian access is also proposed west of F Street, within the proposed abandoned segment of F Street/Lagoon Drive. An approximately 12-foot-wide pedestrian trail is proposed along the western edge of the Sweetwater District within the buffer as described in SP-1, and within the S-2 signature park. Other pedestrian paths would be located along the SDG&E transmission corridor, and along a proposed F Street that would link pedestrians at F Street to the signature park and pedestrian trail within the SP-1 buffer. Design of the pedestrian paths in the Sweetwater District would be sensitive to the paths' adjacency to sensitive resources at the F & G Street Marsh and the Sweetwater Marsh NWR.

3.4.6.2 Harbor District

An approximately 12,000-linear-foot, 25- to 50-foot-wide shoreline promenade or baywalk is proposed along the entire shoreline in the Harbor District, from the existing boatyard site south to the shoreline north of the J Street Marsh. The proposed extension of H Street is viewed as a significant physical and visual corridor for pedestrians, ultimately connecting the city to the waterfront, ending in a 60-foot-wide, 600-foot-long pier. Additional pedestrian paths would be located on E Street, J Street/Marina Parkway, proposed Street A, proposed Street C, and a pedestrian trail along the SDG&E transmission corridor on HP-12. Pedestrian linkages to the waterfront would be provided within the proposed residential development on H-13/H-14, between the H-8 park and H-9 retail development, and between the H-21 retail development.

3.4.6.3 Otay District

Pedestrian paths are proposed along Street A as it transitions from the Harbor District to the Otay District, and along the western perimeter of the proposed O-3A/O-3B recreational vehicle (RV) park and the OP-1A/OP-1B South Park. A pedestrian trail is proposed along the SDG&E transmission corridor on OP-3 that would continue

from the Harbor District through the Otay District. As in the Sweetwater District, design of the pedestrian paths within the Otay District would be sensitive to the paths' adjacency to sensitive resources at the J Street Marsh.

3.4.7 Transit Plan

3.4.7.1 Bayfront Shuttle

The City of Chula Vista's Urban Core Specific Plan identifies the potential for a shuttle service that would link various destinations within the western portions of Chula Vista, including the Proposed Project area. The Green Car Line (also called the West Side Shuttle) would stop frequently along its entire route to provide a fast and convenient link between the high-density redevelopment areas in the Urban Core and Bayfront and the regional light rail trolley system.

The shuttle would have fewer stops than a conventional bus, located as close as possible to the major traffic generators. Implementation of the Green Car Line is unknown at this time, and this feature of the Proposed Project will not occur until operational and funding responsibilities are established. The general route of the transit shuttle would be along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third Avenue. Variations in the route near the E Street Trolley Station are also considered. The route would operate as a two-way loop with stops in both directions.

Shuttles would typically run every 15 to 30 minutes depending upon ridership and funding availability. It may be prudent to start the shuttle operation with 30-minute service and evaluate the ridership that is achieved after it has been established to determine changes in headways from 30 minutes to 25, 20, or 15. The frequency of shuttle buses would affect the number of shuttle buses required for the service. (p. 324, 3-147))

Figure 3-16 shows a potential shuttle route. As shown in Figure 3-16, there may be four shuttle stops within the Proposed Project area, which are described below:

Figure 3-16 shows a potential shuttle route. As shown in Figure 3-16, there may be four shuttle stops within the Proposed Project area, which are described below:

- Stop #1 (S-1): This stop is near the north end of the Master Plan area. Although development densities here are not especially high, this location is directly on the shuttle route, not otherwise served by transit, and would benefit from a direct, non-stop connection to the E Street Trolley Station.
- Stop #2 (RCC): This stop is located along E



Street adjacent to the proposed RCC.

- Stop #3 (Marina): This stop is located near the Marina Parkway/Street C intersection and near the various uses in the marina. This station will be within a quarter-mile walking distance of the high-density residential component of the Master Plan.
- Stop #4 (Street A): This stop is located along Street A and will serve the hotel, retail, and cultural uses on site. This stop would also provide access to Parcel H-18, which will have excess parking available for remote parking.

In the Urban Core area, the stops are focused on the major transit connection points and the most important commercial sites and high-density residential redevelopment areas. Beginning at the H Street Trolley Station, stops would be located at the redeveloped shopping mall along H Street at Fifth Avenue (Chula Vista Center), at the intersection of H Street and Third Avenue (primarily a transit hub), and in the downtown Chula Vista business district along Third Avenue near F Street. Two additional stops along F Street would primarily serve the proposed high-density residential areas and City Hall.

Two shuttle stops would serve the two Trolley stations at H Street and E Street. Both stations are slated for grade separation treatment and will be modified in the future. At that time stops could be located adjacent to the trolley tracks on H Street and F Street for an easy transition between grades for trolley passengers. In the interim, a stop could be located in the bus plaza adjacent to the station on H Street for westbound shuttles. Eastbound buses could turn onto Woodlawn Avenue to provide a stop inside the station and then re-route back to Woodlawn to H Street. A second option could provide a stop at the southwest corner of H Street and Woodlawn Avenue in order to reduce shuttle running time and eliminate the entering and exiting of the station in this very congested area.

When the E Street Station is modified, it will be relocated toward the south and will be approximately equidistant between E Street and F Street. At that time, shuttle stops would be located adjacent to the tracks on both sides of the street. A new pedestrian crossing could be provided adjacent to the tracks so that passengers boarding and alighting the eastbound shuttles could be provided a safe crossing of F Street to the station. F Street is planned to be redesigned to include one through lane in each direction with a center turn lane and bike lanes. A new refuge median could be installed in the crosswalk for trolley passengers transferring to and from the shuttle.

In the interim, westbound shuttles would enter the station from Woodlawn Avenue and utilize the bus plaza at the station. These shuttles would exit the station to Woodlawn where they would continue north to E Street and continue on E Street to the west. The intersection of E Street and Woodlawn Avenue is signalized. Eastbound shuttles could enter the station from E Street via the east station driveway and proceed to the bus plaza. Eastbound shuttles could then exit to Woodlawn Avenue and continue toward F Street to continue the route eastbound on F Street.

In addition to the Green Car Line, Gaylord will provide a private shuttle system to transport its employees between the H-18 parking structure and the H-3 parcel in the Harbor District.

3.4.7.2 Bayfront Bikeway Loop Alignment

In concert with planning efforts to provide a continuous bikeway system between National City and Imperial Beach as part of the San Diego Association of Governments (SANDAG) Bayshore Bikeway, the project proposes a bikeway loop connecting the Bayshore Bikeway with the various activity centers and elements of the Proposed Project. As part of the Proposed Project, a continuous Class I bike path, or Bayfront Loop, is



proposed. The Bayfront Loop would begin at the E Street/Bayshore Bikeway intersection, traverse through the Proposed Project development, and re-join the Bayshore Bikeway at Bay Boulevard south of L Street (see *Figure 3-17*). This Class I bike path is proposed along: the western edge of E Street in the Sweetwater and Harbor Districts within parcels S-1, S-2, and HP-1, along the south side of H Street east to Marina Parkway within parcels H-8 and H-9, along the west side of Marina Parkway south to J Street, along the south side of J Street east to Bay Boulevard within parcels HP-7 and HP-8, and along the west side of Street A and Street B in the Otay District southeast to Bay Boulevard. Due to ROW constraints within the transition from the Sweetwater to the Harbor districts, bicycle access along the E Street bridge would be provided within a 16-foot-wide multipurpose

access along the E Street bridge would be provided within a 16-foot-wide multipurpose trail that would be shared with pedestrians, and bicycle access along the portion of the E Street extension adjacent to H-1A (adjacent to the existing boatyard site) would be provided within a 10-foot wide buffer.

The proposed Bayfront Loop would be an off-street Class I bike path and have a paved width of approximately 12 feet, and would allow for two-way bicycle travel, with minimal crossings of vehicular roadways. The alignment of the path would be routed to serve the proposed RCC, new commercial harbor/marinas, and the commercial/residential areas. The specific alignment of the loop would be

determined at the time that the project and roadways are designed. The proposed Bayfront Loop is proposed to be constructed as the CVBMP roadway improvements are constructed. The Bayfront Bikeway Loop will also connect to downtown Chula Vista via Class II bike lanes along the new F Street to the existing F street overcrossing of I-5.

3.4.8 Construction Characteristics

Construction for the Proposed Project would occur over the next 24 years. Construction of Phase I projects would be incremental and could occur at any time in the first five years. Phases II, III, and IV projects would be constructed on a project-by-project basis. The nature and extent of additional environmental review, which may be required for Phase II, III, and IV projects, will be determined pursuant to State CEQA Guidelines Section 15168. As mentioned previously, the Proposed Project construction phasing schedule represents a best case scenario and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for and private financing of proposed development, lease negotiations, approvals for and demolition and/or relocation of existing uses, approvals for new uses, and other approvals. In general, construction would require excavation for footings, utilities, and below-grade ancillary spaces. Temporary site dewatering would be necessary during construction.

Remediation of contaminated soils and groundwater would be completed under the oversight of the RWQCB. Contaminated soils would be removed or treated on site and groundwater would be treated prior to discharge. See also *Section 4.12, Hazards and Hazardous Materials/Public Safety*, of this report.

Phase I site preparation would include the grading of the Proposed Project area, the construction of the major access roads, and sewer and water infrastructure. Grading in subsequent phases would be limited to modifying the rough grading that occurred during Phase I. While it is anticipated that the development of all four phases will take 24 years, it is anticipated that site preparation in any given phase would take one year or less to complete. After site preparation, it is anticipated that individual development/construction would take between approximately one and four years to complete.