

Where the incumbents stand on the issues

	Shepherd	Scharff	Holman
DEVELOPMENT	<ul style="list-style-type: none"> ■ Believes the city should complete its update of the Comprehensive Plan before considering zoning changes. ■ Voted to support the planned-community development at 101 Lytton Ave., the redeveloped Edgewood Plaza and the mixed-use project at 3159 El Camino Real. 	<ul style="list-style-type: none"> ■ Now supports eliminating planned-community zoning because he believes the community has lost faith in it and it cannot be reformed. ■ Voted to support the planned-community development at 101 Lytton Ave., the redeveloped Edgewood Plaza and the mixed-use project at 3159 El Camino Real. ■ Joined Karen Holman in leading the push to extend ground-floor retail requirements downtown. A strong proponent of further extending the retail zone beyond the current district. 	<ul style="list-style-type: none"> ■ Voted against the planned-community development at 101 Lytton Ave., the redeveloped Edgewood Plaza and the mixed-use project at 3159 El Camino Real. ■ Strongly supports reforming the city's design guidelines for El Camino Real to require wider sidewalks and larger building setbacks for new developments. ■ Opposed prioritizing the Measure E site in Byxbee Park for a new composting operation. ■ Supports making zone changes to lower the density allowed for new residential developments as a response to state laws that offer density bonuses for projects with affordable housing. ■ Supports keeping but reforming planned-community zoning.
TRANSPORTATION	<ul style="list-style-type: none"> ■ Supported adding a "satellite" parking lot on Embarcadero Road for downtown workers. ■ Supports a residential parking-permit program downtown. ■ Voted in favor of an infrastructure plan that includes a new downtown garage. ■ Led the city's effort to set up a Transportation Management Association. 	<ul style="list-style-type: none"> ■ Strongly supports building parking garages downtown and in the California Avenue business district. ■ Voted to eliminate parking exemptions for both new developments and for ones that were under city consideration as of October 2013. ■ Supports a residential parking-permit program downtown. ■ Supported adding a "satellite" parking lot on Embarcadero Road for downtown workers. 	<ul style="list-style-type: none"> ■ Opposed adding a "satellite" parking lot on Embarcadero Road for downtown workers. ■ Supported the proposed framework for a residential parking-permit program in downtown. ■ Supported the creation of a Transportation Management Association to help downtown employers shift their workers from commuting by car to other modes of transportation.
HOUSING	<ul style="list-style-type: none"> ■ Voted in favor of the Palo Alto Housing Corporation proposal for Maybell Avenue, which included 60 apartments for low-income seniors and 12 single-family homes. ■ Believes Palo Alto needs to get more involved in the Association of Bay Area Governments, which issues housing allocations for each city. ■ Voted to support a ban on car camping and to keep Cubberley Community Center closed at night to address complaints about a "de facto homeless shelter" at the center. 	<ul style="list-style-type: none"> ■ Voted in favor of the Palo Alto Housing Corporation proposal for Maybell Avenue, which included 60 apartments for low-income seniors and 12 single-family homes. ■ Says that existing zoning, coupled with state incentives for affordable housing, may be sufficient to encourage new developments for low-income residents. ■ Served in 2013 on the council's Regional Housing Mandate Committee, which reviewed and approved the Housing Element. ■ Believes the city needs to do what it can to keep residents of the Buena Vista Mobile Home Park in Palo Alto, even if the trailer park is closed and the property is redeveloped. ■ Voted to ban car camping in 2013. Now, with the ban suspended because of a court decision, he believes the ban is no longer necessary. Supported keeping Cubberley Community Center closed at night to address concerns about it being a "de facto homeless shelter." 	<ul style="list-style-type: none"> ■ Supported the proposal by the Palo Alto Housing Corporation for a development on Maybell Avenue, which included 60 apartments for low-income seniors and 12 single-family homes. ■ Opposed the council's decisions to ban car camping and to keep Cubberley Community Center closed to the public at night.

Scharff

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nating the PC process," Scharff said.

Scharff also regrets the council's secret negotiations with developer John Arrillaga in 2012, calling them a "horrible process," and acknowledges that the council should have done better. He now supports having the council vote publicly on whether to go into a closed session before every such

session.

Yet he also believes the council doesn't get enough credit for its accomplishments. When he joined the council in 2010, the budget was a mess and the council was involved in a tense battle with its labor unions over pension and health care reforms. The city's infrastructure had an estimated backlog of more than \$300 million, and officials were struggling to come up with a plan to build a new police headquarters.

Scharff helped lead the council

in repealing the binding-arbitration provision in the City Charter for public-safety unions so that the city is no longer forced to accept labor-contract terms imposed by a third party. He also took part in the Infrastructure Committee that came up with a financing plan to pay for the needed fixes (Measure B, which would raise the hotel tax rate by 2 percentage points is part of the solution). And city workers now contribute toward their own pensions and health care

As for parking and traffic, the two issues that everyone is talking about? Scharff points out that the council has 14 initiatives in the works to address these issues, including new garage technology, a downtown Residential Parking Permit Program and a new Transportation Management Association that will provide incentives for downtown companies whose employees switch from using cars to other modes of transportation. Land use may continue to dominate the election debate,

but Scharff believes that when it comes to being responsible stewards of public finances and the city's infrastructure, he and his colleagues have performed their job well.

"This is the first time that we actually have a plan to solve the problem and actually get on track where we maintain our infrastructure and we keep up with it," Scharff told the Weekly. "It was a long haul. We did it in an open and transparent way. Those two things alone are huge." ■

	Shepherd	Scharff	Holman
FINANCE	<ul style="list-style-type: none"> ■ Opposed eliminating binding arbitration for public-safety workers from the City Charter. ■ Raised flags about the growing costs of the Mitchell Park Library and Community Center project and promoted lowering the contingency budget for the project. ■ Supports increasing the city's hotel tax rate from 12 to 14 percent. 	<ul style="list-style-type: none"> ■ Led the push to abolish binding arbitration for public-safety workers in 2011 and strongly opposed a 2010 effort by Palo Alto firefighters to require a vote to decrease staffing levels in the Fire Department. ■ Was a strong proponent of reforming employee benefits so that city workers chip in for the cost of pensions and health care. ■ Member of the council's Infrastructure Committee, which put together the plan to finance the major items in the city's backlog, including a public-safety building and two fire stations. ■ Supported raising the hotel tax rate from 12 to 15 percent, though after that proposal failed he voted with the council to put it on the ballot at 14 percent. 	<ul style="list-style-type: none"> ■ Helped to lead the council's effort in 2010 to repeal binding arbitration for public-safety employees. ■ Voted against instituting a prevailing-wage requirement for public projects. ■ Supports raising the hotel tax rate from 12 percent to 14 percent. Voted against a proposal to raise it to 15 percent. ■ Supports larger grant allocations from the city to local nonprofits.
GOVERNANCE	<ul style="list-style-type: none"> ■ Supported placing on the November ballot changes to the City Charter that would reduce the City Council from nine members to seven and that would extend the term limits for council members from two to three four-year terms. ■ Supports looking at "context sensitive solutions" as a way to plan for new developments. The process, which is used by Caltrans for highway construction, relies on extensive community input in the early phase of the design process. ■ Favors more regional cooperation and partnerships with cities abroad. 	<ul style="list-style-type: none"> ■ Opposed measures to reduce council size and extend the number of terms council members can serve. ■ Drew criticism from colleagues in 2013 for using his mayoral powers to appoint himself, Larry Klein and Nancy Shepherd to several new committees at the expense of other council members. ■ Strongly supports having fewer closed sessions and taking public votes before each closed session. ■ Described the council's negotiations with John Arrillaga in 2012 as a "horrible process." 	<ul style="list-style-type: none"> ■ Opposed placing a ballot measure to reduce the council size from nine members to seven. ■ Opposed placing on the November ballot a measure that would increase term limits for council members from two to three terms. ■ Advocated for an earlier release to the public of the City Council's packet of staff reports before meetings.

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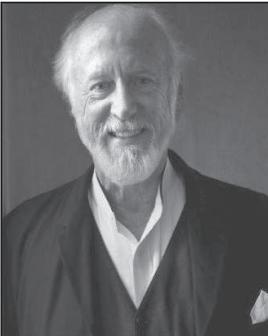


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