

4.11 POPULATION AND HOUSING

This chapter describes the population and housing characteristics of the in the City of Millbrae and evaluates the potential environmental consequences from future development that could occur by adopting and implementing the proposed Specific Plan Update, and approval and development of the proposed Transit-Oriented Developments (TOD) #1 and #2 (together referred to as “the proposed Project”). A summary of the relevant regulatory setting and existing conditions is followed by a discussion of specific and cumulative impacts from future development permitted under the proposed Project.

4.11.1 ENVIRONMENTAL SETTING

4.11.1.1 REGULATORY FRAMEWORK

This section summarizes key regional and local regulations and policies pertaining to population and housing that are applicable to the proposed Project. There are no federal or State regulations regarding population and housing that applicable to the proposed Project.

Regional Regulations

Association of Bay Area Governments Projections 2013

The Association of Bay Area Governments (ABAG) is the official comprehensive planning agency for the San Francisco Bay region, which is composed of the nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, and contains 101 cities. ABAG is responsible for taking the overall regional housing needs allocation (RHNA) provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction, as described in more detail below. ABAG produces growth forecasts on 4-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make project funding and regulatory decisions.

ABAG projections are the basis for the Regional Transportation Plan (RTP) and the regional Ozone Attainment Plan. In this way, ABAG projections have practical consequences that shape growth and environmental quality. The General Plans, zoning regulations and growth management programs of local jurisdictions inform ABAG projections. The projections are also developed to reflect the impact of “smart growth” policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout their region.

POPULATION AND HOUSING

Regional Housing Needs Allocation

Housing Element law requires local jurisdictions to plan for and allow the construction of a share of the region's projected housing needs. This share is called the RHNA. State law mandates that each jurisdiction provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community to meet or exceed the RHNA. As the regional planning agency, ABAG calculates the RHNA for individual jurisdictions within San Mateo County, including Millbrae.

Plan Bay Area, Strategy for a Sustainable Region

As previously discussed in Chapter 3, Project Description, of this Draft EIR, the MTC and ABAG *Plan Bay Area*, adopted on July 18, 2013,¹ is the Bay Area's Regional Transportation Plan/Sustainable Community Strategy (SCS).² The SCS sets a development pattern for the region, including the identification of Priority Development Areas (PDAs), which form the PDAs for the implementing framework for *Plan Bay Area*. Specifically, the PDAs are transit-oriented infill development opportunity areas within existing communities that are expected to host the majority of future development. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. The PDAs throughout the San Francisco Bay Area are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.³ As shown on Figure 3-6 in Chapter 3, Project Description, there are two PDAs within Millbrae, of which one (Transit Station Area) is the Specific Plan Area. ABAG projects that the Transit Station Area PDA (the Specific Plan Area) will accommodate 2,420 new housing units and 2,040 new jobs between 2010 and 2040.⁴

Local Regulations

Millbrae 1998-2015 General Plan

The City of Millbrae General Plan, adopted in 1998, includes goals and policies that relate to housing based on growth trends and population projections as described above. The Land Use Element includes policies aimed at providing adequate housing and maintaining a job-housing balance in Millbrae. The City is currently in the process of updating the Housing Element. State law requires that the housing element must be updated every 5 to 7 years. The time period for this current update covers 2015-2022. The Housing Element includes a housing needs assessment that identifies current and projected housing needs, as well as policies to accommodate housing development that will be affordable to a range of household types and income levels. The Housing Element contains goals, policies, and programs to guide future residential development, as well as to preserve and enhance existing residential areas in Millbrae.

¹ It should be noted that the Bay Area Citizens filed a lawsuit on MTC and ABAG adoption of *Plan Bay Area*.

² To read more about Plan Bay Area: Jobs-Housing Connection Scenario, go to www.OneBayArea.Org.

³ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013, *Final Plan Bay Area, Strategy for a Sustainable Region*.

⁴ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013, *Final Plan Bay Area, Strategy for a Sustainable Region, Appendices A and B*.

POPULATION AND HOUSING

The Specific Plan Area, as well as the TOD #1 and TOD #2 project sites, are identified as housing sites in the 2015-2022 Housing Element. Table 4.11-1 lists the policies that are relevant to housing and the job-housing balance in the city.

TABLE 4.11-1 GENERAL PLAN POLICIES PERTAINING TO HOUSING

| Number | Policy |
|------------------------------|--|
| Land Use Element (LU) | |
| LU1.2 | <p>Residential Densities. Maintain the character and Long-term viability of the City's residential areas by assuring that residential projects are well designed and consistent with site and area resources and constraints. The following guidelines shall provide a starting point for establishing project-specific densities, as shown on the Land Use map:</p> <p>a. Densities of undeveloped sites should be estimated at the middle of the range, rather than at the high end of the range.</p> <p>b. The low end of the range will be appropriate for "problem" sites, such as those with restrictive easements, difficult shape or slope, or other physical or infrastructure problems.</p> <p>c. The high end of the range is achievable under General Plan policies when:</p> <ul style="list-style-type: none"> (i) The site has a Planned Development Zoning designation <i>and</i> excellence of design in accordance with prevailing residential densities of adjacent developed areas is achieved. (ii) Excellence in architecture and site planning are achieved through creative solutions to building location and/or design, the preservation of views or vistas, the creation of usable open areas for public and/or private enjoyment, the provision of pedestrian/bicycle pathways for links to existing or proposed routes, the preservation of wildlife resources, and the conservation of energy resources (through solar siting, clustering, etc.). (iii) Clustering to reduce paving, grading runoff, and changes in vegetation cover is used. (iv) Drought-tolerant landscaping is used in a manner that enhances the natural qualities of the site. (v) Recreational facilities are provided on-site for the enjoyment of project residents. (vi) Traffic, noise, or visual effects of the higher density development would not significantly affect adjacent or nearby residences, or the overall streetscape. (vii) Very low, low and moderate income units are included in the project. (viii) Projects are transit-oriented. <p>d. Implement the Residential Design Guidelines to assure proper densities and respect to the rights of adjacent property owners.</p> |

POPULATION AND HOUSING

TABLE 4.11-1 GENERAL PLAN POLICIES PERTAINING TO HOUSING

| Number | Policy |
|----------------------------|--|
| LU3.6 | <p>Mixed Residential/Commercial Projects. Encourage affordable housing production by allowing mixed residential/commercial projects. As appropriate, the City will encourage mixed use projects in areas designated for commercial use, with residential, office and/or live/work uses located above first-floor retail uses, with the residential portion of mixed use projects to be built at maximum allowed density to reduce trips to, from and within the City. Proposed mixed use projects should:</p> <ul style="list-style-type: none"> a. Provide commercial uses for residents of the project in which the establishment is located and for adjacent residences. b. Limit commercial uses to the ground floor of a multi-story residential building or to single-story buildings. c. Limit commercial uses to those that are compatible with residential. d. Regulate signs through a planned sign program. e. Protect residential uses from the noise and traffic generated by commercial establishments with landscaping, open space, and other design features. f. Provide sufficient parking for residents, employees, and customers. g. Provide an adequate amount of open space for use by residents of the project. Such open space area should be designed to provide a private area for residents. |
| LU3.7 | <p>Jobs/Housing Balance. Continue to strive for a balance between the number of jobs in the Millbrae Planning Area and the number of housing units available for workers. To achieve and maintain such a balance, the City and Redevelopment Agency should encourage and support, through policies and programs, mixed use projects which provide both housing and employment opportunities, and the development of affordable housing. The City should work with City and County Association of Governments of San Mateo County (C/CAG) and other regional authorities in the development of jobs and housing opportunities.</p> |
| Housing Element (H) | |
| H3.1 | <p>Housing for New Employees and their Families. Given the increase in commercial and retail development expected through build-out of the city, encourage an adequate supply and variety of rental and ownership housing that meets the needs of new employees and their families.</p> |
| H3.2 | <p>Planned Development Process. Encourage the use of the planned development process to achieve a diversity of housing types and tenure and to provide greater choice for residents and workers in Millbrae.</p> |
| H3.3 | <p>Mixed-Use Development. Encourage mixed residential/commercial uses on those parcels where a mix is feasible and appropriate, consistent with the General Plan, through the following and other means: (1) increased densities; (2) reduced unit sizes; and (3) allowances for required ground-floor retail.</p> |
| H3.5 | <p>Affordable Housing. Improve the balance of housing type, tenure and affordability by encouraging development of housing at appropriate sites/locations to serve various income levels, and utilize available programs to achieve affordable housing.</p> |

Source: City of Millbrae General Plan 1998-2015, adopted 1998; 2015-2022 Housing Element Public Hearing Draft April 2015.

Millbrae Municipal Code

The City of Millbrae Municipal Code contains all ordinances for the city. The Municipal Code is organized by Title, Chapter, and Section. The current Municipal Code is up to date through Ordinance 747, passed May 27, 2014. Besides the General Plan, the City of Millbrae Municipal Code is the primary tool that shapes the form and character of physical development in Millbrae, including the Specific Plan Area. The following chapters of the Municipal Code include provisions for ensuring appropriate housing is provided in Millbrae:

- **Chapter 9.10 Residential Code.** The adoption of the California Residential Code, 2013 Edition, which establishes the rules, regulations, and standards for housing in Millbrae is adopted per Section 9.10.010.
- **Chapter 10.25 Condominiums.** This chapter sets forth the rules, regulations, and standards for the development of condominiums in Millbrae.
- **Chapter 10.05 Zoning.** This chapter sets forth the rules, regulations, and standards for the development in the residential zoning districts in the city.

4.11.1.2 EXISTING CONDITIONS

This section describes the existing population and housing conditions in the City of Millbrae, as well as the county as a whole, to provide context for the analysis of the proposed Project in this EIR.

Population

Millbrae has an average household size of 2.65 persons, compared to 2.76 persons per household for San Mateo County as a whole.⁵ The population of Millbrae grew from 21,532 in 2010 to 22,605 in 2014.^{6,7} This represents an approximate 5 percent increase from 2010 to 2014. In contrast, the county grew from 718,451 in 2010 to 745,193 in 2014, which represents a faster rate of growth (5 percent compared to 4 percent) for the county as a whole during the same period.^{8,9} In 2010, Millbrae had a much smaller population than the neighboring cities of Burlingame (29,873) and San Bruno (41,114).¹⁰

As shown in Table 4.11-2, ABAG projected that the population in Millbrae will grow to a total of 30,300 by 2040. Because ABAG 2013 projections are used in regional planning efforts, ABAG numbers are used for the purpose of evaluating environmental impacts in this Draft EIR.

Housing

In 2014, Millbrae had 8,562 housing units, with a 4.5 percent vacancy rate.¹¹ Of those units, approximately 63 percent were single-family homes, approximately 36 percent were multi-family units, and approximately 0.4 percent

⁵ Association of Bay Area Governments, *Plan Bay Area, Projections 2013*, Subregional Study Area Table, 2015 Persons Per Household, San Mateo County.

⁶ Association of Bay Area Governments, *Plan Bay Area, Projections 2013*, Subregional Study Area Table, 2010 Total Population, City of Millbrae, San Mateo County.

⁷ State of California, Department of Finance, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, San Mateo County, January 1, 2011-2014*.

⁸ Association of Bay Area Governments, *Plan Bay Area, Projections 2013*, Subregional Study Area Table, 2010 Total Population, San Mateo County.

⁹ State of California, Department of Finance, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, San Mateo County, January 1, 2011-2014*.

¹⁰ Association of Bay Area Governments, *Plan Bay Area, Projections 2013*, Subregional Study Area Table, 2015 Persons Per Household, City of Millbrae, San Mateo County.

¹¹ State of California, Department of Finance, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2014*.

POPULATION AND HOUSING

were mobile homes. According to the 2011-2013 3-Year American Community Survey, median home value in Millbrae was \$900,000, which is approximately 26 percent higher than that of San Mateo County (\$717,900).¹²

Employment

As shown in Table 4.11-2, there were roughly 6,870 jobs in Millbrae in 2010. According to ABAG, jobs in Millbrae are expected to increase by 35 percent between 2010 and 2040, from 6,870 to 9,300 jobs. Total jobs in San Mateo County are projected to increase by 29 percent between 2010 and 2040, from 345,190 jobs to 445,070 jobs. Jobs in Millbrae are expected to remain at approximately 2 percent of the County total, and the City is expected to contribute to 2 percent of the total increase in County jobs through the year 2040.

TABLE 4.11-2 2013 POPULATION, HOUSEHOLDS, AND EMPLOYMENT PROJECTIONS FOR MILLBRAE

| | 2010 | 2015 | 2020 | 2040 | Number | Change 2010-2040 | Percent |
|----------------------------------|---------|---------|---------|---------|---------|------------------|---------|
| Millbrae | | | | | | | |
| Total Population | 21,532 | 22,800 | 24,200 | 30,300 | 8,768 | 8,768 | 40.7% |
| Households | 7,994 | 8,500 | 9,010 | 11,050 | 3,056 | 3,056 | 38.2% |
| Household Size | 2.65 | 2.65 | 2.64 | 2.70 | 0.04 | 0.04 | 1.5% |
| Total Jobs | 6,870 | 7,480 | 8,140 | 9,300 | 2,430 | 2,430 | 35.4% |
| Employed Residents | 9,340 | 10,340 | 11,430 | 13,690 | 2,430 | 2,430 | 35.4% |
| Jobs-to-Employed Residents Ratio | 0.7 | 0.7 | 0.7 | 0.7 | - | - | - |
| San Mateo County | | | | | | | |
| Total Population | 718,451 | 745,400 | 775,100 | 904,400 | 185,949 | 185,949 | 25.9% |
| Households | 257,837 | 267,150 | 277,200 | 315,100 | 57,263 | 57,263 | 22.2% |
| Household Size | 2.75 | 2.76 | 2.76 | 2.83 | 0.08 | 0.08 | 2.9% |
| Total Jobs | 345,190 | 374,940 | 407,550 | 445,070 | 99,880 | 99,880 | 28.9% |
| Employed Residents | 342,060 | 368,790 | 398,220 | 438,770 | 96,710 | 96,710 | 28.3% |
| Jobs-to-Employed Residents Ratio | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - |

Note: The data in this table includes the Millbrae city limit and Sphere of Influence (SOI).

Source: Association of Bay Area Governments, *Plan Bay Area, Projections 2013*, Subregional Study Area Table, San Mateo County.

¹² US Census Bureau, 2011-2013 American Community Survey 3-Year Estimates, accessed December 9, 2014.

POPULATION AND HOUSING

According to the US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) program, over 45 percent of the city's employment was in either retail or accommodation and food services industry. This is a higher share for these industries, compared to about 18 percent in San Mateo County as a whole.¹³

Jobs-To-Employed-Residents Ratio

Typically, the term “jobs-to-housing balance” is used to refer to a relationship between jobs and housing units within a community. A more helpful indicator of balance, however, is the relationship between the number of jobs provided to the number of employed residents. An ideal jobs-to-employed-residents ratio is 1.0, which indicates that there is a job in the community for every employable resident.

A jobs-to-employed-residents ratio that is greater than 1.0 indicates that the community provides more jobs than it has residents with jobs. In this situation the community is likely to experience traffic congestion associated with people coming to jobs from outside the area, as well as intensified pressure for additional residential development to house the labor force. Conversely, a jobs-to-employed-residents ratio of less than 1.0 indicates that a community has fewer jobs than employable residents, indicating many residents would need to commute outside of the community (i.e. out-commute) for employment. The resulting commuting patterns also can lead to traffic congestion and adverse effects on both local and regional air quality.

However, this ratio does not account for regional in- or out-commuting due to job/labor mismatches or housing affordability. Even if a community has a numerical balance between jobs and employed residents, sizeable levels of in- and out-commuting are possible and even likely, especially where employment opportunities do not match local skills or the educational characteristics of the local labor force. In such instances, regional commuting tends to occur. For example, a numerically balanced community may have high housing costs and low-wage jobs, thus encouraging its residents to out-commute to their high wage jobs elsewhere, and its workers to in-commute from outside the community where housing costs are affordable in relation to their low wage incomes. This condition is often referred to as a jobs-to-housing mismatch. A jobs-to-housing match occurs when the types of jobs provided in a community “match” the income needs of the employed workers within the community.

In 2010, there were roughly 6,870 jobs and 9,340 employed residents in Millbrae, which is equivalent to a ratio of 0.7 jobs per employed resident. ABAG projects that this ratio will essentially remain unchanged through 2040 as shown in Table 4.11-2.

4.11.2 STANDARDS OF SIGNIFICANCE

The proposed Project would have a significant impact with regard to population, housing, and employment if it would:

1. Induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

¹³ Strategic Economics, Market Assessment for MSASP, page 4, April 25, 2014.

POPULATION AND HOUSING

2. Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.11.3 IMPACT DISCUSSION

| | |
|-------|---|
| POP-1 | The proposed Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly. |
|-------|---|

The proposed Project would result in a significant impact related to population growth if it would lead to substantial unplanned growth, either directly or indirectly.

Specific Plan Update

As described in Chapter 3, Project Description, of this Draft EIR, buildout of the Specific Plan Update is expected to generate approximately 1,750 new housing units, 370 hotel rooms, 1,653,340 square feet of office space, and 275,110 square feet of retail space. This anticipated future development would result in approximately 4,640 residents and 7,600 jobs.

Housing and Population

There are 308 existing residential units with approximately 816 residents in the Specific Plan Area located in the three 4- to 5-story mixed-use complexes on El Camino Real built between 2007 and 2013; therefore, the new residents expected from the proposed Specific Plan Update represent about 43 percent of ABAG's population projection for the city by 2040.¹⁴ Since the Specific Plan Area itself is one of the two PDAs in Millbrae (Transit Area Station PDA), in which the majority of new population growth is to be accommodated, the projected population growth under the proposed Specific Plan Update is in line with regional projections.

In addition, as discussed in Section 4.11.1.1, ABAG projects that the Transit Station Area PDA will accommodate 2,420 new housing units between 2010 and 2040. The implementation of the proposed Specific Plan Update could generate as many as 1,440 new housing units and 1,750 at buildout. Accordingly, implementation of the Specific Plan Update would not exceed ABAG's projection for the PDA. Overall, the additional housing units and population resulting from implementation of the proposed Specific Plan Update would not exceed regional projections.

Employment

With respect to jobs, as shown in Table 4.11-2, ABAG projects an increase of 2,430 jobs for a total of 9,300 jobs in Millbrae in 2040.¹⁵ As described in Chapter 3 of this Draft EIR, buildout of the proposed Specific Plan Update

¹⁴ ABAG projects 8,768 new residents in Millbrae between 2010 and 2040. See Table 4.11-2.

¹⁵ ABAG projects 2,430 new jobs in Millbrae between 2010 and 2040. See Table 4.11-2.

POPULATION AND HOUSING

could result in as many as 7,600 additional jobs in 2040, of which 6,590 would be new jobs in Millbrae. These new jobs would exceed the regional job projections by 4,160 jobs. While job growth usually does not directly induce population growth, a significant increase in employment could accompany population growth, as workers and their family members are likely to live close to their workplaces.

However, growth under the proposed Specific Plan Update would occur incrementally over a period of approximately 25 years and would be guided by a policy framework in the proposed Specific Plan Update that is generally consistent with many of the principal goals and objectives established in regional planning initiatives for the Bay Area. As discussed above, one of the key concepts of the *Plan Bay Area* is to focus future growth into transit-oriented, infill development opportunity areas within existing communities. As the Specific Plan Area itself is one of the PDAs in Millbrae, and the goals and vision of the proposed Specific Plan Update is to facilitate infill growth in close proximity to the Millbrae Station, implementation of the proposed Specific Plan Update would support regional planning efforts.

In addition, the employment growth in the Specific Plan Area would support the ABAG policies and the City's General Plan Policy LU3.7 regarding a jobs/housing balance. According to ABAG, a jobs-to-employed residents ratio for the year 2040 is 0.7 in Millbrae, which indicates that many Millbrae residents would need to commute outside of the community. The proposed Specific Plan Update could generate 4,160 additional jobs than what ABAG projected for the year 2040, increasing the city's jobs-to-employed-residents ratio to 1.1. While some regional commute still could occur, an increase in local employment would be more beneficial to Millbrae residents since it will provide with a wide variety of local employment opportunities, decreasing needs for regional commuting and associated traffic impacts. Additionally, as approximately 90 percent of jobs would be related to office, and research and development (R&D), employment opportunities would be also in line with the income needs of the employed workers within Millbrae where housing costs are high. As a result, employment growth induced by the proposed Specific Plan Update would contribute to the city's jobs-to-housing match and jobs-to-employed-residents ratio. Finally, the proposed Specific Plan Update encourages providing housing near jobs and transit and employing Transportation Demand Management (TDM) measures to ensure that future development projects do not increase traffic congestion and adverse effects on both local and regional air quality.

Therefore, while employment growth anticipated under the proposed Specific Plan Update could exceed regional growth projections for Millbrae by 4,160 jobs, this additional growth would be consistent with the regional planning objectives established for the Bay Area. Further, this additional growth would come incrementally over a period of approximately 25 years and a policy framework is in place to ensure adequate planning occurs to accommodate it. As a result, impacts to population growth associated with potential future development under the proposed Specific Plan Update would be *less than significant*.

Significance Without Mitigation: Less than significant.

TOD #1 Project

As described in Chapter 3, Project Description, of this Draft EIR, construction of the proposed TOD #1 project is expected to generate 500 new housing units, 32,000 square feet of retail space, and 267,000 square feet of office space by 2020. This anticipated future development would result in approximately 1,325 new residents and approximately 1,148 new jobs.

POPULATION AND HOUSING

Housing and Population

The 1,325 new residents expected from the proposed TOD #1 project represent about 50 percent of total expected population growth for the city between 2010 and 2020.¹⁶ As the TOD #1 project site is identified as a major housing site in the Housing Element in its planning horizon of 2015 to 2022, as well as being part of the Transit Station Area PDA, the population growth projected on this site is in line with ABAG's projections. Therefore, implementation of the proposed TOD #1 project would not exceed ABAG expected population level.

Employment

The 1,148 new jobs expected from the proposed TOD #1 project represent about 90 percent of total expected employment growth for the city by 2020.¹⁷ The proposed TOD #1 project itself would not exceed ABAG expected employment level and would not directly induce unexpected population growth. In addition, as discussed above, this development project would be guided by a policy framework contained in the proposed Specific Plan Update that ensures adequate planning to accommodate projected growth under the Specific Plan Update. Furthermore, since construction of the proposed TOD #1 project would redevelop an underutilized site immediately west of the Millbrae Station to transit-oriented development, the proposed TOD #1 project would be consistent with many of the principal goals and objectives established in regional planning initiatives for the Bay Area.

Overall, growth result from construction of the proposed TOD #1 project would not exceed regional growth projections and would be consistent with the regional planning objectives established for the Bay Area. As a result, impacts to population growth associated with potential future development under the proposed TOD #1 project would be *less than significant*.

Significance Without Mitigation: Less than significant.

TOD #2 Project

As described in Chapter 3, Project Description, of this Draft EIR, construction of the proposed TOD #2 project is expected to generate 321 new housing units, 116 hotel rooms, 46,935 square feet of retail space, and 164,535 square feet of office space. This anticipated future development would result in approximately 851 new residents and approximately 868 new jobs.

Housing and Population

The 851 new residents expected from the proposed TOD #2 project represent about 30 percent of total expected population growth for the city by 2020.¹⁸ As the proposed TOD #2 project site is identified as a major housing site in the Housing Element in its planning horizon of 2015 to 2022, as well as it is part of the Transit Station Area

¹⁶ ABAG projects 2,668 new residents in Millbrae between 2010 and 2020. See Table 4.11-2.

¹⁷ ABAG projects 1,270 new jobs in Millbrae between 2010 and 2020. See Table 4.11-2.

¹⁸ ABAG projects 2,668 new residents in Millbrae between 2010 and 2020. See Table 4.11-2.

POPULATION AND HOUSING

PDA, the population growth projected on this site is in line with ABAG's projection. Therefore, implementation of the proposed TOD #2 project would not exceed ABAG expected population level.

Employment

The 868 new jobs expected from the proposed TOD #2 project represent about 70 percent of total expected employment growth for the city by 2020.¹⁹ The proposed TOD #2 project itself would not exceed ABAG expected employment level and would not directly induce unexpected population growth. In addition, as discussed above, this development project would be guided by a policy framework contained in the proposed Specific Plan Update that ensures adequate planning to accommodate projected growth under the Specific Plan Update. Furthermore, since construction of the proposed TOD #2 project would redevelop an underutilized site immediately east of the Millbrae Station to transit-oriented development, the proposed TOD #2 project would be consistent with many of the principal goals and objectives established in regional planning initiatives for the Bay Area.

Overall, growth result from construction of the proposed TOD #2 project would not exceed regional growth projections and would be consistent with the regional planning objectives established for the Bay Area. As a result, impacts to population growth associated with potential future development under the proposed TOD #2 project would be *less than significant*.

Significance Without Mitigation: Less than significant.

POP-2

The proposed Project would not displace substantial numbers of existing housing

The proposed Project would have a significant impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Specific Plan Update

As described in Chapter 3, Project Description, of this Draft EIR, the proposed Specific Plan Update would allow an increase in the total number of housing units in the Specific Plan Area (1,440 net new housing units). The Specific Plan Area has one housing unit incidental to a commercial building on the TOD #1 project site that would be redeveloped to a mixed-use complex. Since implementation of the proposed Specific Plan Update would result in a net increase in housing, it would not require replacement housing outside the Specific Plan Area. Therefore, impacts related to the displacement of housing would be *less than significant*.

Significance Without Mitigation: Less than significant.

¹⁹ ABAG projects 1,270 new jobs in Millbrae between 2010 and 2020. See Table 4.11-2.

POPULATION AND HOUSING

TOD #1 Project

As discussed above, construction of the proposed TOD #1 project would redevelop one existing housing unit incidental to a commercial building to a mixed-use complex. Since construction of the proposed TOD #1 project would result in a net increase of 499 housing units, it would not require replacement housing in Millbrae. Therefore, construction of replacement housing elsewhere would not be necessary and the impact would be *less than significant*.

Significance Without Mitigation: Less than significant.

TOD #2 Project

There are no housing units on the TOD #2 project site. Therefore, construction of the proposed TOD #2 project would have *no impact* related to the displacement of housing.

Significance Without Mitigation: Less than significant.

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| POP-3 | The proposed Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. |
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The proposed Project would have a significant environmental impact if it would displace a substantial number of people, thereby requiring construction of replacement housing elsewhere.

Specific Plan Update

As described under Impact POP-2 above, implementation of the proposed Specific Plan Update would involve the demolition and replacement of one existing housing unit. However, the proposed Specific Plan Update would allow development of 1,440 new housing units through 2040, and thus replacement housing would not be required outside of the Specific Plan Area. Therefore, impacts associated with the displacement of substantial numbers of people would be *less than significant*.

Significance Without Mitigation: Less than significant.

TOD #1 Project

As described under Impact POP-2 above, construction of the proposed TOD #1 project would involve the demolition and replacement of one existing housing unit. However, construction of the proposed TOD #1 project would result in a net increase in housing, it would not require replacement housing. Therefore, impacts associated with the displacement of people would be *less than significant*.

Significance Without Mitigation: Less than significant.

TOD #2 Project

As described under Impact POP-2 above, there is no existing housing on the TOD #2 project site. Therefore, construction of the proposed TOD #2 project would have *no impact* related to the displacement of people.

Significance Without Mitigation: Less than significant.

4.11.4 CUMULATIVE IMPACTS

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|-------|--|
| POP-4 | The proposed Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to population and housing. |
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As discussed in Chapter 4, Environmental Evaluation, of this Draft EIR, this EIR takes into account growth projected by the proposed Project within the Millbrae city boundary and Sphere of Influence, in combination with impacts from projected growth in the rest of San Mateo County and the surrounding region, as forecast by ABAG. Impacts from cumulative growth are considered in the context of their consistency with regional planning efforts. As described above, the proposed Project would not induce a substantial amount of growth that has not been adequately planned for or require the construction of replacement housing elsewhere. Cumulative growth would be consistent with regional planning efforts. Thus, when considered along with the proposed Project, which, as described in the above sections, would not exceed regional growth projections, cumulative growth would not displace substantial numbers of people or housing or exceed planned levels of growth. Therefore, cumulative Impacts would be *less than significant*.

Significance Without Mitigation: Less than significant.

POPULATION AND HOUSING

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