

## 1 **3.12 Population and Housing**

### 2 **3.12.1 Existing Conditions**

#### 3 **3.12.1.1 Regulatory Setting**

4 This section summarizes regulations that apply to population and housing.

##### 5 **Federal**

6 There are no federal regulations related to population and housing.

##### 7 **State**

8 Under CEQA, a project's likelihood to induce growth beyond planned levels must be taken into  
9 consideration. There are no other state regulations related to population and housing.

##### 10 **Local**

11 The two traction power substations included in the Proposed Project would be located outside of  
12 the Caltrain right-of-way (ROW) in South San Francisco and San Jose; all other traction power  
13 facilities would be located in the Caltrain ROW. There may some land acquisition for several  
14 overhead contact system (OCS) pole locations or alignments, and electrical safety easements will  
15 need to be acquired in various areas along the ROW that are occupied by residential, commercial,  
16 and industrial development. However, the Proposed Project would not displace any housing and  
17 would not directly or indirectly induce population or housing growth. Therefore, there are no  
18 relevant local policies that would apply to the Proposed Project. Land use impacts are discussed  
19 separately in Section 3.10, *Land Use and Recreation*.

#### 20 **3.12.1.2 Environmental Setting**

21 For purposes of this population and housing analysis, the project area is defined as the three  
22 counties that contain the Proposed Project: San Francisco County, San Mateo County, and Santa  
23 Clara County. The Proposed Project would be located mostly within the Caltrain ROW. Commercial,  
24 industrial, open space, and residential land uses are directly adjacent to the project alignment. Land  
25 uses adjacent to the proposed traction power facilities are primarily industrial.

##### 26 **Population**

27 Table 3.12.1 presents existing (2010) and projected future (2040) population numbers. Santa Clara  
28 County is expected the experience a 35 percent increase in population from 2010 to 2040. San  
29 Francisco County and San Mateo County are projected to experience 34 percent and 25 percent  
30 increases in population by 2040, respectively.

##### 31 **Housing**

32 Table 3.12-1 provides existing (2010) and projected future (2040) housing unit numbers. Consistent  
33 with the expectations for population growth, the greatest increase in occupied housing units is

1 expected to occur in Santa Clara County (approximately 36 percent). Santa Clara County possesses  
 2 the largest amount of available space for housing development of the three counties where the  
 3 Proposed Project would be located. San Francisco County and San Mateo County are projected to  
 4 experience approximately 29 percent and 23 percent increases in occupied housing units by 2040,  
 5 respectively.

6 **Employment**

7 Table 3.12-1 provides existing (2010) and projected future (2040) employment numbers. The  
 8 greatest increase in employment between 2010 and 2040 is also anticipated to occur in Santa Clara  
 9 County, with an approximate increase of 40 percent in total jobs. San Francisco County and San  
 10 Mateo County are both projected to experience an approximately 34 percent increase in total jobs  
 11 by 2040.

12 **3.12.2 Impact Analysis**

13 **3.12.2.1 Methods for Analysis**

14 Demographic characteristics of the Caltrain corridor were derived from the 2010 U.S. Census  
 15 (Metropolitan Transportation Commission and the Association of Bay Area Governments 2010) and  
 16 the *ABAG Projections 2013: Forecasts for the San Francisco Bay Area to the Year 2040*.

17 **3.12.2.2 Thresholds of Significance**

18 In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would be  
 19 considered to have a significant effect if it would result in any of the conditions listed below.

- 20 • Induce substantial population growth in an area, either directly (e.g., by proposing new homes  
 21 and businesses) or indirectly (e.g., through extension of roads or other infrastructure).
- 22 • Displace a substantial number of existing housing units, necessitating the construction of  
 23 replacement housing elsewhere.
- 24 • Displace a substantial number of people, necessitating the construction of replacement housing  
 25 elsewhere.

26 **3.12.2.3 Impacts and Mitigation Measures**

|                        |   |
|------------------------|---|
| <b>Impact POP-1</b>    | Induce substantial population growth, either directly or indirectly |
| <b>Level of Impact</b> | Less than Significant   |

28 **Construction**

29 Proposed Project improvements would be constructed primarily within the existing, active  
 30 commuter and freight rail corridor. The Proposed Project would temporarily increase employment  
 31 along the San Francisco Peninsula during the 4 years of construction. Construction would likely  
 32 draw on both local and non-local labor. Given the widespread population base in the Bay Area and  
 33 access via transit and roadways, this temporary employment increase is not expected to result in a  
 34 substantial amount of population growth.

**Table 3.12-1. 2010–2040 Population, Housing and Employment Growth in the Counties of the Caltrain Corridor**

| Area                 | Total Population |           |                 |        | Occupied Housing Units |         |                 |         | Employment (Total Jobs) |           |                 |         |
|----------------------|------------------|-----------|-----------------|--------|------------------------|---------|-----------------|---------|-------------------------|-----------|-----------------|---------|
|                      | 2010             | 2040      | Absolute Change | % Diff | 2010                   | 2040    | Absolute Change | % Diff. | 2010                    | 2040      | Absolute Change | % Diff. |
| San Francisco County | 805,235          | 1,076,305 | 271,070         | 34     | 345,811                | 447,248 | 101,437         | 29      | 568,730                 | 760,230   | 191,500         | 34      |
| San Mateo County     | 718,451          | 899,169   | 180,718         | 25     | 257,837                | 316,868 | 59,031          | 23      | 346,320                 | 462,870   | 116,550         | 34      |
| Santa Clara County   | 1,781,642        | 2,411,704 | 630,062         | 35     | 604,204                | 819,607 | 215,403         | 36      | 906,270                 | 1,263,834 | 357,564         | 40      |

Sources: Metropolitan Transportation Commission and the Association of Bay Area Governments 2010; Appendix I (for 2040 estimates)

1 **Operation**

2 Electrified service would not be extended into new or presently underserved areas.

3 As described in Section 3.12.1.2, *Environmental Setting*, population, housing, and employment  
4 growth is expected in San Francisco, San Mateo, and Santa Clara Counties through 2040. Although  
5 the Caltrain corridor experiences various growth pressures, the proposed improvements would  
6 have limited to no effect on regional growth and growth is anticipated with or without the Proposed  
7 Project. The Proposed Project would increase service and ridership on the Caltrain system.  
8 However, this increased service would not materially increase the overall growth pressure in the  
9 communities served by Caltrain because Caltrain presently serves only developed areas and the  
10 Proposed Project would not provide new access to undeveloped areas.

11 The project area is fully urbanized; hence, while the improvements in service are expected to  
12 increase Caltrain ridership, these improvements are not expected to produce significant changes in  
13 population or housing distribution. By reducing train operating noise and improving air quality,  
14 electrification would improve the environment for development, including more intensive housing  
15 development, around Caltrain stations; see Section 3.10, *Land Use and Recreation*, for a discussion of  
16 development opportunities near Caltrain stations.

17 The Proposed Project would not induce substantial population growth either directly or indirectly;  
18 therefore, the impact would be less than significant.

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|                        |  |
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| <b>Impact POP-2</b>    | Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere |
| <b>Level of Impact</b> | No Impact  |

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20 **Construction and Operation**

21 Construction of the Proposed Project would occur mostly within the existing Caltrain ROW.  
22 Approximately 1 acre of additional ROW would be required for the two proposed traction power  
23 substations—one in South San Francisco and one in San Jose. Any ROW acquired would be in areas  
24 with transportation, commercial/office, or industrial zoning or uses, and ROW acquisition would not  
25 require displacement of residents. ROW acquired for any OCS poles or OCS alignments is expected to  
26 be limited and would not result in any residential displacements. The electrical safety zone would be  
27 acquired in some residential areas but is not expected to require displacement of any residences.  
28 Some properties may have a slight reduction in the buildable footprint when the electrical safety  
29 zone extends onto residential property; however, given that the structural buffer zone would extend  
30 only 6 feet from the OCS alignment (the OCS alignment would in nearly all instances be on the  
31 Caltrain ROW), the amount of land where residential uses could not be constructed is expected to be  
32 limited to none. In most cases, residences do not build to the absolute property line.

33 The Proposed Project would not displace any existing housing units, necessitating the construction  
34 of replacement housing elsewhere; therefore no impacts are expected to result and no mitigation is  
35 required. Section 3.10, *Land Use and Recreation*, discusses the effects of the Proposed Project on  
36 neighborhoods and communities.

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|------------------------|--|
| <b>Impact POP-3</b>    | Displace a substantial number of people, necessitating the construction of replacement housing elsewhere |
| <b>Level of Impact</b> | No Impact  |

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1     **Construction and Operation**

2     As discussed under Impact POP-2, no persons would be displaced; therefore, the Proposed Project  
 3     would not necessitate the construction of replacement housing elsewhere. There would be no  
 4     impact.

