
3.16 POPULATION AND HOUSING

Introduction

This section provides background information on existing and projected population, housing, and employment characteristics for the City of San Jose and Santa Clara County. For this discussion, an analysis of forecasted San Jose population, housing, and employment data is presented to focus on the projected growth anticipated by the City of San Jose 2020 General Plan. Consequently, this section examines whether or not the proposed project would cause increased population and housing demand near the Corridor, or if the project would facilitate anticipated growth near the Corridor (for a discussion of the potential growth-inducing impacts of the project, see also Section 4, Other CEQA Considerations). Typically, a population and housing assessment examines whether a proposed project would:

- result in substantial population growth in an area, directly or indirectly;
- result in substantial displacement of existing housing; and
- displace substantial numbers of people.

While changes in population and housing demand are important to understanding the effects of a project, CEQA distinguishes between socio-economic effects and physical environmental effects. Changes to the demographics of an area from a housing or employment project (such as increased population or employment) are not, in and of themselves, considered physical environmental impacts under CEQA. However, population and employment changes may indirectly cause environmental impacts such as impacts resulting from extension of infrastructure or public services. The demographic changes within the City and the County are presented in this section in order to provide background information for the EIR reviewer.

Existing Conditions

Population

Table 3.16-1 shows the projected population for the City of San Jose and Santa Clara County from 2005 to 2030. According to the Association of Bay Area Governments (ABAG), Santa Clara County had a population of approximately 1,763,000 in 2005. Population in 2005 within the City of San Jose was approximately 943,300. ABAG projects that between 2005 to 2030, Santa Clara County's population will increase by approximately 29 percent, and the City of San Jose's population will increase by approximately 36 percent. These forecasts suggest that growth rate in the City of San Jose would be greater than Santa Clara County. This more aggressive growth rate reflects efforts that the City has made in recent years to shift focus from suburban sprawl to a more centralized urban core through revitalization its Downtown by planning and constructing new housing near the County's new

and expanding light rail and transit systems.¹ New household and population growth within San Jose is anticipated because of proposed and approved developments, including those in the vicinity of the Corridor.

**Table 3.16-1
City of San Jose and Santa Clara County
Existing and Future Population (2005-2030)**

Population	2005	Future Growth		Change in Growth		
		2010	2030	2005-2010	2010-2030	2005-2030
City of San Jose	943,300	1,005,300	1,282,700	62,000 (6.6%)	277,400 (27.6%)	339,400 (36.0%)
Santa Clara County	1,763,000	1,867,500	2,279,100	104,500 (5.9%)	411,600 (22.0%)	516,100 (29.3%)

Source: Association of Bay Area Governments, *Projections 2007*, December 2006.

Housing

As shown on Table 3.16-2, the number of households in 2005 in Santa Clara County was approximately 595,700, and the number of households in the City of San Jose was approximately 293,930. ABAG forecasts that between 2005 and 2030, Santa Clara County's total number of households will increase by approximately 29 percent, and the City of San Jose's households will increase by approximately 37 percent. These household forecasts are consistent with projected population growth for the City and the County.

**Table 3.16-2
City of San Jose and Santa Clara County
Existing and Future Households (2005-2030)**

Households	2005	Future Growth		Change in Growth		
		2010	2030	2005-2010	2010-2030	2005-2030
City of San Jose	293,930	312,560	402,160	18,360 (6.3%)	89,600 (28.7%)	108,230 (36.8%)
Santa Clara County	595,700	628,870	769,750	33,170 (5.6%)	174,050 (27.7%)	174,050 (29.2%)

Source: Association of Bay Area Governments, *Projections 2007*, December 2006.

According to the Population and Housing Growth Analysis prepared by the City of San Jose, the number of new housing units within San Jose increased by 26,441 units between 2000 and 2007.² Of that amount, the Central planning area, which includes the western portion of the Corridor along Santa

¹ Association of Bay Area Governments, *Projections 2007*, December 2006, p. 174.

² Joseph Horwedel, City of San Jose Department of Planning, Building, and Code Enforcement, Population and Housing Growth Analysis, Memorandum to Honorable Mayor and City Council, May 25, 2007.

Clara Street, grew by 6,796 new units and accounted for about 26 percent of the City’s new housing units, the largest increase of any planning area within the City. The Alum Rock planning area, which includes the eastern portion of the Corridor, grew by 1,901 new units, or approximately seven percent of housing supply growth in the City. The growth in housing units within the Central planning area is due to revitalization and new higher-density, transit-oriented infill development. This growth also suggests that housing within San Jose is occurring in more central, urbanized locations, as opposed to historically more remote, suburban areas.

Employment

Table 3.16-3 shows the City of San Jose’s existing and future employment by industry. Employment industries have been divided into the following categories: agriculture and natural resources; manufacturing, wholesale and transportation; retail; financial and professional service; and other jobs. The “other” category includes construction, information, and government jobs.

	2005	Future Growth		Change in Growth		
		2010	2030	2005-2010	2010-2030	2005-2030
Employed Residents	402,290	486,030	711,920	83,740 (20.8%)	225,890 (46.5%)	309,630 (77.0%)
Total Jobs	363,380	405,170	592,110	41,790 (11.5%)	186,940 (46.1%)	228,730 (62.9%)
Agriculture and Natural Resources	1,260	1,290	1,320	30 (2.4%)	30 (2.3%)	60 (4.8%)
Manufacturing, Wholesale and Transportation	103,540	108,780	133,770	5,240 (5.1%)	24,990 (23.0%)	30,230 (29.2%)
Retail	38,550	42,080	59,340	3,530 (9.2%)	17,260 (41.0%)	20,790 (53.9%)
Financial and Professional Service	65,920	75,110	115,090	9,190 (13.9%)	39,980 (53.2%)	49,170 (74.6%)
Health, Educational and Recreational Service	104,020	119,620	188,340	15,600 (15.0%)	68,720 (57.4%)	84,320 (81.1%)
Other ^a	50,090	58,290	94,250	8,200 (16.4%)	35,960 (61.7%)	44,160 (88.2%)

Source: Association of Bay Area Governments, *Projections 2007*, December 2006.

Notes: Employment data shown for the City of San Jose includes the City’s sphere of influence.

a. Includes Construction, information, and government jobs.

According to ABAG, the total number of jobs in the City of San Jose is forecast to increase by about 63 percent by 2030 over the total jobs in 2005. The largest increase will occur for health, educational, and recreational service jobs, which are expected to increase by approximately 84,320 jobs over the

existing 104,020 jobs, an increase of approximately 81 percent. The largest proportional increase will occur for other jobs, which include construction, information, and government jobs with a growth of approximately 44,160 jobs over the existing 50,090 jobs. This represents an increase of approximately 88 percent by 2030. Also, financial and professional service jobs are expected to increase by approximately 49,170 jobs over the existing 65,920 jobs, or approximately 75 percent by 2030. Large employment growth in these industries suggests that services provided by these industries are necessary to support projected population and housing growth for the City of San Jose. These new employees who reside in other areas may seek residence in San Jose because of proximity to jobs and increased supply of infill housing.

Regulatory Setting

Relocation Assistance. The California Government Code requires that relocation assistance be provided to any person, business, or farm operation displaced because of the acquisition of real property by a public entity for public use (Chapter 16, Section 7260 et seq.). In addition, comparable replacement properties must be available or provided for each displaced person within a reasonable period of time prior to displacement.

San Jose 2020 General Plan. The San Jose 2020 General Plan (City of San Jose 1994) includes the following policies that are relevant to the proposed project:

- Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the light rail transit stations and along bus transit routes are preferable for higher density housing.
- New commercial development should be located near existing centers of employment or population or in close proximity to transit facilities.
- The City should encourage the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers.

As discussed in Section 3.13, Land Use, the San Jose General Plan designates the Santa Clara-Alum Rock Corridor an Intensification Corridor. Intensification Corridors are considered by the City as generally suitable for higher residential densities, more intensive non-residential uses, and mixed uses. Such corridors are centered along existing or planned LRT lines or major bus routes. These boundaries are not precisely defined, but are generally intended to include properties within about 500 feet of the right-of-way of the Corridor's central transportation facility.

VTA Relocation Policy. The Santa Clara Valley Transportation Authority (VTA) has established a relocation policy based on the Uniform Relocation Assistance and Real Property Acquisition Policies Act. All properties that are acquired as a result of a VTA project will be appraised and VTA will pay fair market price for the property and title fees associated with the closing of the sale. If partial acquisition is required, VTA will pay for that portion of the property as well as any loss in value to the remaining property.

Occupants who are displaced from their businesses or residences as a result of a VTA project will receive at least 90 days written notice of the date by which they are required to move. Relocation advisory services will be provided by VTA. Replacement housing payments are determined by length of occupancy at the residence being acquired. Replacement housing must be decent, safe, and sanitary, meeting all of the minimum federal regulations and applicable housing and occupancy codes. Relocated business owners may also be entitled to payments for business reestablishment costs and moving costs.

Impact Assessment and Mitigation Measures

Approach and Methodology

The evaluation of impacts on population and housing with respect to the proposed project was based on a qualitative analysis that includes an evaluation of compatibility and consistency of the proposed project with applicable plans, programs, and policies. Potential displacements resulting from implementation of the proposed project were estimated based on existing right-of-way drawings from DMJM Harris (2008).

Standards of Significance

The proposed project may result in a significant impact on population and housing if the proposed project would:

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

Consistency with applicable regional plans and policies is discussed in detail in Section 3.13, Land Use. Consequently, this section includes no corresponding discussion.

Environmental Analysis

In order to determine population and housing impacts due to construction and operation of the proposed project, a level of significance is determined and reported in the impact statement. Conclusions of significance are defined as follows: significant (S), potentially significant (PS), less than significant (LTS), no impact (NI), and beneficial (B). If the mitigation measures would not diminish potentially significant or significant impacts to a less-than-significant level, the impacts are classified as “significant and unavoidable (SU).” For this section, PH refers to Population and Housing.

For the purposes of this analysis, the proposed project includes the implementation of BRT and Single Car LRT in the Santa Clara-Alum Rock Corridor in two phases. Phase 1 includes the implementation

of BRT service and Phase 2 includes the implementation of Single Car LRT service. Potential population and housing impacts associated with Phase 1 and Phase 2 of the proposed project, including project options, would be largely similar. Therefore, the analyses for the two project phases are discussed together. Areas in which the effects of the two phases differ are detailed within the discussion of each significance threshold.

Potential impacts associated with the extension of transit services in the Capitol Expressway Corridor were analyzed in the Capitol Expressway Light Rail Final Supplemental Environmental Impact Report (FSEIR) dated January 2007, which is incorporated herein by reference. Potential impacts of the proposed project not analyzed in the Capitol Expressway Light Rail FSEIR are described below, as necessary.

PH-1. The proposed project would not directly or indirectly induce substantial growth in the Corridor that is not in accordance with existing community or city plans. (B)

As described above, the *San Jose General Plan 2020* designates the Santa Clara-Alum Rock Corridor as an Intensification Corridor and notes that Intensification Corridors are key to achieving planning objectives, including vigorous economic growth. The implementation of the proposed project would improve public transit service along the Santa Clara-Alum Rock Corridor and would help to accommodate the public transit needs associated with planned and projected growth in the study area. Therefore, the proposed project would play an important role in the accommodation of projected growth in the study area and the City of San Jose, according to the growth goals of the General Plan, rather than result in direct or indirect inducement of unplanned growth.

Implementation of the proposed project would not result in an unanticipated gain or loss of population in the Corridor, but would help to accommodate projected growth the Corridor. No direct or indirect inducement of unplanned growth would occur. Therefore, the proposed project would have a beneficial impact with respect to planned growth. Refer to Section 4, Other CEQA Considerations, for a more detailed discussion of the potential for growth inducement associated with the proposed project.

PH-2. Implementation of the proposed project would not result in the displacement of housing in the Corridor. However, the proposed project would result in displacement of existing businesses. (PS)

Most of the alignment for the proposed project would be placed within the rights-of-way of existing roadways; however, implementation of the proposed project would require the acquisition of property in the Corridor. The proposed project would require the acquisition of all or a portion of up to 24 commercial properties located adjacent to the Santa Clara-Alum Rock Corridor as well as a portion of up to six residential properties; however, no housing would be displaced. Table 3.16-4 includes a summary of right-of-way requirements for the proposed project.

Two types of potential acquisitions would occur in order to implement the proposed project—full parcel acquisitions and partial acquisitions. Full parcel acquisitions would occur for parcels on which physical encroachment occurs onto existing business structures, or removal of a substantial portion of the available customer or employee parking would occur, such that business operations would be substantially affected. In addition, full parcel acquisitions would occur when most of a vacant parcel would be acquired, leaving the remaining property uneconomical for future development. Acquisitions involving a substantial portion of a property may result in the displacement of businesses. Partial acquisitions, where only part of a site is needed, would not result in displacements, where the building occupying the site would not be affected, or where the remaining area of the parcel is sufficient for the residence or business to continue and the remaining area is a legal conforming property.

Implementation of the proposed project would not require the full acquisition of any residential properties; no housing units would be demolished or relocated. Implementation of the proposed project would require the full acquisition of one commercial property located near the intersection of Alum Rock Avenue and King Road. The partial acquisition of 23 commercial properties and three residential properties would also be required. The partial acquisition of up to three additional residential properties and two partial acquisitions from the Calvary Cemetery would be required for BRT Station Option 2.

In addition to the above-described parcels, partial acquisition of one commercial property along Almaden Boulevard would be required with the implementation of Phase 2, Single Car LRT. However, the property along Almaden Boulevard would not be required under LRT Alignment Option 1.

The anticipated acquisitions associated with the proposed project could result in a potentially significant impact related to the displacement of business properties; however, the number of properties needed along the four-mile corridor is moderate, and all properties would be acquired at fair market value. Relocation assistance would be provided where applicable, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. Implementation of Mitigation Measures PH-3.1 and PH-3.2 would minimize potentially significant impacts associated with the anticipated acquisitions by ensuring that businesses and residents are adequately compensated and, where necessary, assisted in maintaining their economic viability.

**Table 3.16-4
Right-of-Way Requirements**

APN	Address	Current Land Use	Square Feet	Partial or Full	Relocation
259-39-115 ^a	99 Almaden Boulevard	Commercial	1,390 ^a	Partial	No
481-12-001 ^b	1655 Alum Rock Avenue	Commercial	TBD	Partial	No
481-12-066 ^b	1657 Alum Rock Avenue	Commercial	TBD	Partial	No

**Table 3.16-4
Right-of-Way Requirements**

APN	Address	Current Land Use	Square Feet	Partial or Full	Relocation
481-12-070	1661 Alum Rock Avenue	Commercial	20	Partial	No
481-12-069	1663 Alum Rock Avenue	Commercial	55	Partial	No
481-12-063	1665 Alum Rock Avenue	Commercial	455	Partial	No
481-12-062	1675 Alum Rock Avenue	Commercial	480	Partial	No
481-12-106	1695 Alum Rock Avenue	Commercial	37,175	Full	Yes
481-63-001	12 Castlecrest Drive	Residential	1,330	Partial	No
481-63-002	10 Castlecrest Drive	Commercial	1,330	Partial	No
481-07-030	1991 Alum Rock Avenue	Commercial	1,370	Partial	No
481-07-025	2003 Alum Rock Avenue	Commercial	12,125	Partial	No
481-07-023	2021 Alum Rock Avenue	Commercial	490	Partial	No
481-07-021	2029 Alum Rock Avenue	Commercial	970	Partial	No
481-07-020	2055 Alum Rock Avenue	Commercial	425	Partial	No
481-22-072	2254 Alum Rock Avenue	Residential	2,185	Partial	No
481-22-054	2274 Alum Rock Avenue	Commercial	615	Partial	No
481-22-049	2284 Alum Rock Avenue	Commercial	1,595	Partial	No
481-06-020	2259 Alum Rock Avenue	Commercial	130	Partial	No
481-06-019	2265 Alum Rock Avenue	Commercial	TBD	Partial	No
481-06-024	2277 Alum Rock Avenue	Commercial	2,760	Partial	No
484-41-151	2300 Alum Rock Avenue	Commercial	1,575	Partial	No
484-41-132	2352 Alum Rock Avenue	Commercial	225	Partial	No
484-01-026	2 North Jackson Avenue	Commercial	2,510	Partial	No
484-01-039	2345 Alum Rock Avenue	Residential	1,145	Partial	No
484-03-076 ^c	91 Monte Verano Court	Residential	TBD	Partial	No
484-03-077 ^c	2555 Alum Rock Avenue	Residential	TBD	Partial	No
484-03-044 ^c	2591 Alum Rock Avenue	TBD	TBD	Partial	No
484-03-028 ^c	81 Alexander Court	Cemetery	TBD	Partial	No
484-03-029 ^c	73 Alexander Court	Cemetery	TBD	Partial	No

Source: DMJM Harris 2007

Notes:

- a. Not Required for BRT or Single Car LRT Alignment Option 1.
- b. Single Car LRT only.
- c. BRT Station Option 2 only.

TBD = To Be Determined

MITIGATION MEASURE. The following mitigation measures would reduce the property-related impacts to a less-than-significant level. (LTS)

PH-2.1 VTA shall comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, and shall implement the project in

conformance with all applicable regulations. VTA shall purchase properties at fair market value and shall provide relocation assistance and or compensation to residents and business owners.

PH-2.2 VTA shall continue to conduct a ~~community~~ community information and outreach program throughout the environmental, design, and construction phases of the project. The purpose of the program shall be to respond to community concerns (both adjacent residences and businesses). Outreach shall include, but shall not be limited to:

- Holding community meetings;
- Inviting project-related public comment on environmental review and conceptual design phases;
- Notifying adjacent residences and businesses of construction activities; and
- Providing access to an information officer.

PH-3. The proposed project would not create demand for additional housing that cannot be accommodated by existing housing stock. (NI)

Most of the proposed alignment of the proposed project would be located within existing roadway rights-of-way. Although most of the proposed alignment would remain within the existing transportation corridor, acquisition of all or part of some properties for the construction of stations and other infrastructure improvements would also be required, as described above under effect PH-2. Because no housing would be displaced, no demand for additional housing would be created by these displacements.

Also, as a substantially built-out area, it is unlikely that implementation of the proposed project would induce substantial new growth in the Corridor beyond planned and projected growth levels that could result in a demand for new housing that cannot be accommodated by existing or planned housing stock. Further, as described above, substantial population and employment growth in the study area and City of San Jose is already projected, and implementation of the proposed project would help to accommodate anticipated growth in the area, as dependence on transit would likely increase with this growth. Therefore, no significant impact would occur.