

Carolyn Crow

Received on 12/26/18

Burlingame, CA 94010-5973

Telephone: H [REDACTED] C [REDACTED]

**LEAGUE OF WOMEN VOTERS NORTH CENTRAL SAN MATEO COUNTY**  
**Off-Board Representative on Housing**

**HOUSING LEADERSHIP COUNCIL SAN MATEO COUNTY**  
**Representative**

Lily Lim and Julia Klein  
City of San Mateo  
City Hall  
Department of Planning  
330 West 20th Ave  
San Mateo, CA 94403

Dear Planners:

With a degree in City Planning from the University of PA back in the 1960s and various experience in this, I attended the Strive San Mateo meeting at Parkside Elementary School on Dec. 1. I include my notes and comments written on your document, plus some additional info.

Our table concerns were Housing and Transportation.

Re Housing: I include the League of Women Voters Handbook pages showing the positions of the San Mateo Central and North League related to Housing and Land Use. I will be happy to come to testify in support of these positions when there are meetings or occasions when I can be helpful.

We support increasing housing density near transportation centers and transit stops. We support affordable housing in 3 categories: very low income, low income, less low income. This can be done with smaller units with fewer amenities. We support mixed use development by combining residential/commercial development in commercially zoned areas: This can be done for seniors and local workers above commercial uses with as few as 2-4 stories.

Re Transportation: At our Parkside meeting the problems of East-West auto traffic were discussed. Grade separation of the railroad tracks and the autos is critical to addressing that problem. These ideas for public use of that space will provide benefits to adjacent land uses that will justify the expenditures.

I am sending pictures from Chengdu, China, where the public space under elevated highway has been put to public use benefiting the nearby people. I also include copies of letters I wrote to Burlingame City Council in 2010 and to Kevin Mullin which spell out potential benefits that could come from elevated or below grade covered railroad tracks in San Mateo County.

Sincerely yours,

*Carolyn Crow*

Carolyn Crow

Cc: Betty Bernstein  
Leora Tanjuatco Ross

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[REDACTED]  
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Lily Lim and Julia Klein  
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330 West 20th Ave  
San Mateo, CA 94403

Dear Planners:

Re: General Plan revision process.

The revised Plan must address past and current exclusionary zoning policies that have had a negative impact on many San Mateo residents. Meaningful guidance for future years of development requires acknowledgement of the displacement and hardship that the current policies have had on low income people, people of color, young families, and renters. Propose real solutions, including the urgent need for housing, especially affordable housing.

The Existing Conditions Report, on which the revised General Plan will be based, does not disclose the impact that robust job growth with no accompanying building of housing has had on the community. This disconnect has led to the displacement of large numbers of former residents, especially our most vulnerable residents, who must find more affordable housing elsewhere while commuting to jobs in San Mateo. If San Mateo is to continue being a community that takes pride in its diversity, it must stop the displacement of large numbers of people caused by the lack of affordable and multiple forms of housing. The General Plan's vision statement should be a forward-looking document that aims to solve the problems outlined in the Existing Conditions Report. This vision should be an active, goal-based document that helps solve the land use challenges. Please include the following as guiding principles for the vision statement:

- Diversity: One of the greatest assets of San Mateo is our diversity of cultures, ethnicities, and languages. Latino communities are at the greatest risk of displacement, and have been for the past several years. Many other ethnic community members have been priced out or displaced by current exclusionary policies in place.

-Increased equity: Right now, the height and density limits make it almost impossible for affordable housing developers to build affordable housing. If we want to maintain our diverse community, we must continue to build affordable housing.

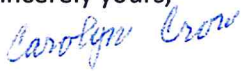
- Decreased traffic and greenhouse gas emissions: The cost of living in San Mateo is currently astronomical, mostly due to the high cost of housing. This means that service workers must commute into San Mateo from neighboring cities and counties, which causes our traffic congestion, strains our infrastructure and pollutes our air. We must permit increased height and density at mass transit nodes to reduce demand for automobiles.

- More room for open space: Greater density and heights will allow us to continue to grow while still maintaining our open space.

We hope you will take all these factors into consideration when revising the vision statement; we believe that the future of San Mateo as a thriving and diverse community depends on it.

Thank you for the opportunity to comment on this important document.

Sincerely yours,



Carolyn Crow

Cc: Betty Bernstein  
Leora Tanjuatco Ross



For project background and to sign up to receive emails for future meetings, please go to:

StriveSanMateo.org

## COMMENT CARD

If you have subsequent comments or questions of importance to you, please fill out this comment sheet. Please return it to City staff at the meeting, email your comments to [generalplan@cityofsanmateo.org](mailto:generalplan@cityofsanmateo.org), or return this comment card to the City of San Mateo Planning Division, Attn: Julia Klein, 330 W. 20th Avenue, San Mateo, CA 94403.

Name:

Carolyn Crow - ① League of Women Voters N & Central

Address:

La Mesa (San Geronimo)

Phone:

[REDACTED]

Email:

[REDACTED]

Comments/Questions:

Affordable Hsg: 3 categories:

- 1) very low inc
- 2) low inc
- 3) medium inc

Support for transpn vision as presented

but impacts of earthquake sea level rise

See pictures from Chengdu, China

+ use of elevated train + BART tracks permit use of ground level for child playground, adult exercise eqpt, public performance, parking for adjacent businesses

Need higher density hsg near transit stops - increase height limits

Housing for San Mateo workers - If major earthquake critical

people won't be able to get to work from long distance hsg -

over & underpass damage, flooding (eg 101 on Bay) -

eg nursing home personnel, medical people, govt workers incl

police + fire (Tom Lantos Concern after Loma Prieta)



provided, transportation to the centralized facility at San Mateo County General Hospital is essential.

3. The county should provide equitable health care services throughout the county.
4. The components of a health care delivery system should include:
  - a. Comprehensive medical care, including mental health care
  - b. Quality care
  - c. Continuity of services
  - d. Availability (Working definition: *existence of services for use by those who need them.*)
  - e. Transportation
  - f. Eligibility services
  - g. Translation services
  - h. Social services
  - i. Information and referral services

*Among the non-medical components, special emphasis should be placed on transportation and availability. Decisions should be based on more than monetary factors.*

5. Planning for coordination and implementation of health care services is needed.
6. There is a need for uniform cost accounting. Standardized data collecting, reporting and retrieval are also necessary for decision making.
7. Continue ambulance and emergency vehicle dispatch and response, and a central emergency communication system. Quality standards of training should be enforced for those who staff vehicles responding to emergency calls. Paramedic service is desirable.
8. There is a need to create public awareness and knowledge of available health care services.

## HOMELESS IN SAN MATEO COUNTY

[1989, revised 1998, amended 2010]

Support measures which provide for the needs of the homeless, with responsibility shared by the public and private sectors with government assuming the primary role.

Support the provision of permanent housing affordable to low income persons as one solution to the growing problem of the homeless.

Support emergency, transitional, and long-term plans to meet the needs of the homeless. The primary focus should be on single parent families and families who do not qualify for federal or state assistance.

Support making public and private buildings available for emergency shelters where facilities meet health standards. The private sector should be provided with financial support from the county and cities to develop long-term shelters.

Support programs to help the homeless become self-sufficient, including: counseling; job training and vocational counseling; child care;

medical/dental and mental health services; tutorial programs; first month's rent and deposit assistance; and transportation.

## HOUSING

[1982, revised 1986, 1997, 2004, 2008, amended 2010]

Support a housing policy which provides that San Mateo County and all cities within San Mateo County identify housing needs of their residents, advocates for affordable housing, and provides for housing production, including workforce housing. Consideration should be given to environmental quality, safety, design standards, traffic patterns and infrastructure.

Support a variety of means to increase the housing supply, especially for moderate and low income persons.

1. Promote infilling to use existing infrastructure and protect open space by:
  - a. Identifying empty space within developed areas
  - b. Increasing density near transportation corridors
2. Promote mixed use development by:
  - a. Combining residential/commercial use in commercially zoned areas
  - b. Encouraging adaptive re-use, building conversions and air rights dedication, enabling building over existing use
3. Promote housing diversification by:
  - a. Development of family rental housing
  - b. Permitting development of second units on single family properties
  - c. Utilizing manufactured housing
  - d. Facilitating shared ownership
  - e. Building smaller units with fewer amenities
  - f. Shared housing programs
4. Encourage zoning which allows such uses as foster homes and halfway houses.

Support a variety of monetary and non-monetary measures by jurisdictions to develop below -market rate housing. Cooperative efforts are encouraged between private and public sectors to provide needed housing through a combination of the following practices:

1. Provide local sources of subsidy for affordable housing through:
  - a. Inclusionary zoning ordinances
  - b. In-lieu fees
  - c. Commercial linkage fees
  - d. Contributions to housing trust funds
2. Provide financial incentives to developers through:
  - a. Tax-exempt financing
  - b. Land banking and set-asides for capital improvement/basic infrastructure
  - c. Encouraging priority processing for affordable housing developments
  - d. Assisting developers with site and subsidy information
3. Assistance to buyer by equity sharing and other home assistance programs (local, state or federal)
4. Re-zone for development to meet housing needs



5. Bonus density incentives.

**Support the Housing Trust Fund for San Mateo County through a Joint Powers Agreement (JPA) between the County and interested cities within the county.**

1. General provisions for the establishment of a Housing Trust should include:
  - a. Membership on a JPA governing board should include appointees of the general public as well as elected representatives from the member jurisdictions.
  - b. The JPA shall appoint an executive officer or contract for the services of an executive officer through a nonprofit organization.
  - c. The JPA shall adopt a plan for expenditures with specific goals, and issue an annual report to be presented at an annual forum.
  - d. All cities joining the JPA shall have an adopted housing element which is in compliance with state requirements.
  - e. All housing supported by the Housing Trust Fund should be permanently affordable.
2. Sources of funding for the Housing Trust Fund may include:
  - a. Non-residential impact fees levied by the county and/or the cities
  - b. Head-tax on employees
  - c. Incentives to large employers to voluntarily contribute to the Housing Trust Fund
  - d. Real estate transfer fees
  - e. Document recording fees
  - f. Voluntary contributions
  - g. Sales tax, as long as it does not supplant an existing sales tax program
3. Funds from the Housing Trust Fund should be used to support housing measures addressed elsewhere in this position, with the highest priority for funds to be used for low income housing. Specifically, the following measures are supported:
  - a. Multi-family rental housing
  - b. Assistance to first-time homebuyers
  - c. Shelters and services for the homeless
  - d. Adaptive re-use or creative conversion of existing structures to new housing use
  - e. Rehabilitation to maintain existing housing stock.

**Support stabilization and preservation of low and moderate income housing through the following measures:**

1. Strict code enforcement to prevent the deterioration and to correct code violation
2. Utilization of public rehabilitation funds, including home repair programs for low income households
3. Preservation of below market rate housing through long-term deed restrictions
4. Attempts should be made either to prevent demolition of moderate and low income housing or replace it with comparable housing.
5. Ensure, when condominium conversions are permitted, the following restrictions apply:
  - a. Vacancy rate of rental units in the community is at least five percent
  - b. Tenants are offered right of first refusal.

- c. Long-term affordability is assured through deed restrictions in below market rate units.

**Encourage public education and public participation in order to further the housing objectives.**

**LAND USE POLICIES AND PROCEDURES**

[1973, revised 1989, 2000, amended 2010, 2016]

**Support land use policies which provide a quality human environment for residents of San Mateo County, including a balanced consideration of social, environmental and economic concerns.**

**Support measures which direct growth, control the effects of transportation facilities, maintain, preserve and protect unique natural resources, control the use of hazardous areas, and which meet the housing and social needs of all citizens.**

**Support full utilization of a general plan which meets these criteria and which conforms to the adopted Bay Area regional plans and to state requirements.**

**Support substantial citizen participation in land use policy making.**

Policy Objectives

1. Growth should be kept within the limits of the resources.
2. Communities, in order to be well-balanced, should be encouraged to include a broad range of age, income, and racial and ethnic backgrounds.
3. Economic development should provide jobs needed by county residents, and should upgrade and revitalize existing areas.
4. Transportation and other facilities should fit within the established land use plan with higher densities kept along major transportation routes.
5. Local governments should assume responsibility for evaluating geological and environmental hazards, including climate change, for informing the public of such hazards, and for providing protection.
6. Areas of unique natural resources should be maintained in uses which would preserve them.
  - a. Open space has a value of its own and should not be viewed as a holding zone for future development.
  - b. Appropriate uses of open space areas are agriculture, forestry, limited recreation, and low-density clustered housing, provided these uses are carefully controlled and preserve the scenic beauty.
  - c. Tax relief should be provided for property owners in open space areas.

Planning Objectives

1. Full and consistent use should be made of the adopted plan.

2. The plan should be fully implemented by keeping zoning in conformity with the plan, by utilizing a long-range capital improvement program, and by other means to carry out its policies.
3. Procedures for regular and orderly review of the plan should be established.
4. Coordination of interjurisdictional planning efforts, especially for unincorporated areas, should be encouraged.
5. Implementation of the plan requires full funding and support of the planning function.

#### Citizen Participation Objectives

1. Information on policies and plans should be made available to the public.
2. Opportunities for citizen participation should be encouraged within the policy-making structure.  
(See also the LWVC and the LWVUS positions.)

### **SAN MATEO COUNTY LIBRARY**

[1983, revised 1998, 2003, amended 2010, 2016]

**Support a public county library that provides library services to residents not serviced by a city library.**

**Support measures which ensure that essential services are provided at all branch libraries.**

#### Objectives

Each branch should have:

1. Library services for and to all potential users
2. Adequate hours of service including evening and weekend hours
3. Library resources in keeping with new ideas and technological advances, with an easy-to-use retrieval system
4. Provision of adequate professional and nonprofessional paid staff.
5. Adequate services in multiple languages

**Support adequate funding for essential library services.**

#### Objectives

1. Funding should be primarily from local taxes, and also from grants and voluntary contributions.
2. Fees should be considered only if necessary for services not considered essential.

**Support the Materials Selection Policy of the San Mateo County Library of July 1999.**

**Support the continued cooperation and sharing of services among all public libraries in San Mateo County.**

#### Objective

This includes such programs as those presently administered by the Peninsula Library System, e.g., patron privileges at any public library in the county, interlibrary loans, sharing of reference resources, communication/delivery network, and the Community Information Program.



Carolyn Crow  
[REDACTED]  
Burlingame, CA 94010-5973  
[REDACTED]

Speaker Pro tem Kevin Mullin  
[REDACTED]

San Mateo, CA 94402  
Tel: [REDACTED]  
Fax: (650) 341-4676

Dear Speaker Pro tem Mullin:

I met you at a coffee at your San Mateo office several months ago and told you about what we witnessed in Chengdu, China, re use of land under elevated highway or train structures. I told you about my concern about City of Burlingame response to the elevated track options for our train corridor and you expressed interest in seeing my pictures.

Most important is that it could reduce the division between east and west parts of the cities by permitting access under the elevated train tracks for activities and passage across the lines.

I have decided to send you a copy of the mailing I sent to the Burlingame City Council at that time, since it shows what we think can be done. I wish the pictures were of better quality, but you can see the extraordinary things Chengdu did and how it made people happy.

In Burlingame and other cities along the train route it would require cooperation and agreement between county, city, school, business and private groups which would benefit from the parking, recreation, and artistic developments.

I appreciate your interest. I am a member of the League of Women Voters and I believe I can interest them in supporting such projects.

Thank you for your excellent voting record on environmental and issues of public benefit in the state.

Sincerely,

Carolyn Crow

Carolyn Crow  
[REDACTED]  
Burlingame, CA 94010-5973

November 7, 2010

Cathy Baylock, Mayor  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Dear Mrs. Baylock,

*why Bob + I support  
hi speed rail in Burlingame -  
pics are poorer quality than  
originals but show  
how public use at ground level can be  
great for Burlingame*

I am an enthusiastic supporter of high speed rail connecting San Francisco and Los Angeles. I support elevated or covered high speed rail on the peninsula, either of which would permit use of the land for projects beneficial to the cities and counties along the route.

I am very disappointed in your position as presented at the Newcomers meeting several months ago. I believe there were several misrepresentations in your position.

First, the city is now divided by the rail system and even an uncovered ditch won't make this situation worse. At a minimum, any grade separation would eliminate annoying and occasionally fatal grade crossing gates and allow traffic to flow unimpeded either above or below the train tracks. Moreover, it would reduce the potential for suicides and other pedestrian tragedies. The proposed rail could improve this situation if properly implemented.

It would also provide great long term benefits to the city and county residents along the line and would reduce car travel on expressways and arterials which negatively impact our residents. When you focus on the impacts on properties adjacent to the rail line you do not take proper account of impacts in other sections of the city and county, as well as the region and state.

Second, when you said there would be more than 80 trains per day and emphasized the noise, you failed to say that that number included existing Cal Trains with their existing noise. What about the potential for future electrification which is increased by the high speed train and reduces noise?

Third, the slide you presented showing the possible elevated system is an atrocity—showing a worst possible case, designed to frighten the people who see it. That is what happened at the Newcomers meeting. Why didn't you show a system that shows potential benefit to the citizens of Burlingame?

I enclose pictures of what the city of Chengdu, China, has done with land under an elevated expressway going through the city. It is a delightful place to spend time or to pass through. They got the idea from Singapore. **Note the following benefits to the public of covered open space that is useful for various purposes which would complement business or residential areas:**

- 1) Using the support pillars as presentation space for art and relief sculpture showing architectural history and historical sites. Other art opportunities are here. You can see how support pillars can be a positive element, not the horrible one you portrayed.
- 2) A playground for children covered by the freeway and protected from rain or sun.
- 3) A parcourse and exercise equipment for adults covered by the freeway and protected from rain or sun.
- 4) A sculpture garden of delightful sculptures, some with darling children playing games and others with opportunities for visitors to participate. Chinese are known for picture taking opportunities with various landscape and sculpture features, and it is a growing phenomenon in other countries. Note the people sitting in the barber chair of a bronze barber and my daughter on the other end of the crosscut saw.
- 5) A manmade "creek" with bridges of designs common in different parts of China.
- 6) Painting one concrete support with three dimensional painting of a river (a pleasant view for vehicles passing by). What a contrast to the pillar picture you presented at the Newcomers' meeting!
- 7) This pillar is adjacent to an outdoor stage with seating.
- 8) A restaurant with "outdoor" tables protected from rain and shaded from sun.
- 9) An art gallery and shop.
- 10) An artistic panel with seating along it and artistic pavement designs and materials.

Businesses in Burlingame, the high school, and the community center would benefit from parking areas under the structure. Adjacent residences would benefit from these parking areas as they would remove parking from Burlingame narrow streets.

Finally and perhaps most important, our city council should be looking at the long term transportation needs of Burlingame, San Mateo County, our region and the State. Addressing these needs requires infrastructure investment that will benefit current and future residents. A NIMBY focus fails to take account of effects that impact the greater number of people, both present and future.

One woman at the Newcomers meeting said that the train would not benefit her if it does not stop in Burlingame. Most of us believe that catching such a train in San Francisco or another major stop such as Millbrae or San Jose is a major benefit to residents of Burlingame and our neighboring cities, particularly when compared to airplane flights or auto trips to southern California.

I ask that you and other members of the City Council, the Planning Commission and the Burlingame Planning Department be supportive of high speed rail on the peninsula and major improvement of the Cal-Train corridor. Please provide constructive land use and imaginative community facility planning in and along the corridor, using ideas such as the ones described here. This will take constructive and imaginative negotiation with the governmental agencies building the rail facility.

Sincerely yours,

Carolyn Crow



Robert Crow

Cc: Terry Nagel, Vice Mayor  
Jerry Deal, Council Member  
Michael Brownrigg, Council Member  
Ann Keighran, Council Member  
Burlingame Planning Department

Jerry Hill, CA Assumbly Member, District 19  
Leland Yee, CA Senator, District 08

Anne Schneider, Sierra Club, Political Committee Tri-Chair, Loma Prieta Chapter  
Jackie Jacobberger, President, League of Women Voters, North and Central San Mateo County  
Stephens, Diana, Program/Advocacy Director, League of Women Voters, North and Central San Mateo County







