

2. Experience

Non-incumbents: Describe your personal experience with Palo Alto City government and recent issues that have come before public hearings at the city council or other board and commissions. What was your role? (For example, did you send an email, speak to the Council, lead a group of citizens, etc.?) How extensively were you involved?

Incumbent (Kniss): What have been your major initiatives on the Council? Describe your role and the results.

Stewart Carl:

I studied product design and earned a Master of Science degree in Mechanical Engineering from Stanford University. As an undergraduate student I studied transportation design at Art Center College of Design and received a Bachelor of Science degree in Industrial Design. I have been an active supporter of the citizen effort to achieve neighborhood compatibility for the College Terrace Centre project and Stanford Land Management's enormous Mayfield Project. I have worked tirelessly to educate myself, Palo Alto, and the wider community about the FAA's nextgen air-routes and aircraft noise, and I am the co-founder, an organizer, and an early leader of the aircraft noise group known as Sky Posse. I am a 30+ year Palo Alto resident, and after renting in Palo Alto for over a decade, became a College Terrace homeowner and have been a resident of College Terrace for the past 20+ years.

Leonard Ely III:

I have very limited involvement in City politics. I am getting involved because I am tired of everyone complaining about City government, including myself, but not doing anything to change it.

Adrian Fine:

I serve as chair on the Planning and Transportation Commission and as a non-voting member of the Citizen's Advisory Commission for the Comp Plan update. My educational and professional background is in city planning and technology. In both of my roles with the City, I see my primary job as listening to residents and stakeholders, considering plans and developments in light of the city's municipal code/comp plan, and ensuring that Palo Alto plans intelligently for the future.

On the planning commission, I have recommended and improved initiatives such as: local retail protection, residential parking preference program, the transportation management association, bicycle and pedestrian facilities, a new and efficient solid-waste facility, safe streets, and accessory dwelling units. I have also provided input on the comprehensive plan update, and one of my goals is to speed up the process so we have an up-to-date and enforceable comp plan.

Across numerous projects and issues, I have pushed staff for higher-quality data to help the Council make their final decision. I have asked for comparisons to nearby cities, and I have also provided input on projects in nearby cities that will affect us. On these projects, I have focused on their impacts and opportunities for Palo Alto.

Over my life here in Palo Alto, I have spoken at council meetings on a number of issues that matter to me: the Mayfield project in my neighborhood of College Terrace, in support of increased bicycle and pedestrian facilities, and expansion of city parks.

John Fredrich:

Member, October 17th Mobilization to End the War, 1967.
Political Science Bachelor of Arts with Distinction, Stanford, 1968.
Candidate for United States Congress House of Representatives, 1974.
Candidate for Palo Alto City Council, 1975, 1977, 1981, 2003, 2014.
Board of Directors, Urban Ministry, 1985.
Board of Directors, South Bay Sanctuary, 1986.
Organizer, Substitute Teachers' section of the Palo Alto Educators Association & long time member of the PAEA Representative Council.
Usher, Sunday School teacher, committee member, and deacon at First Lutheran Church, Palo Alto, 1975-2005.
Lifetime California State Teacher Credential, Secondary, Social Studies.

Arthur Keller:

I have served for eight years on the Planning and Transportation Commission. I worked on the Zoning Ordinance Update, the Comprehensive Plan update, the Bicycle+Pedestrian Plan, the Baylands Master Plan, Planned Community reform, as well as a variety of rezoning and quasi-judicial matters.

I have served for the last year as co-chair of the Citizens Advisory Committee on the Comprehensive Plan Update. I led the effort to include in the Transportation Element a policy that new projects include sufficient parking to meet the demand they generate, a policy to retain Level of Service as a traffic congestion metric to evaluate new development and a program to revisit and tighten the Level of Service thresholds for determining when there are significant traffic impacts. Our current traffic congestion metrics are inadequate because (1) the baseline for prior traffic conditions from a project assume that the prior development is fully occupied at its highest possible use (even if that exceeds what the building ever generated), and (2) too much additional traffic is needed before mitigations are required.

The proposal for a housing development at Page Mill Road and El Camino Real indicates that even with a moratorium on Planned Community zoning we are still facing requests for spot zoning. However, this new request does not come with public benefits would come from the value capture model I proposed for Planned Community zoning. The parking reductions proposed for this project are not based on experience with multiple comparable developments but are based on aspirational reductions in car ownership. With only 6% of Palo Alto households not having any car, this is a recipe for spillover parking in the surrounding neighborhood, which does not have a Residential Parking Permit Program.

I am also a member of the Environmental and Water Resources Committee of the Santa Clara Valley Water District. I have been fighting for our property taxes for the State Water Project to be used for projects in Palo Alto, such as recycled water and flood protection. Palo Alto receives no water for the State Water Project; our funds are instead used to subsidize water rates for Santa Clara and San Jose.

Liz Kniss:

The residential parking permit program (RPP). This was a major issue when I ran in 2012 and I feel we have now made a good start in the downtown area. As we move towards RPP programs in Evergreen and Southgate neighborhoods.

TDM. A former colleague and I first learned about these programs in 2013 where they function successfully in the east bay. We have now been using some form of this at Stanford, in the Research Park, and the first stages have begun in the downtown area in this past month. This includes using Scoop (a ride-sharing app), Go Passes for low wage income workers and measurements regarding its success should be out by December.

Valet parking. There are three garages now offering valet parking to lessen the impact on the side streets.

Lydia Kou:

1. I am currently serving as a Citizen Advisory Committee member to update the Comprehensive plan. The plan is visionary and the primary tool to provide guidance for making long term choices for the City's future as well as policies to guide day to day decisions. I am one of the 24 citizens and we meet once a month to discuss and to make provide comments. I am also on the following Citizen Advisory element Sub-committees:
 - Community Services and Facilities
 - Transportation
 - Safety and Noise
 - Governance
 - Implementation Plan
 - Housing Representatives to the City Council
2. City of Palo Alto Emergency Preparedness program - My many years of work on Emergency Preparedness provide me multiple categories of experiences that will be valuable when I am on Council:
 - Working with individual members of the community to create a large-scale volunteer effort and then to keep those community members engaged.
 - Working with other Non-government and government organizations active in this area.
 - Working with City Staff and Council on the day-to-day aspects of this issue.
 - Driving a radical change in the City's policy on this issue.

I have spoken at Council retreat to encourage continuing Emergency Preparedness as one of the priorities to focus and to give attention to for the year. I have also spoken at Policies and Services to request support for a citywide event/exercise that simulated having to live in tents after a disaster and the use of a public park.
3. I have spoken before Planning and Transportation Commission (PTC) and City Council stating my concerns and neighbors' concerns about a high density development that was going to be built in the neighborhood and on a street that is designated a Safe Route to Schools street which hundreds of children use.

Danielle Martell:

DID NOT RESPOND

Don McDougall:

I am currently vice-chair of the Library Advisory Commission and an active member of the Citizens Advisory Committee for the Comprehensive Plan where I am on several subcommittees including Community Services, Sustainability and Transportation.

My interest in the environment experienced as an active volunteer with Environmental Volunteers. I teach natural science in class rooms in the Bay area and participate in their Development Committee. I am also an active docent at Point Lobos State Natural Reserve. Teaching students and adults about nature is a passion and a reward.

Greer Stone:

I was appointed to the Palo Alto Human Relations Commission when I was 23-years old. I currently chair the commission and I have been very active in my community effectuating change wherever I can. I have been involved in various liaison roles through my position on the commission, including: Project Safety Net, Homeless Services Taskforce, Palo Alto Chief of Police, Palo Alto Mediation Program, Senior Services Sub-Committee, HSRAP Sub-Committee, and the CDBG Sub-Committee. I have been most proud of my work in helping lead an effort to end veteran homelessness. For the past couple of years I have been co-leading an effort to end homelessness amongst veterans in Palo Alto and Santa Clara County. Last October, my commission hosted an event with two White House officials and other representatives from local veteran agencies to address these various issues.

Greg Tanaka:

Current member of Planning and Transportation Commission, serving as Chair in 2015. I have an independent voting record of opposition on the Maybell project because of bad outreach to the community, opposition to the Gateway Project which lacked solid parking and transit options for the neighborhood and championed the now successful California Avenue improvements and streetscape.

As a member of the Infrastructure Blue Ribbon Commission, I have gained deep insights into the severe infrastructure challenges the city faces like a new Public Safety Building, Municipal Services Center, and the immense financial challenges involved

President of College Terrace Residents' Association (three times re-elected). Leading with my neighbors and leaders like Doria Summa and Fred Balin, I drove the implementation of the successful residential permit parking program after years of stalled efforts.