

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 (TPS) included in the Proposed Project would be located
12 outside of the Caltrain right-of-way (ROW) in South San Francisco (except for TPS1, Option 4 and
13 TPS 2, Option 3, both which are located within the Caltrain ROW) and San Jose; all other traction
14 power facilities would be located in the Caltrain ROW. There may some land acquisition for several
15 overhead contact system (OCS) pole locations or alignments, and electrical safety easements will
16 need to be acquired in various areas along the ROW that are occupied by residential, commercial,
17 and industrial development. However, the Proposed Project would not displace any housing and
18 would not directly or indirectly induce population or housing growth. Therefore, there are no
19 relevant local policies that would apply to the Proposed Project. Land use impacts are discussed
20 separately in Section 3.10, *Land Use and Recreation*.

21 **3.12.1.2 Environmental Setting**

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

27 **Population**

28 Table 3.12-1 presents existing (2010) and projected future (2040) population numbers. Santa Clara
29 County is expected the experience a 35 percent increase in population from 2010 to 2040. San
30 Francisco County and San Mateo County are projected to experience 34 percent and 25 percent
31 increases in population by 2040, respectively.

1 **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)

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1 **Housing**

2 Table 3.12-1 provides existing (2010) and projected future (2040) housing unit numbers. Consistent
3 with the expectations for population growth, the greatest increase in occupied housing units is
4 expected to occur in Santa Clara County (approximately 36 percent). Santa Clara County possesses
5 the largest amount of available space for housing development of the three counties where the
6 Proposed Project would be located. San Francisco County and San Mateo County are projected to
7 experience approximately 29 percent and 23 percent increases in occupied housing units by 2040,
8 respectively.

9 **Employment**

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

15 **3.12.2 Impact Analysis**

16 **3.12.2.1 Methods for Analysis**

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

20 **3.12.2.2 Thresholds of Significance**

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

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

29 **3.12.2.3 Impacts and Mitigation Measures**

30 None of the Project Variants described in Chapter 2, *Project Description*, would result in any changes
31 to the impact analyses presented below because they would not change population or housing
32 conditions.

Impact POP-1	Induce substantial population growth, either directly or indirectly
Level of Impact	Less than Significant

1 **Construction**

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

8 **Operation**

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

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

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

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

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

26 **Construction and Operation**

27 Construction of the Proposed Project would occur mostly within the existing Caltrain ROW.
 28 Approximately 1 acre of additional ROW would be required for the two proposed traction power
 29 substations—one in South San Francisco and one in San Jose. Any ROW acquired would be in areas
 30 with transportation, commercial/office, or industrial zoning or uses, and ROW acquisition would not
 31 require displacement of residents. ROW acquired for any OCS poles or OCS alignments is expected to
 32 be limited and would not result in any residential displacements. The electrical safety zone would be
 33 acquired in some residential areas but is not expected to require displacement of any residences.
 34 Some properties may have a slight reduction in the buildable footprint when the electrical safety
 35 zone extends onto residential property; however, given that the structural buffer zone would extend

1 only 6 feet from the OCS alignment (the OCS alignment would in nearly all instances be on the
2 Caltrain ROW), the amount of land where residential uses could not be constructed is expected to be
3 limited to none. In most cases, residences do not build to the absolute property line.

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

Impact POP-3	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere
Level of Impact	No Impact

8 **Construction and Operation**

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

