

## 3.14 POPULATION, EMPLOYMENT, AND HOUSING

This section describes population, employment, and housing at the project site and whether implementation of the project would cause potentially adverse effects on population, employment, and housing.

The 2003 WTA PEIR for the expansion of ferry service in the Bay Area evaluated environmental impacts related to population, employment, and housing. As this is a project-level analysis that tiers from the 2003 WTA PEIR, this section evaluates the site-specific impacts related population, employment, and housing.

No comment letter related to population, employment, housing, were received in response to the December 17, 2004, Notice of Preparation (NOP) circulated for the project. The NOP and a summary of issues raised during the Public Scoping process are included in Appendix A of this EIR/EA.

### 3.14.1 ENVIRONMENTAL SETTING

#### ■ Population

Table 3.14-1 summarizes the current population within the City of South San Francisco and San Mateo County. Population growth is projected to grow approximately 15 percent by the year 2025 in both the City and San Mateo County from the current year 2005.

	South San Francisco		San Mateo County	
	2005	2025	2005	2025
Total Population	61,000	70,400	723,200	829,200
Total Jobs	42,170	54,070	336,460	469,740
Total Households	19,980	22,940	261,280	298,260

As described in Section 3.13 (Environmental Justice), the live-aboard population has grown since 2000. There are currently 60 live-aboard vessels at the marina, with an average of two residents per vessel. Therefore, the population living at the marina is estimated at 120 persons.

#### ■ Employment

The San Mateo County Harbor District (SMHD) operates the Oyster Point Marina Park (Marina). Approximately 12 employees support the Oyster Point Marina Park (Marina) in varying functions including the harbor master, the assistant harbor master, the lead maintenance specialist, the harbor patrol (8 employees), and an accounting technician.

Several businesses also operate within the Oyster Point Marina Park (Marina) under lease to the SMHD including the Inn at Oyster Point, Dominic's Restaurant and Banquet Facilities, Boat & Motor Mart & Yacht Broker, Oyster Point Yacht Club, and Oyster Point Bait & Tackle.

Genentech, one of the first biotech companies, is the largest employer in South San Francisco with a 120-acre campus located south of the project site that employs nearly 5,500 employees. United Parcel Service also has a large facility near Oyster Point Marina Park (Marina).

According to ABAG, total jobs are projected to grow approximately 28 percent by the year 2025 in the City and by approximately 40 percent in the County from the current year 2005. As discussed in Chapter 2 (Project Description), the City's General Plan assumes that total buildout in the area east of US 101 will grow from 12.82 million square feet in 2001 to 23.31 million square feet in 2020 due mainly to the increase in office and R&D development. Employment will increase by a factor of 2.4 from 21,654 in 2001 to 52,880 in 2020.

## ■ Housing

As described earlier, the Marina is comprised of approximately 60 live-aboard vessels. Currently, there are a total of 335 occupied berths in the Marina, which includes the 60 live-aboard vessels and other non-residential vessels. There are no other housing units at the project site or in its vicinity within the area east of US 101 and housing is neither planned nor permitted in this area. According to ABAG, total housing is projected to grow by approximately 15 percent in the City and by approximately 14 percent in the County from the current year 2005.

### 3.14.2 REGULATORY FRAMEWORK

The City's General Plan contains implementing policies regarding population, employment, and housing of which the applicable policies are discussed below.

General Plan Policy 3.5-I-3 calls for continued non-permitting of any residential uses in the area east of US 101.

General Plan Policy 3.5-I-13 calls for facilitation of waterfront enhancement and accessibility through establishment of uses that would bring people to the waterfront.

### 3.14.3 IMPACTS AND MITIGATION MEASURES

## ■ Methodology

Potential adverse effects related to population, employment and housing were evaluated by comparing the proposed project's direct and indirect contribution to the City's and County's overall projected population, employment, and housing growth forecasts.

## ■ Environmental Criteria

Based on environmental criteria developed by the WTA, and in accordance with the requirements of CEQA and NEPA and all applicable state and federal environmental laws, the project would have an adverse effect on the environment if it would do the following:

- Induce substantial population growth in the project site, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)

## ■ Impacts and Mitigation Measures Incorporated from 2003 WTA PEIR

The 2003 WTA PEIR (URS, 2003) included many impacts and mitigation measures that are either addressed in this document or are not applicable to this project. A table of impacts and mitigation measures from the PEIR is included as Appendix H of this document and includes a column showing how the PEIR impacts and MMs are applied to this project (i.e., *IR*—Incorporated by Reference, *AD*—Addressed in EIR, and *NA*—Not Applicable). For population and housing, no impacts were covered in the PEIR and are therefore not listed in Appendix H.

## ■ Impacts and Mitigation

Threshold	Would the project induce substantial population growth in the project site either directly or indirectly?
-----------	---

### **Impact 3.14-1      The project would not induce population growth to the project site either directly or indirectly.**

Construction and operation of the proposed ferry terminal would bring water transit service to the project area that does not currently exist. With implementation of the proposed ferry terminal, the SMHD does not anticipate an increase in the amount of live-aboard vessels resulting in a subsequent increase in population. The SMHD does not anticipate an increase in employees to support maintenance and/or operational functions of the proposed ferry terminal. Bus service to and from the proposed ferry terminal would be provided by local employer shuttle services and/or other transit providers. None of the businesses located within or adjacent to the project site would require relocation and/or displacement as a result of implementation of the proposed ferry terminal.

The proposed ferry terminal would be comprised of a passenger waiting area, a gangway ramp and float, a bus terminal, striping for 56 vehicles, and reconfigured circulation and access of the existing roads within the project site. As discussed above, the project would not directly introduce new housing that would directly result in population growth in the project site, the City or San Mateo County. Implementation of the ferry terminal and resulting new water transit services would not in and of itself require the expansion or construction of new infrastructure or public services that would result in indirect physical impacts. There could be an increase in population attributed to patrons of the water transit service and potential new jobs created by the establishment of new ferry services; however, population increases as a result of either of

these would not likely be significant relative to the number of people projected to move to the City and County as described in Table 2. Further, the majority of future employment growth in the City and County is projected for office and research and development and not for maritime or ferry operations, and thus future population growth would not increase just by improved ferry service. Also, new jobs created by the project would likely create new employment opportunities in the ferry industry. However, existing ferry operators are not significant employers in the context of overall employment in the region, or even in the City or at the project site. New positions that could be created with implementation of the project would include additional ferry operators, and on-board and landside support for operation, passenger assistance, ticketing, maintenance, etc. where employees would likely be people currently residing within the region; and any job opportunities that are created as a result of the proposed ferry terminal would be expected to occur incrementally.

**CEQA Conclusion:** The project's impact on direct or indirect population growth would be considered less than significant. No mitigation would be required.

### 3.14.4 REFERENCES

Association of Bay Area Governments. 2005. *Projections 2005*.

Dyett & Bhattia. 2003. *City of South San Francisco General Plan*. Prepared for City of South San Francisco, October 1999, as amended December 2003.

Johnson, Robert. 2005. E-mail communication from Harbormaster, San Mateo County Harbor District to EIP Associates, 21 September.

URS. 2003. *Final Program Environmental Impact Report—Expansion of Ferry Transit Service in the San Francisco Bay Area*, June.

## 3.15 PUBLIC SERVICES AND UTILITIES

This section describes public services and utilities at the Project site and whether implementation of the project would cause a substantial adverse effect on public services and utilities. Information is provided for police and fire protection services, water, and wastewater. Information provided in this section is based on the City's General Plan and on communications with local service providers and WTA.

The 2003 WTA PEIR for the expansion of ferry service in the Bay Area evaluated environmental impacts related to public services and utilities. As this is a project-level analysis that tiers from and incorporates the 2003 WTA PEIR, this section evaluates the site-specific environmental impacts related to police, protection, fire protection and emergency services, water, and wastewater services.

One comment letter related to public services and utilities was received in response to the December 17, 2004, Notice of Preparation (NOP) circulated for the project. This letter was received from Pacific Gas and Electric and was related to coordination of utility relocation with PG&E and cumulative impacts of the buildout on utilities. (Discussion of the project's cumulative impacts is presented in Chapter 4, Other CEQA Considerations.) The NOP and a summary of issues raised during the Public Scoping process are included in Appendix A of this EIR/EA.

### 3.15.1 ENVIRONMENTAL SETTING

#### ■ Police

Police services at the Project site are provided by the South San Francisco Police Department (SSFPD). The SSFPD includes the following divisions: Administration, Services, Records, Communications, Investigations, and Patrol. These divisions include special sections and units staffed by both civilians and sworn officers for a total of 42 civilian staff and 80 sworn officers employed by the SSFPD. The City's officer-to-population ratio is currently 1.4 officers per 1,000 population. The nearest SSFPD station is located at 33 Arroyo Drive, approximately 3.7 miles from the Project site.

The Administration division, under the direction of the Chief of Police, has the ultimate responsibility for management of the SSFPD and ensures policing needs in the community are being met. The Services division oversees administrative duties and personnel within the administrative support area of the SSFPD and also manages the production of the budget and grants. The Records division is responsible for processing, filing and distribution of all police reports to the district attorney, allied agencies, and the public. Records personnel also greet those who arrive at the station, respond to all non-emergency business calls, do fingerprinting, manage evidence, and ensure compliance with State and Federal mandates related to police operations and reporting. The Communications division employs dispatchers for police, fire, and medical emergencies. They also provide dispatch services during evening hours for the City of Colma Police Department. The Investigations division handles all investigation on major cases in South San Francisco and coordinates with allied agencies at the municipal, State, and Federal level.

The Patrol division operates under the direction of the Police Captain. The patrol division is responsible for the primary law enforcement activities in the City, and is the first to respond to all police-related emergencies. This division includes the Patrol Officers, Traffic Unit, K-9 Unit, Gang Officers, and the Police Reserves. The SSFPD typically works a four-beat system, with each beat staffed by a one-officer unit, and an additional six to nine officers consisting of traffic, K-9, training, float, and supervisory units for backup and overlap. The Marina Harbormaster acts as a reporting party to the SSFPD regarding suspicious activity at the Marina through use of a police radio. Aside from occasional cargo theft issues, the Marina does not currently experience any substantial security or safety issues.

## ■ Fire Protection and Emergency Services

Fire protection and emergency services at the Project site are the responsibility of the South San Francisco Fire Department (SSFFD). The introduction of a ferry terminal and increased usage by commuters, presents new fire and life safety risks to the people, vessels, and the Marina. The SSFFD is staffed by 85 employees organized into five divisions: Administration, Fire Prevention, Disaster Preparedness, Emergency Medical Services, and Operations. There are currently five fire stations, located throughout South San Francisco. The SSFFD has 3 fire engines, 2 quints, 2 ambulances, a breathing support unit mutual aid vehicle used by Northern San Mateo County, and a battalion truck. A quint, or quintuple combination pumper, functions as a hybrid of a fire engine and a fire truck, as the quint carries its own water and elevating ladders, and has more equipment than a fire truck.

The Administration Division is responsible for providing the vision, direction, and control of all divisions of the SSFFD through the use of strategic planning, resource identification and allocation, financial management, introduction of new technologies and cost recovery. The Fire Prevention Division is headed by the Fire Marshal and is responsible for the prevention of fires, hazardous materials incidents, or other situations that threaten health, the environment, or property. This Division also enforces the City's Municipal Code through public safety announcements regarding smoke detectors, fire safety demonstrations, adoption of local amendments to the Uniform Fire Code, construction plan checking, site inspection, and investigation of Municipal Code violations. The Disaster Preparedness Division is responsible for coordinating citizen, business, and City efforts to prepare and respond to manmade and natural disasters through the creation and support of community emergency response teams, provision of advanced training in disaster response and management, participation in county-wide disaster simulations, and writing disaster mitigation plans. The Emergency Medical Services Division is led by the Deputy Fire Chief and its daily operations are supervised by the Emergency Medical Services Coordinator. This division is responsible for the SSFFD's injury and illness prevention programs, through its offering of community classes in first-aid, CPR, child-car safety seat inspections, and senior fall prevention. This division also cares for the sick and injured in the event of a medical emergency. The Operations Division is responsible for response to emergency incidents including fires of all types, medical emergencies, natural disasters, and hazardous material incidents. Each fire station has at least one fire engine staffed by three firefighting personnel. Two of the fire engines also have a permanently fixed aerial ladder that can reach up to 75 feet. Two of the fire stations house fire rescue ambulances that are staffed by two firefighting paramedics.

Station #62 is the closest station to the Project site and is located within approximately 1.5 miles at 249 Harbor Way. Station #62 provides all first response services to the area east of US 101, and would also provide first response to any emergency at the Project site upon project completion. Station #62 has one quint with a 75-foot ladder and a 500-gallon carrying capacity, as well as a technical rescue trailer and utility. A second fire station, Station #61, is located at 201 Baden Avenue, approximately 1.8 miles from the Project site. There are eight fire hydrants at the Marina, including one on the mole. Estimated emergency response times from Stations #62 and #61 to the Project site are approximately 4 minutes.

For emergencies on the water, the SSFFD has jurisdiction over waters outside the marina but relies in part on the US Coast Guard (USCG) or aid from the San Francisco International Airport Fire Marshal (SFOFM). However, the airport is required to dedicate its resources to airport needs only as required by the Federal Aviation Administration (FAA). The USCG responds to emergency incidents in the San Francisco Bay and is stationed at Yerba Buena. The USCG response time to South San Francisco is approximately 15-30 minutes. However, assistance from the USCG is for support only and is not supposed to be and leaves the responsibility of firefighting and dewatering to local authorities.

The SSFFD currently has little effective means of accessing, or providing emergency services for the San Francisco Bay waters that outline the Marina. Some difficulties stated are delayed fire suppression due to lack of firefighting equipment, limited number of hydrants and extended fire response times. Although, the SFOFM houses a fleet of boats with varying sizes, stored on trailers, these boats can be launched in the event of a water-related emergency in the San Francisco Bay; however, airport-related water-based emergencies are given priority over other emergencies.

## ■ Water

The California Water Service Company-Bayshore District (CWSC) serves the portion of the City east of I-280, where the Project site is located. The CWSC's current contract entitles the City to 42.3 million gallons per day (MGD) annually, and an additional 1.4 MGD pumped from groundwater. Water use projections range from 5.9 MGD to 9.1 MGD and the CWSC has adequate supply to meet the City's highest projected demand.

## ■ Wastewater

The City's Public Works Department's Water Quality Control Division oversees operation of the South San Francisco/San Bruno Wastewater Treatment Plant, which provides sewage control, treatment, and disposal of wastewater generated in South San Francisco, San Bruno, and parts of Colma and Daly City. The plant, jointly operated by the cities of South San Francisco and San Bruno, handles an average daily flow of 13 MGD and up to 62 MGD during rain storms. The Sewer Maintenance Division of the Public Works Department maintains the sanitary sewer system. Sewage and wastewater generated at the Project site is collected through the existing sewer system and is disposed of and treated at the existing wastewater treatment plant.

## ■ Stormwater Drainage

Stormwater drainage at the Project site occurs through surface ditches and numerous underground catch basins. Stormwater drainage (non-sewage) is generally collected in the underground catch basins and then carried into the Bay.

### 3.15.2 REGULATORY FRAMEWORK

The City's General Plan contains implementing policies regarding public services and utilities of which the applicable policies are discussed below.

#### ■ Police

General Plan Policy 8.5-I-1 calls for the Police Department to provide rapid and timely response to all emergencies and maintain the capability to have minimum average response times. While there are no response time goals, the current average response time is under 5 minutes for all calls.

#### ■ Fire and Emergency Services

General Plan Policy 8.4-G-1 calls for minimization of the risk to life and property from fire hazards in the City, and Policy 8.4-G-2 calls for fire protection that is responsive to citizens' needs. The fire response goal is 3.5 to 4 minutes for engines and quints, and 4.5 minutes for medical or rescue vehicles.

#### ■ Water and Wastewater

General Plan Policies 5.3-I-1 and 5.3-I-2 call for the City to work with CWSC and WCWD to ensure coordinated capital improvements and to establish guidelines and standards for water conservation and actively promote the use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings, including conservation as it relates to any industrial or commercial construction. Industrial-related conservation measures are intended to help limit the demand for wastewater treatment plant capacity.

General Plan Policies 5.3-I-6 and 5.3-I-7 call for monitoring of industrial discharges to ensure that wastewater quality continues to meet various federal, State, and regional standards and to encourage new projects in East of 101 area (such as the Project site and vicinity) that are likely to generate large quantities of wastewater to lower treatment needs through recycling, pretreatment, or other means as necessary.

### 3.15.3 IMPACTS AND MITIGATION MEASURES

#### ■ Methodology

The assessment of whether the project would result in a significant adverse impact related to public services or utilities was determined by first evaluating whether for a given public service, additional resources would be required to serve the project at acceptable service standards, or if serving the project under current resources would reduce services to the existing public below accepted or current standards, and second, by evaluating whether construction of new facilities would result in potentially adverse effects.

#### ■ Environmental Criteria

Based on environmental criteria developed by the WTA, and in accordance with the requirements of CEQA and NEPA and all applicable state and federal environmental laws, the project would have an adverse effect on the environment if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including:
  - › Police protection?
  - › Fire protection?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

#### ■ Mitigation Measures Incorporated from 2003 WTA PEIR

The 2003 WTA PEIR does not discuss public services and utilities impacts. A project specific analysis of potential public services and utilities impacts and applicable mitigation measures, if any, is presented below.

## ■ Impacts and Mitigation

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?
-----------	---

**Impact 3.15-1**      **The project would not result in the alteration of existing police protection facilities or require the construction of new police protection facilities resulting from the SSFPD’s inability to maintain acceptable service ratios, response times, or other performance objectives.**

As described under “Environmental Setting,” the existing uses at the Marina are currently served by the SSFPD and the Harbormaster as its reporting party for all suspicious activities. The addition of the new ferry terminal would increase use of the Marina by patrons of the ferry service (approximately 936 ferry riders during both the a.m. and p.m. daily commute period) and would constitute a negligible increase in the City’s overall population and would not lead to a change in response times and/or requirement for construction of new facilities. With implementation of the project, police surveillance at the Project site would continue adequately with routine patrols and responses to calls for assistance and the Harbormaster would continue to act as a reporting party regarding suspicious activity at the Marina.

**CEQA Conclusion:** This impact on the police protection services would be less than significant. No mitigation is required.

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection or emergency services?
-----------	---

**Impact 3.15-2**      **The project would not result in the alteration of existing fire protection facilities or require the construction of new fire protection facilities resulting from the SSFFD’s inability to maintain acceptable service ratios, response times or other performance objectives.**

As described previously, fire protection and emergency services at the Project site are the responsibility of the SSFFD. With the addition of the new ferry terminal, the SSFFD would be expected to continue to meet their response time goals for both fire and medical response. The addition of ferry patrons at the Marina would not constitute a measurable increase in the City’s overall population and would therefore, not lead to a change in SSFFD’s overall response times, nor would the introduction of a ferry terminal require the construction of new facilities.

Due to the collaborate nature of emergency response, the SSFFD would typically not be the only agency responsible for emergency oversight for incidents that occur on the water. For example, the US Coast Guard (USCG) is charged with protecting the public and environment in the nation's ports and waterways, along the coast, on international waters, or in any maritime region as required to support national security. Therefore, as the USCG has a station on Yerba Buena (about 30 minutes from the City), it is anticipated that the USCG would provide assistance and support to the SSFFD during water-based emergencies. In addition, the deputy harbormaster is located on the mole in the middle of the Marina and is at the site from 6am to midnight everyday. It is likely that the deputy harbormaster would be the first point of contact for any emergency due to the Harbormaster office location on the mole. Thus, the harbormaster would likely act as the first response and would coordinate additional response to an emergency located within the Marina.

In addition to the various emergency responders that are available within and around the Marina, there is also existing infrastructure at the Marina to fight fires. Specifically, docks # 1-6 do have Fire Department Connections (FDC) that can be augmented with other sources of water but there are no FDC's on docks # 9-14. There drafting connections in the East Basin that could be used for fire flows allowing fire trucks to pump seawater for fire suppression. The SSFFD would be able to utilize this existing infrastructure to combat fires within the Marina.

In the event that there is a situation that occurs outside the breakwater of the Marina and the existing fire suppression capabilities at the Marina are not sufficient, existing protocol typically calls for the deputy harbormaster to coordinate with other regional fire departments to obtain fire suppression support. Within approximately eight miles of the Marina, there are fire protection services available from the San Francisco Airport Fire Department, Oakland Fire Department, Alameda Fire Department, and Alameda Sheriff Department Marina Patrol Unit. These departments could be utilized for fire suppression after the SSFFD first response if properly organized and prepared. However, without a coordinated response effort ensured, this impact would be potentially significant. Consequently, in order to coordinate proper response efforts to fire emergencies both in and around the Marina, the following mitigation measure would be required to ensure that an adequate emergency response plan would be in place in the event of a water-based emergency associated with the proposed ferry uses.

*MM 3.15-2            The WTA shall create an Emergency Response Plan for emergencies on the water. Specifically, the WTA shall collaborate with the SSFFD, U.S. Coast Guard, Harbormaster, and the SFO Fire Marshal to create an emergency response plan for implementation in the event a water-based emergency were to occur during construction and/or project operations. The Emergency Response Plan shall include, but not be limited to, the identification of appropriate agencies and their associated responsibilities during a water-based emergency; standard operational procedures to detail how their assigned responsibilities will be performed to support implementation of the plan; circumstances under which emergency authorities would become effective; arrangements for the provision of direction and control during an emergency; etc.*

**CEQA Conclusion:** After implementation of mitigation measure MM 3.15-2, the potential impact to emergency services would be reduced to a less-than-significant level because an adequate Emergency

Response Plan would ensure that effective coordination between responsible agencies would occur in the event of a water-based emergency.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
-----------	---

**Impact 3.15-3      The project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.**

With implementation of the project, anticipated water supply necessary for the maintenance and operation of the ferry vessels would be minimal, as the majority of maintenance would occur at an off-site ferry storage and maintenance facility. Increases in the demand for water supply would mainly be attributed to public drinking fountains or restroom facilities, which do not typically result in significant increases in water supply that subsequently would require expansion or construction of new water supply facilities. Furthermore, the existing water use projections for the City of 5.9 MGD to 9.1 MGD are substantially lower than the current entitlement of 42.3 MGD, and the anticipated incremental increase in water usage with the project would not be expected to exceed this entitlement.

With implementation of the project, the anticipated generation of wastewater associated with the maintenance and operation of the ferry vessels would be minimal, as the majority of the generated wastewater on the vessels would be collected and disposed of at an off-site ferry storage and maintenance facility. Increases in wastewater generation or treatment associated with the ferry terminal would mainly be attributed to public restrooms, which do not typically result in significant increases in wastewater generation such that expansion or construction of a new treatment facility would be required. The project would not require new or expanded water or wastewater facilities, resulting in substantial adverse impacts associated with the provision of new or expanded water or wastewater facilities.

**CEQA Conclusion:** This impact on water supply, water supply facilities, and wastewater treatment facilities would be less than significant. No mitigation is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
-----------	---

**Impact 3.15-4      The project would not result in the construction of new stormwater drainage facilities or expansion of existing facilities.**

As described under “Environmental Setting,” the Project site, which is composed of developed, impervious surfaces and underlain by a landfill cap, is drained through existing surface ditches and catch basins. With implementation of the project, the existing impervious surfaces would be repaved for the bus terminal and the parking lot; thus no new impervious surfaces would be constructed. The anticipated stormwater runoff would be collected in existing or improved drainages and released to either percolate or drain into the Bay

per existing drainage systems. Improvements to existing drainage facilities would be implemented through use of filtered drains or other measures to ensure that the discharge of stormwater drainage into the Bay would not lead to degradation of water quality (see Section 3.2 [Water Resources] for a discussion of hydrology and water quality impacts). The project would not require construction of new or expanded stormwater drainage facilities.

**CEQA Conclusion:** This impact on stormwater drainage and stormwater drainage facilities would be less than significant. No mitigation is required.

### 3.15.4 REFERENCES

California Water Service Company. 2005. Locate Cal Water Service Areas. Website: <http://www.calwater.com/Locate.html>. Accessed 26 September 2005.

Dennin, Dick. 2005. Telephone communication with Deputy Fire Chief, City of South San Francisco Fire Department, 23 August.

Dyett & Bhatia. 2003. *City of South San Francisco General Plan*, Prepared for City of South San Francisco, October 1999, as amended December 2003.

Normandy, Allan. 2005. Telephone communication with Sergeant, Planning Liaison, City of South San Francisco Police Department, 23 August.

Sindzinski, John. 2005. Personal communication with the Manager Planning and Development, San Francisco Bay Area Water Transit Authority, 11 August.

URS. 2003. *Final Program Environmental Impact Report—Expansion of Ferry Transit Service in the San Francisco Bay Area*, June.