3.12 Population and Housing

3.12.1 Existing Conditions

3.12.1.1 Regulatory Setting

This section summarizes regulations that apply to population and housing.

Federal

There are no federal regulations related to population and housing.

State

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

Local

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

3.12.1.2 Environmental Setting

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

Population

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

Housing

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

Employment

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

3.12.2 Impact Analysis

3.12.2.1 Methods for Analysis

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

3.12.2.2 Thresholds of Significance

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

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

3.12.2.3 Impacts and Mitigation Measures

<table>
<thead>
<tr>
<th>Impact POP-1</th>
<th>Level of Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Induce substantial population growth, either directly or indirectly</td>
<td>Less than Significant</td>
</tr>
</tbody>
</table>

Construction

Proposed Project improvements would be constructed primarily within the existing, active
commuter and freight rail corridor. The Proposed Project would temporarily increase employment
along the San Francisco Peninsula during the 4 years of construction. Construction would likely
draw on both local and non-local labor. Given the widespread population base in the Bay Area and
access via transit and roadways, this temporary employment increase is not expected to result in a
substantial amount of population growth.
### Table 3.12-1. 2010–2040 Population, Housing and Employment Growth in the Counties of the Caltrain Corridor

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Occupied Housing Units</th>
<th>Employment (Total Jobs)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>2040</td>
<td>Absolute Change</td>
</tr>
<tr>
<td>San Francisco County</td>
<td>805,235</td>
<td>1,076,305</td>
<td>271,070</td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>1,781,642</td>
<td>2,411,704</td>
<td>630,062</td>
</tr>
</tbody>
</table>

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

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

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

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

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

<table>
<thead>
<tr>
<th>Impact POP-2</th>
<th>Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Impact</td>
<td>No Impact</td>
</tr>
</tbody>
</table>

Construction and Operation

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

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

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

<table>
<thead>
<tr>
<th>Impact POP-3</th>
<th>Displace a substantial number of people, necessitating the construction of replacement housing elsewhere</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Impact</td>
<td>No Impact</td>
</tr>
</tbody>
</table>