2.12 POPULATION AND HOUSING

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
POPULATION AND HOUSING— Would the proposed project result in:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐

SETTING

POPULATION

As of 2000, the U.S. Census Bureau estimated San Francisco's resident population at 776,733. This figure marked a 7.3 percent increase in population for San Francisco from 723,959 residents in 1990. The projected 2010 population for San Francisco is estimated at 812,900 (a 4.7 percent increase). Population is projected to increase to approximately 935,100 by 2030 (an approximate 20 percent increase from the year 2000) (ABAG, 2003). Population and housing statistics are summarized in **Table 2.12-1**. As of 2000, the South Bayshore area, including the Potrero and Hunters Point neighborhoods, encompassed 4 percent of the total San Francisco population at 33,846 people.

TABLE 2.12-1
SAN FRANCISCO POPULATION AND HOUSEHOLDS, 2000–2030

	2000	2010	% Change 2000–2010	2020	% Change 2010–2020	2030	% Change 2020–2030
Population	776,733	812,900	4.7%	848,100	4.3%	935,100	10.3%
Households	329,700	344,350	4.4%	363,470	5.6%	402,570	10.8%

SOURCE: ABAG (2003)

HOUSING

As of 2000, San Francisco had approximately 346,527 total housing units with a vacancy rate of less than 5 percent. Of the total housing units, approximately 32 percent of those units were

single-family structures, 23 percent were 2- to 4-unit structures, and the remaining structures were 5-unit or more structures. In 2002, the South Bayshore area (Potrero and Hunters Point neighborhoods) had a total of 9,804 housing units which comprised 3 percent of all San Francisco's housing units. In 2002, it was reported that there were 212,000 renter-occupied units in San Francisco, occupying 65 percent of the total housing stock (Essex Environmental, 2003).

The projected 2010 household numbers for San Francisco are estimated to increase by 4.4 percent to 344,350. Housing is projected to increase approximately 22 percent from year 2000 to 402,570 by 2030 (ABAG, 2003). Population and housing statistics are summarized in **Table 2.12-1**.

TEMPORARY HOUSING

In 2002, San Francisco had 31,201 hotel rooms with a 66.3 percent occupancy rate.

HOMELESS POPULATION

In addition to traditional housing options, the South Bayshore Area, like other areas in San Francisco, contains a homeless population. The San Francisco Mayor's Office of Homelessness defines homeless to include "individuals or families who lack a fixed, regular and adequate nighttime residence, and who have a primary nighttime residence in one or more of the following categories: Shelter, Street, Vehicle, Makeshift, Doubled-Up, and Transitional. In 2002, the Office of Homelessness compiled a homeless point in time count report; the total count for the 2002 count was 8,640 homeless persons. This number represented an increase of 18 percent compared to a 2001 homeless count. The totals for the homeless count included three primary categories: 1) people who live and sleep on the streets; 2) people who live in shelters, transitional housing, and resource/drop-in centers; and 3) people who are residing in treatment facilities and/or hospitals (Office on Homelessness, 2002).

San Francisco's homeless street population was the most difficult to assess. During the 2001 point in time count, 2,449 homeless men; 790 homeless women; 81 transgender people; and 1,215 "gender unknown" persons were identified in the 11 supervisory districts of San Francisco, for a total of 4,535. The "gender unknown" category includes people sleeping in vehicles, in dimly lit areas, and under sleeping gear. Old or new cars with shades drawn or clothes draped around the windows were included in the homeless county by counting 1 person per car or vehicle. For the project area (Supervisory District 10), the "gender unknown" count totaled 287 (Office on Homelessness, 2002). For purposes of this MND analysis, it is assumed that approximately 50 percent of the persons counted in the "gender unknown" category in District 10 were sleeping in vehicles. Using this assumption, there are approximately 144 homeless persons sleeping in vehicles in District 10.

The proposed project route includes cars that appear to house some of the District's homeless population including along Tennessee Street and along Illinois Street (particularly between 22nd and 23rd Streets).

REGULATORY CONTEXT

CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE OF HOMELESSNESS

The City and County of San Francisco Mayor's Office of Homelessness, in conjunction with the San Francisco Department of Human Services (DHS) and Department of Public Health (DPH), addresses the City/County's homeless issue by providing vocational training, supportive housing and welfare assistance programs, as well as opening new shelter locations and beds, substance abuse services, and mental health programs.

CITY AND COUNTY OF SAN FRANCISCO GENERAL PLAN RESIDENCE ELEMENT

The City and County of San Francisco General Plan Residence Element consists of three parts. Part II contains a comprehensive set of housing objectives and policies which are the framework for decision making, priority setting, and program implementation. It continues many existing City housing policies and adopts a number of new policies which emphasize affordable housing production, permanent affordability, and protection of the existing housing stock. New housing policies strive to expand land, financing, coordination, and other resources needed for the production of affordable housing. Other new policies aim to upgrade seismically unsafe residential buildings and to provide a comprehensive program to house the homeless (City and County of San Francisco, 1992).

The following objectives and policies are relevant to the proposed project:

Objective 14: To Avoid Or Mitigate Hardships Imposed by Displacement

Policy 14.1: Minimize relocation hardship and displacement caused by the public or private demolition or conversion of housing.

Policy 14.2: Permit displaced households the right of first refusal to occupy replacement housing units of comparable in size, location, cost and rent control protection.

Policy 14.3: Provide relocation services where publicly funded or private actions cause displacement.

Objective 15: To Deal with the Root Causes of Homelessness, Recognizing the Solution is More Than the Provision of Emergency Shelter

Policy 15.1: Shift focus from provision of temporary shelter to provision of permanent affordable housing.

Policy l5.2: Develop strategies to deal with root causes of homelessness including lack of financial resources, employment and health services.

Policy 15.3: Provide emergency assistance programs including emergency access to food, clothing and shelter, improve coordination of services in existing shelter programs and expand health care outreach services.

IMPACTS DISCUSSION OF POPULATION AND HOUSING

METHODOLOGY AND SIGNIFICANCE CRITERIA

The analysis of the potential impacts to population and housing were derived from the available statistical data published for the area. To determine the level of significance of the impacts anticipated from the proposed project, the proposed project's effects were evaluated as provided under the CEQA Guidelines. This significance criteria, as set forth in CEQA Guidelines Appendix G, are summarized in the checklist provided at the beginning of this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Project construction activities would primarily occur within existing roads, a paved parking lot, a vacant lot and existing switchyards expecting to last approximately nine months. During peak construction times, PG&E would employ approximately 60 workers (including switchyard workers, supervisors, and inspectors); 20 percent of who would be from the local PG&E workforce. Therefore, construction actitivies would likely increase the need for temporary accommodations. This would result in a less than significant impact due to the numerous hotel and motel accommodations within the project area and the City's hotel and motel vacancy rate (approximately 67 percent).

No direct growth-inducing impacts would occur because the proposed project would not result in the increase of local population or housing, and would not indirectly induce growth by creating new opportunities for local industry or commerce. Although the proposed project involves construction of a new 115 kV cable line, it is designed to increase reliability and accommodate existing and planned electrical load growth, and therefore, would not be growth inducing.

The proposed project would be located within PG&E switchyards, existing roads, a parking lot, and a vacant lot, and would be installed underground. Construction activities at the switchyards would occur within the fenced boundaries of each parcel; therefore there would be no displacement of housing or people from construction work at the switchyards. For the most part, no residences, businesses, or people would be displaced as a result of project construction. However, some vehicles parked on Tennessee and Illinois Streets (particularly between 22nd and 23rd Streets), in which homeless people reside, would need to be moved/relocated during construction. The following mitigation measure would address any potential impact to homeless persons that reside along the proposed project route.

Impact PH-1: Construction activities would result in the temporary displacement of the homeless population that currently resides along the proposed project route. This would be a less than significant impact with implementation of Mitigation Measure PH-1.

Mitigation Measure PH-1: PG&E shall contact and coordinate with the Mayor's Office on Homelessness to inform the resident population on the project roadways about displacement due to construction.

CHECKLIST IMPACT CONCLUSIONS

a) PG&E would employ a maximum of approximately 60 workers, some of whom would commute from outside of the San Francisco Bay Area. Given this small number of workers and the available of numerous hotels and motels, the proposed project would not result in a permanent population increase. Therefore, this would be a less than significant impact.

b) The proposed project would be primarily constructed within existing roadways, a paved parking lot, a vacant lot, and existing switchyards. There is a homeless population that occupies the sides of the existing roadways in the project area. Construction activities would result in the temporary displacement of the homeless population that currently resides along the proposed project route. Mitigation Measure PH-1 would reduce this impact to a level of insignificance.

c) The proposed project would be primarily constructed within existing roadways, a parking lot, a vacant lot, and switchyards. There is a homeless population that occupies the sides of the existing roadways in the project area. Construction activities would result in the temporary displacement of the homeless population that currently resides along the proposed project route. Mitigation Measure PH-1 would reduce this impact to a level of insignificance.

REFERENCES – Population and Housing

Association of Bay Area Governments (ABAG), Projections 2003, 2003.

City and County of San Francisco, San Francisco General Plan Residence Element, 1990, (amended 1992).

City and County of San Francisco Mayor's Office on Homelessness, 2002. Annual Homeless Count Report. November 25, 2002.

U.S. Census Bureau, Census 2000, 2000.