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OCTOBER 28, 2016 VOLUME 24, NO. 40

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the soul**
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MICHELLE LE

Stevan Spremo, a NASA Space Flight project manager, talks about colleagues diagnosed with ALS at a town hall meeting about the contaminated groundwater plume at NASA Ames.

NASA Ames workers worry over Superfund site's toxins

AMATEUR DISEASE MAP POINTS TO RARE CLUSTER OF ALS CASES AT NASA AMES

By Mark Noack

Following news that several employees had developed a rare neurological disease, the NASA Ames Research

Center is facing a new wave of concern that hazardous substances linked to the nearby Superfund sites could be affecting its workers' health. The recent scare has prompted a

new round of testing for toxic chemicals in old buildings at Ames, but health officials say harmful substances have stayed

► See **NASA**, page 20

Trustee clashes with district office over public records requests

LENGTHY REQUESTS ARE EATING UP STAFF TIME AND RESOURCES, SUPERINTENDENT SAYS

By Kevin Forestieri

Steve Nelson is just a couple of months away from leaving his post as a board member for the Mountain View Whisman School District, but he shows no sign of ending his four-year campaign as a critic of the district's leadership. In the latest round of heated exchanges, Nel-

son harangued the district office staff last week, claiming that he had been "stonewalled" for months on public records requests, only to receive 3,500 pages of mostly useless information.



Steve Nelson

At the end of the Oct. 20 board meeting, Nelson hauled out a box containing thousands of pages of printouts from the district office that he received in response to a lengthy public records request he made in May. In a chain of emails, Nelson said he wanted information on middle school

► See **NELSON**, page 7

Bike Share booted, but what will replace it?

COUNCIL WARY OF PLANS FOR BIKE SHARE 2.0

By Mark Noack

All seven Bike Share stations, with their dozens of bicycles scattered across the Mountain View, will be taken out in the coming weeks, but it's not clear what, if any, new bike-rental service will be replacing it.

On Tuesday night, the Mountain View City Council kicked the tires of the beleaguered Bike Share service, ultimately deciding the costly program wasn't worth keeping on the city's dime. The bike-rental system, which first came to Mountain View in 2013, was previously funded entirely by grants from the Metropolitan Transportation Commission. When those subsidies expired earlier this year, Mountain View and several other Bay Area cities experienced a case of sticker shock.

Low ridership numbers for Mountain View's system meant local taxpayers were footing the bill for about \$20 for every bike trip. In May, five out of seven council members reluctantly agreed to pay \$160,000 to Motivate, the private company behind the system, in order to keep the bicycle service functioning through November. City officials described it as a temporary measure to buy time to figure out a better service tailored to draw in more riders.

An early template of that improved system — call it Bike Share 2.0 — arrived in front of the City Council at their Tuesday meeting. The plan is for Mountain View to follow the lead of Palo Alto, which negotiated with Motivate earlier this month for a

new system built around "smart" bicycles.

Designed by the New York City company SoBi, these newer bikes would be connected via wireless networking and GPS systems that would create a "geo-fence," allowing the bicycles to only be used within a specific territory. Unlike the older Bike Share system, the SoBi program doesn't require docking stations, and riders will reportedly have far more options for where they can leave the bikes.

Starting early next year, Palo Alto plans to launch its new system with 350 of the new bikes, which are expected to cost about \$1.1 million. As part of its deal, Palo Alto city officials insisted that similar pricing terms be offered to other Peninsula cities under the idea that the new service would be stronger if more cities signed up to participate.

As Mountain View staff presented plans Tuesday to remove the older Bike Share equipment, they also recommended the city begin its own negotiations to join the new smart-bike system. They suggested tentative plans to pursue a similar 350-bike system at a \$1.1 million price — or about \$3,000 per bike. Staff members warned that these numbers would likely change.

But more than half the City Council found the concept half-baked. Even though the smart bikes had some new features, the system was essentially the same as the current underwhelming service, said Councilman John McAlister.

"What would we be doing that

► See **BIKE SHARE**, page 7

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**2016
ELECTION**

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NATASHA CARLITZ DANCE ENSEMBLE

The Natasha Carlitz Dance Ensemble, turning 10 this year, will celebrate with an anniversary performance entitled "Acadia and other stories." Choreographer Natasha Carlitz grew up in Palo Alto and has many ties to the local dance community. "Acadia and other stories" is collaboration between Carlitz and composer Mike Coffin, with live music by Brilliante Strings. The "Acadia Suite" string quartet pays tribute to Acadia National Park in Maine, while the titular other stories include premieres of the orchestral "Present" and the solo "Icarus: Learning To Fly," a new work by guest choreographer Helena Birecki; and more. Performances will be held Friday, Oct. 28, and Saturday, Oct. 29, at 8 p.m. at Cubberley Auditorium, 4000 Middlefield Road, Palo Alto. Tickets are \$15-\$20. Go to carlitzdance.org.



COURTESY OF JOHN GERBETZ

Menlowe Ballet will be celebrating its fifth anniversary with its program "Tribute."

Eve, and "Portraits," celebrating accomplished women throughout history. Dennis Nahat also returns to present his version of the classical "Le Corsaire Pas de Deux." Performances will be held Nov. 3 (at 7:30 p.m.), 5 (at 2 and 8 p.m.) and 6 (at 2 p.m.) at Menlo-Atherton Performing Arts Center, 555 Middlefield Road, Atherton. Tickets are \$30-\$60. Go to menloweballet.org.

TRICK-OR-TREAT & HALLOWEEN CARNIVAL

Kids can put on their costumes and celebrate Halloween a day early at the 22nd annual California Ave Trick-or-Treat & Halloween Carnival in Palo Alto on Sunday, Oct. 30, from 10 a.m. to 2 p.m. Organized by Blossom Birth, the event will take place on S. California Ave. (between Park and Birch) and feature candy giveaways from 30 local businesses; performances by Andy Z, the Stanford Band, Dance Connection and School of Rock; a costume contest; Halloween photos; carnival games and crafts; story time from the Palo Alto Library; police and fire trucks for kids to explore; and an address by Palo Alto Mayor Pat Burt. The event is free and suitable for kids ages 0-12. Go to blossombirth.org/halloween.html.

MEET TONY FOSTER

Painter and naturalist Tony Foster, whose work is collected and displayed by Palo Alto's Foster Art & Wilderness Foundation (940 Commercial St.) in a gallery that's normally only open by appointment, will be on site at an open house on Thursday, Nov. 3, 5-7 p.m. The public is invited to meet Foster, who's based in Cornwall, England, and ask him questions about his work. The event is free. Go to thefoster.org.

THEATRE FLAMENCO

Also celebrating a major anniversary is Theatre Flamenco of San Francisco, marking five decades of lively Spanish dance and theater in the Bay Area. Theatre Flamenco dancers and musicians will perform at the Mountain View Center of the Performing Arts (500 Castro St.) on Friday, Nov. 4, at 8 p.m. For its golden anniversary, the company will feature numerous special guests, including Pastora Galvan from Sevilla and singer Juana la del Pipa from Jerez de la Frontera, and director Carola Zertuche will present both new and reprised works. Tickets are \$48-68. Go to theatreflamenco.org.

MENLOWE BALLETT

The Menlo Park-based dance company Menlowe Ballet, which offers audiences a blend of classical, contemporary and cultural dance, is celebrating its fifth anniversary with "Tribute," a program featuring two world premieres, a signature revival and a classical work. Artistic Director Michael Lowe drew on his experience dancing with Oakland Ballet in two renowned productions of Ravel's "Bolero" to create "Tribute" (first staged by Menlowe Ballet in 2013). World premieres include "After Hours," set in a vibrant Shanghai nightclub on New Year's

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■ CRIME BRIEFS

GANG-RELATED STABBING

A 19-year-old Sunnyvale man was arrested on attempted murder charges Oct. 20 in connection to a gang-related stabbing at Rengstorff Park over the Fourth of July weekend, according to Mountain View police.

Police received reports of the stabbing on Saturday, July 2, shortly before 10 p.m. When officers arrived, they found a juvenile suffering from at least one stab wound. He was transported to a nearby hospital with serious injuries, police said. At the time, police did not release any details on a potential suspect.

Police detectives from Mountain View and the Sunnyvale Department of Public Safety identified Sunnyvale resident Daniel Martinez as the suspect in the stabbing. He was arrested and booked into Santa Clara County Main Jail on suspicion of attempted murder and violating his parole, police said.

LITTLE CAESAR'S ROBBERY

Police arrested a 25-year-old transient man at a Little Caesar's Pizza in Mountain View last week after he had allegedly stolen a bottle of soda and attempted to steal pizzas from a customer just outside the take-out pizza chain.

Officers responded to reports of a silent hold-up alarm at 638

► See CRIME BRIEFS, page 14

■ POLICE LOG

AUTO BURGLARY

900 block High School Way, 10/19
200 block Moffett Blvd., 10/20
2000 block Plymouth St., 10/21
1700 block Latham St., 10/25

BATTERY

500 block Showers Dr., 10/21
200 block Castro St., 10/22
1900 block Grant Rd., 10/24

COMMERCIAL BURGLARY

500 block San Antonio Rd., 10/20

GRAND THEFT

300 block Anna Av., 10/20
300 block Ruth Av., 10/24

RESIDENTIAL BURGLARY

700 block Sylvan Av., 10/20
2300 block California St., 10/23

ROBBERY

800 block E. El Camino Real, 10/21
600 block San Antonio Rd., 10/21
800 block E. El Camino Real, 10/23

STOLEN VEHICLE

2500 block Hospital Dr., 10/19
900 block High School Way, 10/20

VANDALISM

600 block San Antonio Rd., 10/19
1000 block N. Rengstorff Av., 10/20
100 block W. Dana St., 10/24

■ COMMUNITY BRIEF

GOOGLE FIBER HITS WALL FOR 'MOST' CITIES

Is Google Fiber still coming to Mountain View? In a cryptic blog post this week, Craig Barratt, the head of Google's fiber division made it clear the company was pulling back on plans to bring ultra-speed broadband lines to "most" cities. Which cities exactly? Those specifics went unanswered.

Just five months ago, Google Fiber officials signed a deal with Mountain View and other Silicon Valley cities to bring 1-gigabit per second internet service to the company's homeland. At the time, some observers remarked that it was curious the Google was putting down the funding to lay hundreds of miles of cable even through it was also heavily investing in a boosted form of wireless technology.

Those critics may have been right on the money. Barratt noted the company would be working to advance its technology as it hits the pause button on Google Fiber expansion in many cities. As part of that change of plans, he noted that some employees were being let go.

—Mark Noack

The Mountain View Voice (USPS 2560) is published every Friday by Embarcadero Media, 450 Cambridge Ave, Palo Alto CA 94306 (650) 964-6300. Periodicals Postage Paid at Palo Alto CA and additional mailing offices. The Mountain View Voice is mailed free upon request to homes and apartments in Mountain View. Subscription rate of \$60 per year. POSTMASTER: Send address changes to Mountain View Voice, 450 Cambridge Ave, Palo Alto, CA 94306.



NATALIA NAZAROVA

OLD-FASHIONED FRIGHTS

A scary theft of its custom-made Halloween decorations threatened Rengstorff House's annual haunting, but with the spooky trappings recovered this summer, the autumnal revelries are back. The friends of Rengstorff House will guide visitors through an eerie tour of the historic home's supernatural spectacles this weekend. Evening tours run from 6:30-10 p.m. Friday and Saturday, Oct. 28-29, with family-friendly programs (and trick-or-treating) offered on Saturday from noon to 4 p.m. Evening tickets are \$10-15; donation requested for family program. For details, go to r-house.org. See more photos on page 26.

Threat triggers lockdown in Slater neighborhood

By Kevin Forestieri

Mountain View police arrested a man last week after he allegedly refused to leave a home on Gladys Avenue, and threatened a resident with what appeared to be a firearm. The standoff lasted more than two hours, and ended after police fired a beanbag round and used a stun gun on the suspect in order to apprehend him outside the home.

Police received reports at about 8:30 p.m. that the suspect, 31-year-old Michael Galdrige, was inside the home of a relative on the 200 block of Gladys Avenue on Thursday, Oct. 20, and refused to come out. Galdrige, a transient, was not welcome in the home, and during the incident allegedly displayed an imitation firearm to the resident in a threatening manner, according to police spokeswoman Katie Nelson.

The incident prompted a

stand-off between the suspect and the Mountain View Police Department's Crisis Negotiation Team that lasted over two hours, prompting police to cordon off Gladys Avenue. Residents in the area were asked to stay indoors, Nelson said.

Most of the standoff took place outside of the home, as Galdrige paced between the lawn, the driveway and the front of the house, while police tried to calm him down and encourage him to surrender, according to Lt. Saul Jaeger of the Mountain View Police Department. During the standoff, police were still concerned he may have had a firearm in his possession based on the initial reports, Jaeger said.

The standoff escalated when Galdrige allegedly refused to follow police orders and started walking toward other nearby houses, prompting police to move in and fire a bean bag round at the suspect's chest using a modified, "less lethal" shotgun,

but it appeared to have little effect on Galdrige, Jaeger told the *Voice* on Monday.

Officers pulled the suspect to the ground, where Galdrige continued to struggle and resist arrest, Jaeger said. After an attempt to handcuff Galdrige, police used a stun gun on his arm, and after several minutes, they were able to take him into custody.

Because of the use of force, police had to wait for Galdrige to be medically cleared before taking him to jail, Jaeger said.

Galdrige was booked into Santa Clara County Main Jail on charges of brandishing a weapon, being under the influence of a controlled substance and violating his probation. Officers were able to locate a realistic-looking BB gun inside the home, which was later identified as the weapon Galdrige reportedly used to threaten the resident, Nelson said.

Email Kevin Forestieri at kforestieri@mv-voice.com

High schools grapple with lower test scores

DISTRICT OFFICIALS SAY THERE'S NO CLEAR REASON WHY PERFORMANCE DROPPED THIS YEAR

By Kevin Forestieri

By most measures, student performance in the Mountain View-Los Altos High School District is on the upswing. More teens than ever are taking Advanced Placement (AP) classes and passing the test at the end of the year, and SAT scores remain strong when compared to the rest of the state.

That's why nobody at the district was prepared for the bombshell that dropped in September, when state standardized test results came back showing a big decline in scores. The number of students meeting state standards for English language arts dropped precipitously from 75 percent in 2015 to 69 percent in 2016. Performance in math was also a little off the mark, dropping from 65 percent meeting state standards to 64.

The lower test scores came as a surprise for a whole host of reasons. It was a reverse trend from the rest of the state, which overall saw an increase in stu-

dent performance. What's more, one of the high school district's feeder districts, the Mountain View Whisman School District, saw major improvements among economically disadvantaged, English-language learner students.

The other troubling aspect of the test scores is that it shows nearly uniform decreases in performance across the board, no matter how the data is manipulated. Most ethnic subgroups, including Asian and white students, either tread water with a next-to-zero change in test scores from last year, or saw a decrease in performance of between 4 and 8 percentage points. The only silver lining is among students not proficient in English, of whom 17 percent met state standards — up from 7 percent the prior year.

At a study session Monday, Associate Superintendent Bri-

gitte Sarraf acknowledged that school and district staff were all "very, very surprised" by the results, and said that she spent the last two months digging to try to find a reason why student performance declined on the Smarter Balanced Assessment Consortium (SBAC) test. The results came in the form of a thick report hundreds of pages long, ultimately determining that there's still no clear reason for the lower test scores.

"We had been digging for the last two months hoping that at the end of the digging, we can find ... some reason for the results," Sarraf said. "We have not been able to come up with a full explanation."

The SBAC test scores appear to be the anomaly out of the 13 or 14 measures the district

uses to gauge student performance, Sarraf told board members. Enrollment in Advanced Placement (AP) classes is still on an upward trajectory across 31 subjects, and the number of students passing the test with a score

of three or higher remains strong at 83 percent. Students in the district also outperform the state and national average across all areas of the SAT, and ACT scores are a comfortable margin above the average in all four subjects.

Sarraf said the SBAC results could have been disappointing this year because classes at both Mountain View and Los Altos high schools haven't incorporated the sort of Common Core-aligned questions that show up on the test. SBAC questions often require students to explain their answers and show the methodology, and that could have caught some students off-guard.

But up until this point, the district was supposed to be on the leading edge of adopting Common Core standards into

'We have not been able to come up with a full explanation.'

BRIGITTE SARRAF, MVLA ASSOCIATE SUPERINTENDENT

► See **TEST SCORES**, page 10

Test scores soar at Crittenden

LOCAL MIDDLE SCHOOL RANKS AMONG THE BEST FOR LOW-INCOME AND MINORITY STUDENTS

By Kevin Forestieri

Every Wednesday morning, teachers at Crittenden Middle School get together for their pre-game huddle, coordinating lessons, trading ideas and working together across departments — with the common goal of making sure all 664 students at the school can effectively read and write by the time they hit high school.

And if test scores are any indication, Crittenden's teachers are on the right track to eliminate the achievement gap that plagues California's low-income and minority students. A recent report by the nonprofit research group Innovate Public Schools

found that Crittenden is among the top 41 schools in the greater Bay Area for bringing under-served students up to grade level, towering above almost every other school on the Peninsula.

The report, released late last month, reviewed 2015-16 state test scores across the 568 schools in the Bay Area that serve a significant number of low-income and minority students. The sobering news from the report is that only 41 of these 568 schools — just over 7 percent — could bring test scores among low-income Latino and African American students above the statewide average for all students. What's more, that number is down from 54 schools the prior

year.

Among the schools that did make the grade, a vast majority are charter schools in areas like San Jose, Richmond and Oakland. Crittenden was the only public, district-run middle school in the Bay Area to show big gains in low-income Latino student achievement, after test scores showed 50 percent of these students were able to meet state standards — up from 36 percent the year before.

The annual report makes it clear that most of the Bay Area's 1,211 schools are still failing to educate traditionally under-served students throughout the community, said Carol Hedgspeth, director of research and policy at Innovate Public Schools. She said it's also a little discouraging to see the list of top schools dwindle in size from last year, and that not one high school in the entire Bay Area could bring test scores among low-income African American students up to the state average.

But on the flip-side, the report showcases 41 schools that are getting it right, and adopting classroom policies and teaching styles that are effective at bringing up test scores.

"We want to hold up these schools as examples and models that it's possible to have low-income students at high performing schools," Hedgspeth said. "We want to show what's

possible so people can stop with that argument that demography is destiny."

Demographic data from the 2015-16 school year shows that 56 percent of the students enrolled at Crittenden are socio-economically disadvantaged and Latino, and one in five students are still not proficient in English. Well under one-third of low-income Latino students meet the state standards across the Bay Area, but Crittenden managed to buck the trend, Hedgspeth said.

tirelessly to support every kid in the classroom, not just the top and bottom performers. Teachers are putting every moment of collaboration time to good use, she said, and have hatched a plan to raise literacy among students at Crittenden.

"There's such a diverse student population at Crittenden," Dillman said. "Our teachers are using good teaching strategies that are proven to work with English-language learners and students with different learning abilities."

Some of these "good teaching strategies" come from a recent teacher training program called Reading Apprenticeship, where English and social studies teachers at Crittenden spent a total of five days learning how to teach students to be better readers and writers. The big takeaway from the program is the idea that all teachers are literacy teachers, and every class — from English to math and science — ought to push kids to think critically about what they're reading, according to Carolyn Anzia, who teaches sixth and seventh grade English at Crittenden.

What came out of the program is a new school-wide literacy initiative, Anzia said, where teachers across all subjects are using a common language to help students understand what they are reading and writing. The school distributes a literacy packet that outlines all the terms students ought to know in order to understand whatever they are reading, whether it's a novel or a textbook, and serves as a cheat

'We want to show what's possible so people can stop with that argument that demography is destiny.'

CAROL HEDGSPETH, INNOVATE PUBLIC SCHOOLS

Crittenden's designation as a top school also comes at a time when teacher turnover has been a source of turbulence across the school district — particularly at the middle school level — making the achievement all the more remarkable. During the 2015-16 school year, 13 of the 33 teachers at Crittenden were new hires, and seven were new to teaching.

So what's the secret to success? Crittenden principal Angie Dillman, who joined the district as the school's new principal just months ago, said all the credit goes to the teachers who work



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NELSON

► Continued from page 1

math “pathways,” and a better idea of how math curriculum and class placement policies would guide students from fifth grade into the district’s three middle-school math tracks.

What he got amounted to mostly useless documents that failed to address what he was asking for, Nelson said in an email to the *Voice*.

“The MVWSD administrators are either inept and need significant further training on Public Record Act (PRA) compliance and efficiency of process, or (are) purposefully out of compliance with PRA issues of obstruction and speedy resolution on public requests,” Nelson said in the email. “Either one is of concern to how local democratic institutions function in an open and public manner.”

The wording of the request itself was complex and confusing, asking for email exchanges between school and district staff dating back to June 2014. Superintendent Ayinde Rudolph said the problem was two-fold: not only was the request both vague and expansive, but it was covered the same time period that the district was adopting an entirely new math curriculum aligned with the Common Core state standards.

“It required a lot of manpower to pull through,” Rudolph said. “The request actually started with over 5,000 documents and we had to sort through it. The challenge we faced is do we

want to pay a lawyer to do that or do we want to use staff?”

All told, the request took about 35 to 40 staff hours, including time from top district staff in charge of curriculum, in order to address the single request. The result netted a total of six or seven reams of paper adding up to 3,500 pages. Rudolph said they tried to explain to Nelson that they needed clarity on his actual request and explained that it was a very big ask for the district office, but they never received a response. While they are obligated to fulfill the request, Rudolph said it detracts from the district’s ability to focus on academics.

“I think that the focus of the school district should be on student performance, how well the students are doing, how well we are pushing our highest achieving kids, and how well we are closing the achievement gap,” Rudolph said. “This takes time away from us to do that.”

Nelson said that it was untrue that he was unresponsive, and that he was open to reducing the scope of his request once he heard it would take 110 days to get back to him.

“They absolutely did not get back to me. They refused to communicate with me,” Nelson said.

At a June board meeting, Nelson voiced his irritation with the slow response from the district office, saying he was upset they wouldn’t be able to give him “the damn thing” until after the summer. Rudolph countered Nelson’s comments,

pointing out that every one of his Public Records Act requests have been addressed, and said Nelson’s constant barrage of inquiries are bogging down the district. In one month, he pointed out, Nelson had made 55 requests for information — many of them informal requests, but each one requiring a response.

“You should allow the district to do their job instead of inundating us with 55 requests for information,” Rudolph said at the meeting.

This isn’t the first time Nelson and the district office have traded barbs over public records and information. In 2014, former Superintendent Craig Goldman clashed with Nelson over what he called a constant bombardment of requests for information that were often time-consuming or difficult to answer — or for documents that simply didn’t exist. Goldman expressed frustration that none of the requests ever seemed to lead to anything productive.

Rudolph declined to weigh in on whether Nelson’s requests were being put to good use, but said he believes the district’s process for handling Public Records Act requests is effective and not problematic, as Nelson described. Despite the big investment of staff time to fulfill Nelson’s request, he said there are no current plans to hire additional staff to handle records requests.

“I don’t see it as being a big issue for us,” Rudolph said. ▀

Email Kevin Forestieri at kforestieri@mv-voice.com

BIKE SHARE

► Continued from page 1

we didn’t do last time that would make this more successful?” he said. “We’re going to go out and make an agreement, but we have no idea how we’re going to make it successful.”

McAlister and Councilman Lenny Siegel both signaled that before they gave the go-ahead to enter negotiations, they wanted more details, such as where the new bike hubs would be located and who would be the target customers.

City Manager Dan Rich responded with a forceful defense of the new program, saying it would create an “omnipresent” bike service that could saturate all the city’s neighborhoods. City staff wanted to begin negotiations while figuring out a strategy for Mountain View, he said.

While the council unanimously agreed to take out the old Bike

Share system, a motion to enter negotiations for an upgraded service failed in a 2-3 vote, with only Mayor Pat Showalter and Councilman Chris Clark in support. Councilmen Ken Rosenberg and Mike Kasperzak were both absent.

Siegel made a counter motion to direct staff to draw up a conceptual plan for the new service, but that motion also failed in a 2-3 split, with Councilman John Inks, Showalter and Clark opposed.

Much like the last time the Bike Share issue came up, the City Council was stuck at an impasse with little choice but to revisit the issue later. The council tabled the issue until the Nov. 1 meeting.

Unless the council decides otherwise at its next meeting, the current Bike Share equipment will be removed at the end of November. ▀

Email Mark Noack at mnoack@mv-voice.com



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Mountain View City Council

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- Expand affordable housing
- Improve infrastructure to reduce road congestion
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California's Legislative Analyst Shows that policies like Measure V Hurts Renters and Mountain View

<http://lao.ca.gov/Publications/Report/3345>

Legislative Analyst's Office

The California Legislature's Non-Partisan Fiscal and Policy Advisor

Official Affordable Housing Report - February 9, 2016

Housing Shortage Also Creates Problems for Rent Control Policies.

The state's shortage of housing also presents challenges for expanding rent control policies. Proposals to expand rent control often focus on two broad changes: (1) expanding the number of housing units covered—by applying controls to newer properties or enacting controls in locations that currently lack them—and (2) prohibiting landlords from resetting rents to market rates for new tenants. Neither of these changes would increase the supply of housing and, in fact, likely would discourage new construction. Households looking to move to California or within California would therefore continue to face stiff competition for limited housing, making it difficult for them to secure housing that they can afford. Requiring landlords to charge new tenants below-market rents would not eliminate this competition. Households would have to compete based on factors other than how much they are willing to pay. Landlords might decide between tenants based on their income, creditworthiness, or socioeconomic status, likely to the benefit of more affluent renters.

Declining Quality of Housing.

By depressing rents, rent control policies reduce the income received by owners of rental housing. In response, property owners may attempt to cut back their operating costs by forgoing maintenance and repairs. Over time, this can result in a decline in overall quality of a community's housing stock.

Measure V Reduces Available Housing

Because of the current housing market in Mountain View, the Measure V rental subsidy policy would actually reduce the number of available affordable housing units.

More Difficult for Working Families

Measure V would make it MORE DIFFICULT for households in need to secure affordable housing.

Requires Tenants to be Subsidized

Requiring landlords to subsidize the rents of their tenants through Measure V would NOT make it easier for those truly in need.

Measure V Omitted Critical Renter Protections

Measure V mistakenly omitted protections that guarantee only those renters in need of rental subsidies would have access to rental subsidies.

Subsidies Go to "Affluent Renters"

Measure V will likely benefit "AFFLUENT" renters rather than working families in need.

Overall Quality of Housing Declines

When property owners stop investing in their Mountain View properties because of Measure V, the overall quality of housing will decline.

Vote NO on Measure V

Reduces Access to Affordable Housing in Mountain View

<http://lao.ca.gov/Publications/Report/3345>

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Prometheus Real Estate Group, Inc. (local property management)
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Verbatim Report Reprint

The excerpted language from the Legislative Analyst's Office was printed verbatim from the February 9, 2016 official report detailing how Measure V-type policies would undermine affordable housing.



MEASURE A = AFFORDABLE HOUSING

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YES ON MEASURE A

Measure A for Affordable Housing provides solutions for our community by creating affordable housing for children, veterans, people with disabilities, working families, seniors, and thousands of others in need.

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- ✓ **For our hardworking families and seniors** who need safe, affordable homes while still being able to afford groceries, gas, and childcare.
- ✓ **For our teachers, service workers, and nurses**, so they can afford to live where they serve.
- ✓ **For our most vulnerable community members**, including our veterans, seniors, chronically homeless, mentally ill, people with disabilities, and low-income families.
- ✓ **Measure A helps first-time homebuyers** - \$50 million will be available for those seeking their first home.

www.YesOnAffordableHousing.org



Patricia Showalter
Mayor, Mountain View

“Measure A is a critical component to solve one of our community’s most pressing problems – providing affordable housing. Housing for homeless families with children, low-income families, veterans, seniors, the disabled and funds for first-time homeowners. I strongly urge a Yes vote on Measure A.”



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2. Transportation

Reduce commuter cut-throughs in our local neighborhoods by working with our transit authorities and major employers to provide an efficient and comprehensive transit system that will reduce traffic congestion and greenhouse gases. -Mass transit needs to improve on El Camino, but a bus only lane is not the solution. -We must develop a comprehensive system of bike and pedestrian routes and ensure every school has designated safe routes.



3. Sustainability

That the city set good examples of how to protect the environment with policies that reflect using renewable energy and minimize greenhouse gases.

4. Neighborhood Preservation

Increase open space

5. Financially Strong City

Budget within our means
Protect our small businesses

6. I Share Your Values

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Paid for by John McAlister for City Council 2016 FPPC#1309928

TEST SCORES

► Continued from page 5

class curriculum, said board president Phil Faillace. He said the district has known about the need to shift to Common Core for five or six years, and that the whole premise of the “Bring Your Own Device” policy was to attune students to the idea of testing on a digital platform.

“It was very disappointing for me to see that that (preparation) wasn’t done. That somehow the SBAC test was so different,” Faillace said.

Sarraf said the district has done a good job identifying all the changes that come with the Common Core, and for the most part believed that the curriculum taught at both high schools were already mostly aligned with the newly adopted standards.

“Our general conclusion is that what we do in the classroom is already Common Core-ish,” Sarraf said. “Maybe that was a little naive.”

For both English language arts and math, the scores are broken down into four categories: students either exceeded, met, nearly met or did not meet the state standards. Not only did fewer students either meet or exceed the standards, in many cases students shifted downward from exceeding standards to simply meeting them.

While district staff weren’t able to pinpoint a single underlying cause for the test results, there were plenty of hunches, guesses and ideas. Superintendent Jeff Harding said he

is concerned that, as it stands, many junior-year students simply don’t take state-standardized tests that seriously. It’s the same year many students are facing the SAT, ACTs and tough Advanced Placement exams — all of which have a direct effect on the student’s prospects of getting into a

Not only did fewer students either meet or exceed the standards, in many cases students shifted downward from exceeding standards to simply meeting them.

prestigious college. Once word gets out among students that the test is meaningless, Harding said, students may end up not taking it seriously.

Harding suggested that the district might want to consider putting SBAC test results on transcripts. While working at a previous school district, Harding said he recalls putting the former Standardized Testing and Reporting (STAR) test results on transcripts as a footnote, and immediately saw a “radical shift” in the way students treated the test. Board members questioned whether

this might affect students’ odds of getting into a four-year university when competing with students who aren’t bound by their SBAC score.

In the lengthy report, Sarraf noted that students may need to start taking the state standardized test seriously regardless of what the district imposes. Meeting or exceeding state standards exempts students from having to take placement tests for California State University schools and community colleges. Four-year universities, including the University of California system and private schools, are also beginning to take interest in student SBAC scores as a potential measure for college admissions, according to the report.

Harding also suggested that the increase of students with disabilities taking the test could have skewed the results compared to last year. An additional 32 special education students took the test during the 2015-16 school year compared to the prior year, which out of a total pool of fewer than 900 students can make a big difference, Harding said.

During the same year, however, the number of students enrolled in challenging AP courses who opted out of the test also dropped. Only 22 of these students declined to take the test, compared to 122 the year before.

Over the coming months, Sarraf said teachers will be reviewing test scores from their former students to find any major disparities between classroom performance and test scores. The goal is to uncover anomalies, she said, and understand why students may have received an “A” in the class but failed to meet standards, or met the state standards but failed the class.

“This is not a witch hunt, this is nothing more than a discovery trip so we can learn together and put that learning to good use,” Sarraf said.

Board member Joe Mitchner said he was concerned that students weren’t given enough opportunities to take practice versions of the SBAC test, to acclimatize to working on a digital testing platform and to learn about the kinds of questions that are asked.

“I was under the impression that students would be getting several shots at doing practice tests ... just to get used to the mechanics of the test,” Mitchner said. “I don’t think that happened as much as I thought it was.”

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CRITTENDEN

▶ Continued from page 6

sheet for words and concepts like contradictions, inferences and characteristics.

The late-start schedule on Wednesday morning now marks a major opportunity for strong, cross-department collaboration and making sure all the teachers at Crittenden are on the same page, said Brandy Jenson, the school's English language arts department chair. The big coordination effort, she said, is making "all the difference" in the way teachers form lesson plans and teaching strategies in the classroom.

"We are very proud of the level of work that our students are doing, and are very excited to see how far they can go," Jenson said. "It is definitely a team effort across grade levels and departments."

Although a fair amount of differentiated instruction still happens in the classroom — where high-achieving kids are given more rigorous assignments — teachers at Crittenden have found that the literacy initiative gives everyone in the class something to do. Even though there may be massive disparities in student capabilities when it comes to reading and writing, Jenson said the emphasis on critical reading and writing skills always gives students something to work on.

An exception to the trend?

The report from Innovate Public Schools found that by and large, Crittenden is the anomaly when it comes to closing the achievement gap, and that most of the progress throughout the Bay Area is happening in charter schools with higher concentrations of low-income minority students.

Schools run by Rocketship and KIPP, in particular, frequently show up as top school for closing the achievement gap.

Hedgspeth emphasized that there's nothing preventing district-run schools from making the same gains for underserved students, and that it's important to notice some of the trends among these top-performing charter schools. She said one of the big things she's noticed is that charter schools have a stronger sense of leadership from school officials, and foster a culture of learning that permeates through to both the students and their families.

"There's always this relentless, laser-like focus on improving, and I think we see that in charter schools," Hedgspeth said. "I don't think charter school are necessarily the magic bullet, but there's something going on in those schools."

It could be that many of these charter schools are home to a mostly homogeneous group of low-income minority students, making it easier to tailor curriculum and lessons for remedial help and extra support. At a Mountain View-Los Altos High School District board meeting last year, Associate

Superintendent Brigitte Sarraf pointed out that there are plenty of schools that are making substantial gains the close the achievement gap, particularly in Southern California. The problem is that 80 percent of the students at these schools are low-income and minority students, so they don't cover the same broad range of student needs that Mountain View schools need to address. By having a bifurcated district, Sarraf told the board, the district faces a steep challenge in closing the achievement gap.

Hedgspeth said that while it's true some academic programs could be tailored to help one group of students and not another, she questioned the idea that a student's socio-economic background solely determines whether they can do well in a rigorous environment.

"I'm always hesitant to say that poverty is the reason these low-performing schools are performing so low," Hedgspeth said. "There's the question of access, equitable opportunities ... there's a lot more going on than, 'Oh, these kids are low-income.'" ▣

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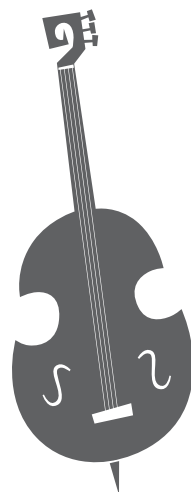
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Committee offers plane-noise recommendations

MOUNTAIN VIEW, SURROUNDING CITIES COULD SEE NOISE DROP WITH PLANES FLYING AT HIGHER ALTITUDES

By Sue Dremann

A multi-city and county committee tasked with finding ways to reduce overhead noise from airplanes going to and from San Francisco International Airport has released preliminary proposed recommendations.

The 12-member Select Committee on South Bay Arrivals has considered multiple suggestions from the Federal Aviation Administration (FAA), community groups and professionals since first convening in March at the invitation of U.S. Reps. Anna Eshoo, Sam Farr and Jackie Speier.

Residents in Santa Clara, San Mateo and Santa Cruz counties have been affected by the increase in flights and noise since the FAA rolled out a new nationwide air traffic program, NextGen, which was mandated by Congress to make the nation's aviation network more efficient. The Bay Area launched NextGen routes in March 2015, to the consternation of many residents

— particularly in Palo Alto, over which three flight paths converge before heading to SFO.

The Select Committee, which is chaired by Santa Clara County Supervisor Joe Simitian, was cautious in formulating potential recommendations, stressing that the 34-page document is a working paper and that the committee had not yet made recommendations; these are only proposed.

The path to making recommendations to the FAA has been contentious, with communities at times in vocal opposition to each other's proposals. In some areas of concern, the committee did not yet commit to a recommendation, instead choosing to identify the things they could agree on and leave open for discussion those where consensus is not yet reached.

A public comment hearing was set for Thursday, Oct. 27, at the Palo Alto City Council Chambers.

The committee's ideas fall into three categories: Those based on the FAA's proposals; the public's proposals ("other potential solu-

tions"), and longer-term issues. Below are summaries of key parts of the document and possible recommendations most likely to impact Palo Alto, East Palo Alto, Mountain View and Menlo Park.

The FAA proposals

Change restricted airspace around SFO

The Committee would recommend changing the shape of the restricted airspace around SFO, known as Class B airspace, which is designed to ensure a higher level of safety for arriving aircraft.

The FAA proposed altering the size or shape of the airspace so that pilots wouldn't need to use altitude and speed adjustments to stay in the prescribed zone.

Currently the airspace parameters forces planes arriving from the south over the Santa Cruz Mountains to have to "level off" to stay within the airspace. That requires aircraft to use speed brakes, increase thrust, and other methods that create greater noise. Communities most

affected are near Capitola and the Midpeninsula.

Move the southern arrival flight path to the west, near the former Big Sur route

The Committee has not yet determined if it will recommend the alternative.

NextGen moved the flight path of planes arriving from the south at SFO more to the east, putting aircraft over some coastal residents in the Santa Cruz area who had not previously been in the flight path. NextGen removed a flight path called Big Sur. The proposed route, DAVYJ, would be similar to the Big Sur track: roughly 3-4 miles to the west of the current flight path, which is near the Santa Cruz County coastline near Capitola.

But DAVYJ, while strongly favored by some Santa Cruz County residents, is also widely opposed by many Midpeninsula residents. They point out that the FAA's own data show that decibel levels would greatly increase for many Midpeninsula residents living in the most densely populated areas, and the higher noise

levels would occur over a longer swath, particularly over Palo Alto, East Palo Alto and parts of Mountain View.

Other potential solutions

Higher altitudes over MENLO waypoint

The designated point over which all of the planes from the south must pass, the MENLO waypoint, is located several city blocks south of the intersection of Willow Road and Highway 101. Planes currently cross at 4,000 feet, although by an agreement arranged more than a decade ago through Eshoo and then-Palo Alto Mayor Gary Fazzino, planes were supposed to fly no lower than 5,000 feet.

The Committee would recommend planes fly at a higher altitude at the MENLO waypoint and that the FAA assess if a different waypoint would be feasible. The committee noted it does not recommend that a different waypoint be established if it results in shifting noise to other communities.

The City of Palo Alto, which hired consultants Freytag & Associates to study the problem, suggested that a new waypoint should

► See **PLANE NOISE**, page 19

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Hospital board agrees to cushy contract with interim CEO

INCLUDES \$650,000 FOR SIX MONTHS AND \$5,000 FOR MONTHLY RENT

By Kevin Forestieri

El Camino Hospital's board of directors appointed its new interim CEO last week, granting the hospital's new top staffer a contract that includes much higher pay than the outgoing CEO had, and plenty of perks to go along with it.

In late August, the board unanimously agreed to not renew the contract with hospital president and CEO Tomi Ryba, who steps down at the end of October. In September, the board selected Donald Sibery, a long-time health care executive and consultant from Traverse City, Mich. Last week, the board finalized his contract with the hospital.

Sibery has served in various hospital leadership roles for four decades, including as CEO of two health care systems in Wisconsin and Illinois, and recently held the interim CEO position of Renown Health, located in Reno, Nev. He currently serves as senior advisor for Patina Solu-

tions and president of Decisive Consulting Solutions, and states in his LinkedIn profile that he "will entertain interim CEO and COO" placements.

"We are pleased to welcome Donald Sibery to our organization," board chair Neal Cohen said in a statement. "The board recognizes that finding the right individual to fill this critical permanent CEO position may take an extended period of time, and are fortunate to have someone with Donald's depth of experience and leadership skills assisting us during this transitional period."

The contract itself is a client service agreement between El Camino Hospital and the consulting group Sibery founded, Decisive Consulting Solutions, LLC. It includes a \$650,000 sal-

ary over the life of the contract by way of \$50,000 payments every other week. The contract also requires El Camino Hospital to enter into a lease agreement to provide a furnished apartment for Sibery at a cost not to exceed \$5,000 per month, and to pay for round-trip air fare for Sibery and his wife each month.

Any costs incurred by Decision Consulting Solutions in "supplying the interim CEO" will also be paid for by the hospital, according to the contract.

Executive compensation at El Camino Hospital has been particularly touchy subject over the last few months, following strained relations between the hospital and its nursing staff over a new three-year contract. Representatives from the nurses' union have argued that the hospital's board of directors are offering as many perks as possible to attract executive staff, but fail to provide the same benefits to the roughly



Donald Sibery

► See *INTERIM CEO*, page 27

CRIME BRIEFS

► Continued from page 4

San Antonio Road at around 8:30 p.m. on Friday, Oct. 21. An employee told police that the suspect, later identified as Richard Salcida, had come into the store and purchased cheesy bread. On his way out, Salcida allegedly grabbed a bottle of soda without paying, and once outside, forcefully took three pizza boxes from a customer, according to officer Leslie Hardie of the Mountain View Police Department.

During the altercation, the customer struggled with Salcida, and two other customers went outside to stop the heist, Hardie said. Salcida was unable to wrangle any of the boxes from the customer and left the area on bike before officers arrived.

Salcida was located a short distance away and later arrested on charges of robbery, petty theft and public intoxication. He was booked into Santa Clara County Main Jail.

IPAD STOLEN FROM DOWNTOWN BUSINESS

A 26-year-old transient man was arrested on Saturday after

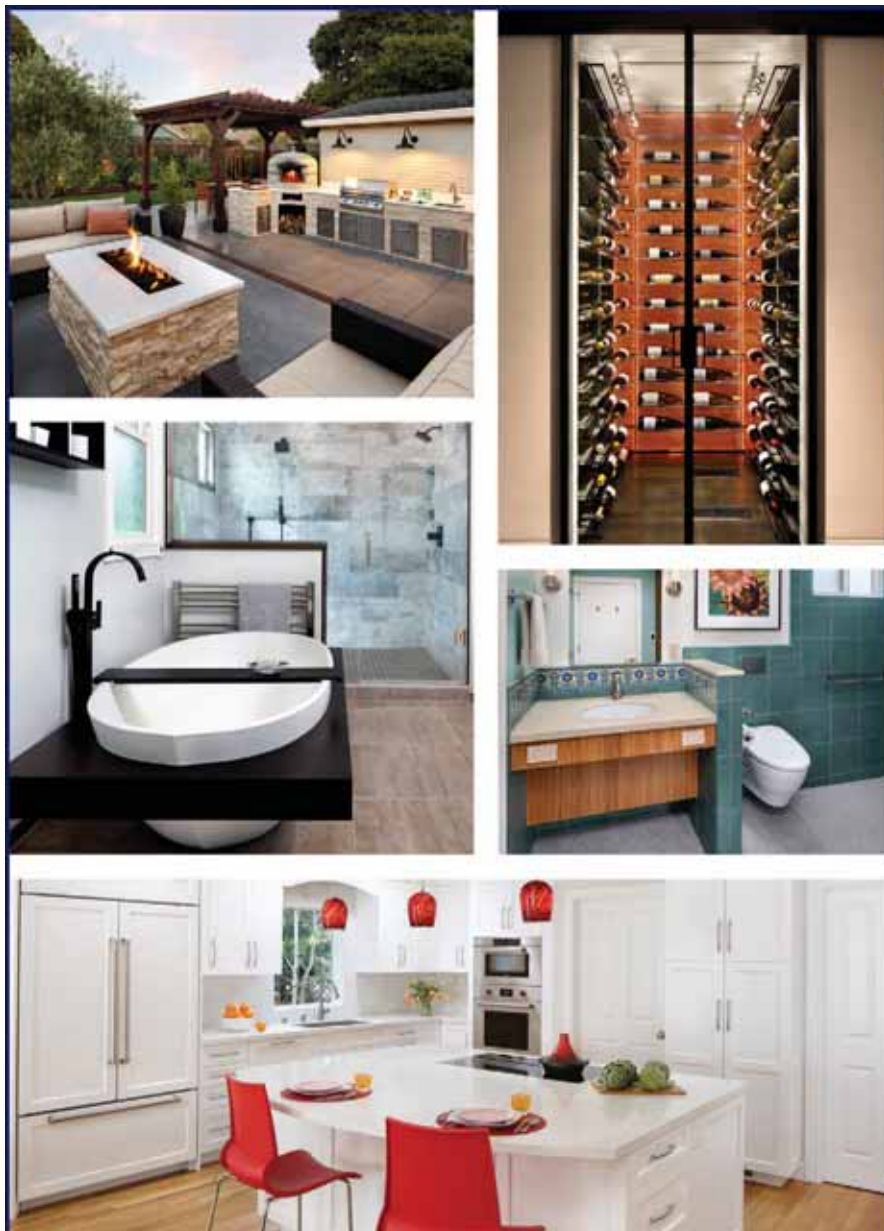
he allegedly stealing an iPad from a business in downtown Mountain View the night before, according to police.

The owner of the business called police on Saturday, Oct. 15, and said that someone had burglarized his business, Omegatech Fast Repair, in the 700 block of W. Evelyn Avenue. The owner told police that the theft occurred before 6 p.m., and that the suspect, later identified as Jon Hamilton, had entered the business and allegedly took an iPad sitting behind the counter, according to police spokeswoman Katie Nelson.

Around 5 p.m. on Saturday, an officer spotted Hamilton traveling along Plymouth Street near Alta Avenue and stopped him. During the stop, officers say that Hamilton was in possession of the stolen iPad and placed it on the ground while speaking with officers, Nelson said.

Hamilton was arrested and booked on charges of grand theft, possession of stolen property and misappropriation of lost property. He was booked into Santa Clara County Main Jail on a \$21,000 bail.

—Kevin Forestieri



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752 Peach Avenue, Sunnyvale Offered at \$1,298,000

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An inviting front porch frames this 3 bedroom, 2 bath residence of nearly 1,500 sq. ft. (per county) occupying a lot of 5,600 sq. ft. (per county). Open living and dining areas feature a fireplace, while the home also offers a family room with beamed ceilings and an attached two-car garage. The covered rear patio flows into a peaceful, private backyard retreat complete with mature citrus trees and low-maintenance landscaping. You will be within moments of Mango and Las Palmas Parks, Highway 85, and plentiful shopping and dining. Stroll to Cumberland Elementary (API 947) and quickly access other fine schools like Sunnyvale Middle and Homestead High (buyer to verify eligibility).



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Saturday & Sunday, 1-5 pm
Complimentary
Lunch & Lattes



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1154 Dahlia Drive, Sunnyvale Offered at \$2,198,000

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Assembly race splits Democratic establishment

CANDIDATES MARC BERMAN AND VICKI VEENKER PREPARE FOR FINAL PUSH IN ASSEMBLY DISTRICT 24

By Gennady Sheyner

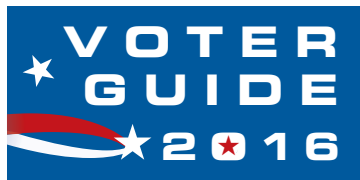
When Peninsula voters go to the polls to select their new Assembly representative, it's a safe bet that they'll go for a moderate Democratic attorney who lives in Palo Alto and who has the backing of regional party leaders.

Still, the question remains: Who will they choose?

Unlike in recent years, where the district's anointed Democrat rolled to a comfortable Election Day victory, this year's race has split the Democratic establishment into two camps. One candidate, Palo Alto Councilman Marc Berman, has the support of Lt. Gov. Gavin Newsom, termed-out incumbent Rich Gordon, and a laundry list of county supervisors, mayors and local elected officials. His opponent, patent attorney Vicki Veenker, has her own army of Democratic backers, led by Santa Clara County Supervisor Joe Simitian and U.S. Reps. Anna Eshoo and Zoe Lofgren.

Each has raised more than \$500,000 for the campaign and each enjoys the backing of various traditional Democratic-leaning organizations. Berman has earned the endorsement of California Professional Firefighters and the South Bay Labor Council; Veenker has the Sierra Club of California and the California League of Conservation Voters on her side.

Despite their similarities, the race between Berman and Veen-



ker is shaping up to be the most suspenseful in the Assembly District since 2004, when Ira Ruskin edged out his Republican challenger, Steve Poizner, in what was then District 21. Today, District 24 includes Palo Alto, Mountain View, Atherton, Menlo Park, East Palo Alto, Woodside, Portola Valley, Los Altos, Los Altos Hills, Sunnyvale, a portion of Cupertino and the coastal section of San Mateo County, from El Granada to the Santa Cruz County border.

With seemingly no clear favorite in the race, the California Democratic Party (which has an opinion on nearly every contest, including the council elections in Palo Alto and Mountain View), decided not to endorse anyone in District 24 this year. Even the Palo Alto council on which Berman serves is split, with four of its nine members endorsing Veenker and four supporting Berman (including the candidate himself).

In some ways, the Assembly race feels less like a choice between competing visions and more like a family scuffle (the fact that Berman worked at Eshoo's office after his freshman year in college helps perpetuate that feeling). On major issues, Berman and Veenker agree more often than not. They both call for more



Vicki Veenker

education spending, talk about environmental stewardship, support the modernization of Caltrain and view California's high-speed rail project, as it currently stands, with great skepticism.

Yet there are key differences when it comes to their backgrounds. And with two weeks to go until Election Day on Nov. 8, both Berman and Veenker are both trying to emphasize these differences, in some cases by taking shots at the opponent.

The most recent example happened last weekend, when Veenker released a TV ad touting her as an "independent voice" and a leader who would "fight to protect our environment and water supply." The ad also features an image of Berman and alludes to the fact that in 2013, when Palo Alto was passing its ban on single-use plastic bag, Berman recused himself because of his investment in a manufacturer of plastic bags.

Veenker's campaign emphasized that point further with an email to supporters, which stated that voters "should be aware that her opponent has a conflict of interest and could not vote on the plastic bag ban while on the Palo Alto City Council due to his investment in a plastic bag manufacturer."

The email also asserts that Veenker "won't back off from tough environmental issues because of special issues and big donors," a point underscored by the image of a plastic bag fluttering on a tree branch.

Berman thought the ad crossed the line. While it's true that he recused himself from the council discussion in 2013, the recusal happened because he had an investment in Roplast Industries, a company co-founded by his father that makes reusable plastic bags. The company, Berman told the *Voice's* sister paper, the Palo Alto Weekly, "has never produced single-use bags and is one of only two plastic-bag manufacturers in California to stand up to the plastics industry to support Prop.



Marc Berman

67 on the November ballot."

Berman also fought back against Veenker's assertion that she is the greener candidate and pointed to his support for Palo Alto's carbon-neutral electricity plan and for the city's aggressive move toward solar energy in recent years. His plan, if elected, includes reducing petroleum use by 50 percent by 2030 and spending \$1.5 billion to restore 54,000 acres of wetlands.

In his public response to Veenker's ad, Berman went for what passes as a nuclear option in the heavily Democratic district: He compared her tactics to those of Donald Trump. In an email to supporters, he characterized the plastic-bag ad as a "misleading attack against me and my family."

"If we can't trust my opponent to tell the truth now, we certainly can't trust her in office," Berman's email stated. "Contribute today and tell her enough of these Trump tactics!"

It was Veenker's turn to be offended. The ad, she told the Weekly, simply stated a publicly known fact: that he recused himself from participating on plastic bags because of a conflict of interest. The underlying issue, she said, is about Berman's conflict, not his family or his company.

"When I entered the race, I knew that people wouldn't always agree with me and would criticize me, but I didn't expect to be chastised by Marc for sharing a true and relevant fact with voters — let alone be compared to Trump!" Veenker said in an email.

The two have other differences. Veenker is supported by the state's biggest teachers union, California Teachers Association, while Berman has received more than \$800,000 in independent expenditures from EdVoice, an advocacy group that supports education reform. In discussing the differences between himself and his opponent, Berman pointed to his support for the recent legislative proposal to increase

the duration before teachers are granted tenure at public schools from two to three years. Veenker, he said, hasn't been as clear about her position.

"My opponent doesn't have that level of detail out there," Berman told the Weekly. "It's hard for me to tell the distinctions because it's hard to tell what her positions are."

But Veenker told the Weekly that she considers debate between two and three years a "red herring" and a distraction from the real issue: the difficulties schools have in firing ineffective teachers. State officials should be discussing ways to simplify the process while still ensuring that teachers have protection from capricious termination, not debating whether two or three (or five or 10, for that matter) is the right number of years for setting tenure, she said.

"We need to have due process for teachers," Veenker said. "But if there's a problem and school districts feel like it's way too expensive and will take way too long and they won't win anyway and be able to dismiss a teacher, it seems to me that's what we fix."

The recent spats notwithstanding, both candidates have denounced negative campaigning and have largely focused on their own virtues, rather than the opponent's vices. The organizations supporting each candidate with independent expenditures have also taken notice. A recent mailer from the group Silicon Valley Progressive Women for Equity and Oportunidad, which supports Veenker, includes a cartoon of Yogi Berra on its cover with his famous adage: "No one goes there nowadays. It's too crowded" (it goes on to talk about Veenker's commitment to tackling the region's traffic and housing problems).

Meanwhile, the California Association of Realtors (one of several political groups that have poured hundreds of thousands of dollars in independent expenditures to the Berman campaign), sponsored a series of ads likening Berman to good-for-you vegetables, including broccoli and beets. One ad features a picture of cooked Brussels sprouts.

"Eating your Brussels sprouts can seem dull, but fresh Brussels sprouts with a twist like roasted peppers are really tasty," the ad states. "Democrat Marc Berman's knows that fiscal responsibility and budget transparency are like eating your veggies: They may not seem exciting, but they're important."

Not exactly fighting words. ▣

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PLANE NOISE

► Continued from page 12

be located to the east and/or north of MENLO, presumably over a less populated area and at a higher altitude. Other existing waypoints located in San Francisco Bay just to the north and south of the eastern shoreline of the Dumbarton Bridge might be used. Planes crossing at these Bay waypoints would be at a higher altitude.

In June 2016, an average of 183 aircraft crossed each day over this waypoint, representing 30 percent of the arrivals into SFO over one of the Peninsula's most populated areas, according to the FAA. Currently 50 percent of the aircraft on the path are "vectored" prior to the MENLO waypoint, causing additional low-altitude noise and air traffic over these communities.

Increase altitudes and how planes descend into SFO

The Select Committee would recommend that planes come in at a slightly steeper approach that would allow them to begin their descent at a higher altitude, which would reduce noise. The committee would also recommend that, to the greatest extent possible, while still ensuring the safety of the aircraft, that the altitude be increased for all flight paths in and out of SFO.

Retrofit certain planes with wake vortex generators to reduce noise

The Committee would recommend retrofitting a certain class of aircraft, the Airbus A320 built before 2014, with wake vortex generators to reduce noise.

Airbus A320 aircraft built before 2014 make a whistling or whining sound on approach due to the design of the wing. The whine can be reduced by mounting a small air deflector on each wing. The technology reportedly costs \$3,000-\$5,000 per plane. The noise reduction is claimed to be two to 11 decibels, depending on flight factors. Roughly 35 percent of the aircraft arriving and departing SFO need the retrofit.

Shift northern arrivals to the Bodega "East" leg

Planes arriving from the north currently use the Bodega path, in which planes reach a point roughly over Daly City and continue south flying past SFO, using either the Peninsula (the so-called West leg) or San Francisco Bay (the East leg), to make a U-turn for landing on two runways. The Bodega East leg shares the final approach path into SFO with aircraft arriving from the east.

The Committee would recommend greater use of the Bodega

East leg for planes. From 11 p.m. to 6 a.m., when air traffic is lighter, virtually all such aircraft should come in using the San Francisco Bay approach, the committee is proposing.

Planes using the East leg create a dramatically lesser noise impact versus aircraft using the West leg, which flies over the highly populated Midpeninsula, and particularly Palo Alto. Air traffic was almost evenly split between the two legs, but in May 2016 roughly 70 percent of the arriving aircraft began flying over the Midpeninsula.

Redirect southern arrivals to an eastern approach into SFO

The Committee has not endorsed this solution

SERFR is a southern arrival path into SFO approaching from the south over the Santa Cruz Mountains. Flights on the path include aircraft from the southwest, such as Phoenix and Houston.

The City of Palo Alto suggested in its Oct. 10 consultant's report that the aircraft from the southwest should be removed and use an eastern approach into SFO. Aircraft would either use an existing arrival procedure used for flights arriving at SFO from the east with a flight path that enters the Bay roughly between Milpitas and San Jose, or use a new procedure, which is located at the intersection of Hostetter Road and Morrill Avenue, east of Interstate 680 in East San Jose.

The FAA said this proposed solution raises a number of potential concerns. In June 2016, the first suggested route already carried the greatest percentage of daily air traffic into SFO, an average of 253 aircraft per day, or 41 percent of the arriving traffic. The procedure also shares the final approach path into the airport with aircraft arriving from the north on the Bodega procedure), specifically the 30 percent of Bodega arrivals on the East leg.

The FAA has also said that using the new route potentially conflicts with departures out of San Jose International Airport and moves existing noise to another community. But the existence of an overnight curfew at San Jose International Airport might accommodate a new procedure using the new waypoint as a potential solution in the overnight hours. The FAA may, therefore, want to examine whether this proposed solution, or a variation thereof, could be effectively implemented without shifting noise.

Enforce 8,000 foot minimum over Woodside navigational beacon

In July 1998, a procedure was instituted that required flights



COURTESY OF THE CITY OF PALO ALTO/FREYTAG ASSOCIATES
Map of the airplane flight waypoints as they exist today in blue, The four waypoints marked in red are suggestions by the City of Palo Alto's consultant, Freytag & Associates.

over the Woodside navigational beacon to be no lower than 8,000 feet above sea level, "traffic permitting."

The Select Committee would recommend that planes comply with the 8,000-foot altitude, traffic permitting. The altitude restriction would also apply to all vectored flights in the Woodside beacon area. Further restrictions would prohibit any overnight crossings at Woodside below 8,000 feet.

Numerous reports from the community claim the planes are currently not honoring the 1998 agreement and are flying at much lower altitudes including at night when residents are particularly sensitive to noise. Some flights are allowed to come in at 6,000 feet over this point, including overnight. An estimated 36 percent of Oceanic flights arriving at SFO between 1 a.m. and 6 a.m. fly over the Woodside point.

Develop new rules for overnight flights

The Committee would recommend that the FAA, SFO, and industry users work to establish new, additional overnight noise-abatement procedures within the next six months.

Flights are considerably reduced during night hours starting at 11 p.m., and there is considerable potential for aircraft to be rerouted over the San Francisco Bay and Pacific Ocean, instead of the Peninsula, the committee noted.

Modify where aircraft can vector

The Committee would recommend that the FAA identify locations with the most compatible land uses for vectoring, which involves turning aircraft off the assigned procedure or flight path. To vector, air-traffic-control gives orders to change speed, make a turn or alter altitude, which can cause increased noise.

New vector locations could be over the Pacific Ocean or San Francisco Bay.

Vectoring is common over Menlo Park, East Palo Alto, Palo Alto and Mountain View from east (Oceanic), north (Bodega) and south-arriving flights. Roughly 50 percent of the arrivals from the south are currently vectored so they will be sequenced and spaced properly for arrival.

If the pilot is not given a speed or altitude restriction by air-traffic control, it is unlikely that noise will result, according to the committee.

Modify arrival procedure into San Jose International Airport

The Committee has not determined a potential recommendation.

The northern arrival path into San Jose International Airport, called BRIXX, runs down the Peninsula, roughly over La Honda and Boulder Creek before turning and flying south and then east and north for a final approach. The path intersects with the southern-arrival path (SERFR) going to SFO.

Under NextGen, the arrival path became more concentrated; with vectoring moving southward. About 76 percent of the BRIXX flights are vectored or turned off the flight path prior to the point where the two flight paths intersect. These changes resulted in complaints from residents in affected areas.

Suggestions have included moving the intersection of the two flight paths farther to the north and east, potentially over the Rancho San Antonio Open Space Preserve; and increasing the altitude of the San Jose flight path so that it is above the altitude of the southern flight arrival path. But the FAA said that could move noise further into the Midpeninsula area already being impacted.

Longer-term issues

Any recommendation from the committee should not be deemed to end the discussion, or the problems. The Select Committee may also recommend establishing a permanent committee to address regional aircraft noise issues. That organization would be an adjunct committee of one of the existing community roundtables at either the San Francisco or Oakland International airports. It could include a new, independent commission devoted to airport noise or and other airport issues, and it would continue the work done by the Select Committee.

The committee also recommended noise-measurement modifications that would more accurately take into account the noise experienced by people on the ground. Noise levels currently are taken cumulatively within a 24-hour period and don't accurately measure the true impact experienced by residents.

The committee would recommend that the U.S. Congress require the FAA to adopt the new measurements. The FAA should also monitor and document noise exposure of any proposed solutions before and after they are put in place so there is a measurement of how well they are working.

Jon Zweig, a member of Sky Posse Palo Alto, said that the City of Palo Alto's recommendations, which it submitted to the Select Committee on Oct. 10, "are notable by their absence from the Select Committee's list."

"The City Council declared airplane noise to be a significant problem for the city and voted to hire professional air consultants to study the problem and come up with recommendations. One would divert northbound traffic up over the sparsely populated area between I-5 and U.S. 101 to cross at high altitudes over Milpitas and finish the descent taking advantage of the full length of the Bay. The other would divert some of the flights (we believe in sharing) over Shoreline Amphitheater, allowing them higher altitudes before crossing altitudes before entering the space over the Bay," he said.

Palo Alto submitted these recommendations rather late in the process, he noted. "Still, since they are the only recommendations made by professionals and were commissioned by the city, it is concerning that they were not included in the list," he said.

The complete draft "Report of the Select Committee on South Bay Arrivals" may be viewed at <http://tinyurl.com/SBarrivals>. The City of Palo Alto's proposals can be viewed at skypossepaloalto.org. ■

NASA

► Continued from page 1

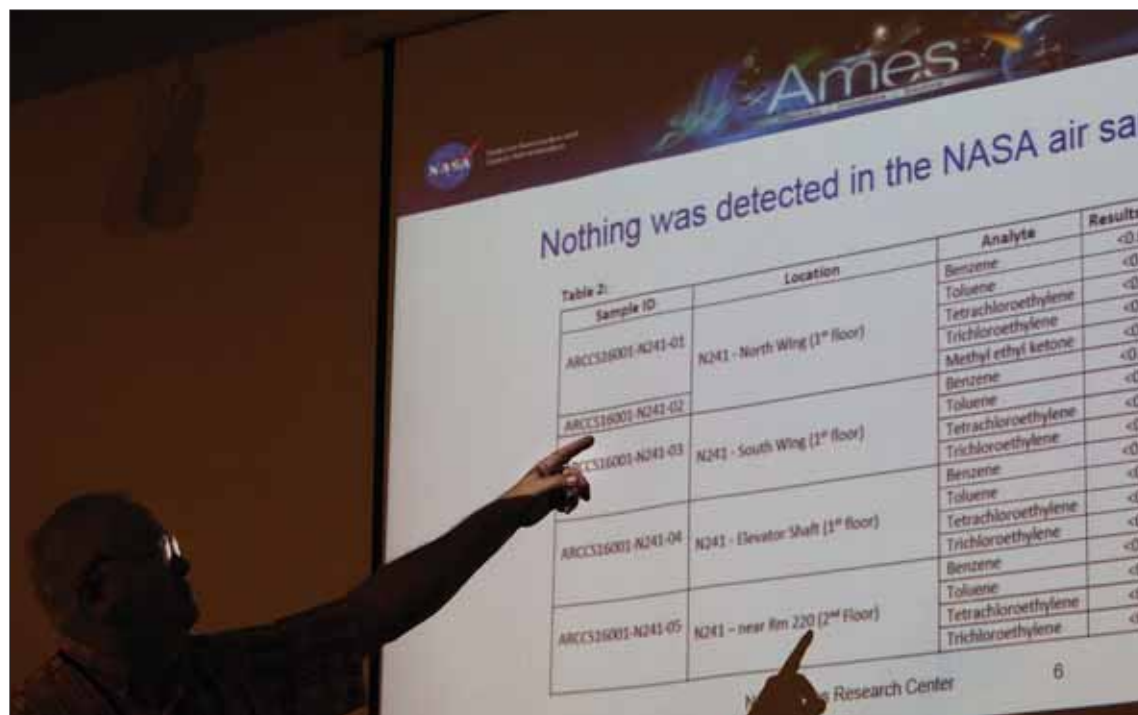
within safety limits.

NASA Ames is situated at Moffett Field on federal property with underground aquifers known to be contaminated with industrial solvents, including TCE, left by the area's former semiconductor factories. While hazardous to human health, the toxic groundwater plume has been viewed as a manageable problem under a regimen of regular testing and cleanup administered by the U.S. Environmental Protection Agency.

But fears persist among NASA employees that low amounts of hazardous chemicals that fall below federal safety thresholds could be behind suspicious diseases affecting co-workers. The federal Occupational Safety and Health Administration officials as well as Ames employees' union representatives are seeking an epidemiological study to determine whether the toxins bear any correlation with at least seven reported cases of ALS, also known as Lou Gehrig's disease.

The new concern over a possible link emerged last year when the federal OSHA officials received two complaints from an anonymous NASA employee alleging that workers housed in an aging building were experiencing sickness from a chemical smell. Following these complaints, a NASA engineer provided his own independent research showing a significant number of workers over the last 15 years had contracted ALS.

It remains a medical mystery as



A NASA Ames representative explains the results of testing for toxic chemicals from a contaminated groundwater plume at a town hall meeting for employees held on Oct. 19.

to what causes non-genetic ALS, which accounts for more than 90 percent of cases. The disease is almost always fatal and there's no known cure, but it is extremely rare — only about two people out of 100,000 per year are affected by it.

The research, which was described to a *Voice* reporter, indicated that seven employees who worked out of a cluster of buildings on the north side of the Ames campus had contracted ALS since 2000. Six of those employees died from the disease. About 2,500 people work at the Ames campus, making it statistically significant that so many cases of ALS appeared in one group.

The independent research was spearheaded by NASA Space Flight project manager Stevan Spremo, who said he began looking last year for disease patterns after a co-worker in his 50s was diagnosed with ALS. It seemed eerie since it was hardly the first time an Ames colleague was stricken with the disease, he said.

"I noticed this pattern of people getting sick, and no one seemed to be writing down these things," Spremo said. "Is there a problem here? I still don't know if there is, but it didn't look right."

Despite no formal training in medical research, Spremo began working in his spare time to map out where employees who contracted various diseases

had worked by using old phone books, newspaper obituaries and word-of-mouth among the workforce.

His survey tracked about 170 people who had contracted either cancer, lupus, Parkinson's disease, and ALS (amyotrophic lateral sclerosis). Most of those diseases were scattered across the campus, but the ALS cases were unique because they were conspicuously packed in a tight section of older buildings dating back to the 1940s.

Spremo shared his research with officials from the union, and the information was eventually disseminated among Ames administrators, health regulators and even the offices of U.S.

reps Jackie Speier and Anna Eshoo. The disease map drove many employees to demand more information, said Tom Clausen, vice president of the Ames Federal Employees Union.

"Most people who see this map get concerned," Clausen said. "We have a lot of people who love working at NASA, who love making a significant contribution through the work we do, but they need to know they're working in a safe place."

Clausen declined to share the disease map with the *Voice* after discussing the request with other union officials.

NASA employees' fears over possible toxic hazards have been heightened over recent years. One flash point for those concerns came when a season of heavy rainfall caused flooding in the basement of the aging Building 241. The basement, formerly used as a print shop and mail room, was reportedly built on a flawed foundation designed with metal sections lodged in between concrete slabs. Decades of corrosion had caused the metal portions to wear away, leaving space for groundwater to begin leaking inside.

At the time, Building 241 was situated about 100 feet outside the area the boundary for where the toxic groundwater plume was located, meaning the EPA was not testing it for contaminants. NASA eventually closed off the basement of Building 241, yet employees working on the upper levels were concerned that TCE vapors could still be wafting up through the ventilation system, Clausen said. Trichloroethylene, more commonly known as TCE, is considered carcinogenic to humans by all routes of exposure, according to the EPA.

More recently, a 2013 U.S. Department of Defense report found toxic vapor levels exceeding EPA limits inside several occupied buildings at Moffett Federal Airfield, including the NASA Ames convention center and the flight systems research lab. Around the same time, parents who worked at Moffett Field voiced concerns that a children's day care center located off R.T. Jones Road could be exposed to soil contaminants from a nearby U.S. Army construction project that was digging up soil along the contaminated Superfund plume.

Employees' concerns that harmful vapors could somehow be permeating into their workspaces are often tied to the age of the Ames facilities. The site reportedly has a \$500 million backlog of deferred maintenance projects, much of it for old infrastructure that dates back to World War II.

► Continued on next page

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Located at the intersection of
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► Continued from previous page

Clausen explained that NASA employees paid close attention in 2013 as Google workers went public with complaints about similar toxic vapors discovered in a cluster of relatively new Whisman neighborhood offices. For many NASA workers fresh out of college, it was the first time they had learned about the Superfund pollution that stretched across the area, he said.

“When employees here at Ames heard about what’s happening at Google a mile away, they’re curious: ‘Is the air in my workspace safe too?’” Clausen said. “It’s one thing to go into a dangerous place for a few minutes; it’s another to be working in a low concentration for years.”

Some employees developed their own ways of coping with the potential hazards. One office worker mounted carbon filters everywhere in her office to leach any volatile chemicals out of the air. Bottled water is generally favored in lieu of tap water.

In an interview with the *Voice*, one longtime Ames researcher described how a first-floor lab in Building 240 where she routinely worked would immediately give her a sore throat and a sharp migraine. The feeling was like “night and day” when she entered the room, and other employees described similar symptoms, she said. The *Voice* agreed to withhold her name over concern for her job security.

As a scientist, she said she realizes the data doesn’t support the toxic plume being the source, but it’s something she finds hard to dismiss. She is content now that she works on the other side of the campus, but if she was relocated back to that building, she said she would probably quit.

“Something is wrong there,” she said. “I don’t know if the groundwater plume is it, but it fits the profile.”

Based on the mounting concerns, NASA administrators on Oct. 19 held a first-ever town hall meeting to address issues surrounding the Superfund site. The room was packed with a standing-room only crowd of about 120 people. A panel of officials from NASA, EPA and OSHA gave assurances that employees’ health and safety was a paramount priority.

OSHA Industrial Hygienist Amber Rose said her agency received an anonymous complaint in November 2015 alleging that workers in Building 241 were getting sick from groundwater vapors as well as mold and algae. Her agency partnered with EPA officials to install a series of air-sampling canisters around the building. While a few chemicals in the air were detected, they

were well below hazard levels and were considered “insignificant,” Rose said.

A few months later, a second complaint to OSHA was made, warning that employees in buildings 241 and 240 were suffering from chemical vapors, particularly in the early morning. Rose said she returned to the Ames campus in July to install a set of charcoal tubes designed to test for five different hazardous chemicals.

“All of my results came back with nothing detected,” she told the audience. “At this time, we haven’t uncovered any hazard to make us believe there’s any issues related to the groundwater.”

The OSHA inspection team did issue a hazard alert letter to NASA regarding black gunk that would sometimes fall from the air ducts in older buildings, according to employees. A mass-spectrometer analysis showed the substance was some kind of acetate, but Rose said it wasn’t likely to be harmful unless employees were exposed to a large amounts.

Rose admitted the failure to detect any prominent chemicals probably did little to mollify any NASA employees fretting about subtle environmental hazards. In partnership with the Ames employees’ union, she recently requested that a division of the U.S. Centers for Disease Control and Prevention conduct an epidemiological study that would look into the ALS patterns uncovered by Spremo. The CDC division ultimately declined the request.

In an email to the *Voice*, a CDC spokesman said that an epidemiological study would be difficult due to the challenges of verifying diagnoses, potential environmental factors and the background history of ALS cases. The CDC’s ALS registry has only been active since 2010 and it has not conducted any previous studies on clustered ALS cases.

OSHA and union officials say they intend to continue seeking a medical professional or perhaps a graduate student to pursue a disease study at Ames.

NASA administrators at the meeting emphasized they were committed to safety and they urged employees to immediately bring any concerns to their attention.

“Ames clearly is committed to maintaining the health and well-being of its employees and partners,” Ames director Eugene Tu said in a statement to the *Voice*. “NASA will continue to monitor conditions and will continue to conduct sampling and studies. Ames will share results with employees, the employee union, tenants and with the relevant agencies.” ■



NOTICE TO PREQUALIFY AND INVITATION TO BID

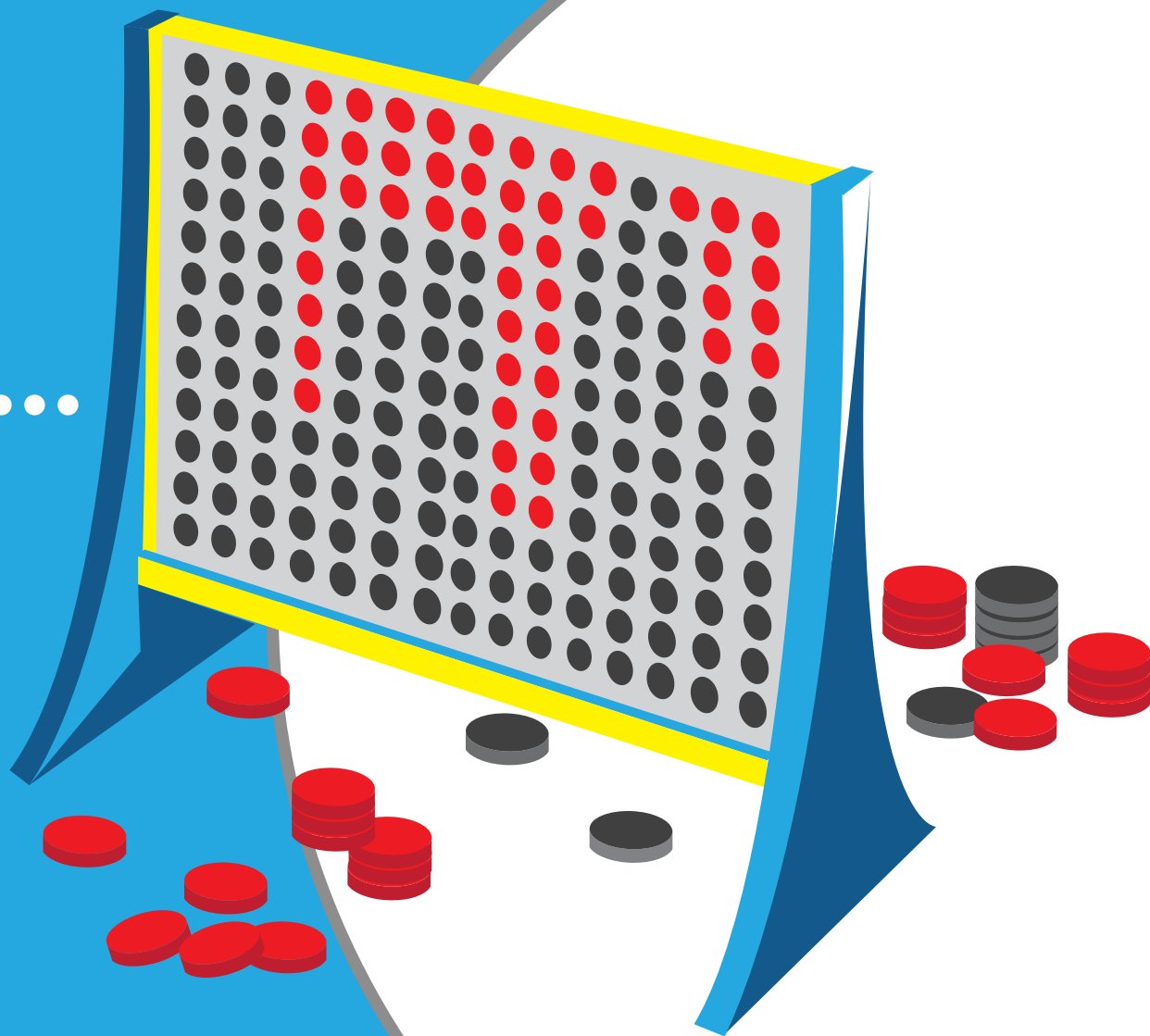
1. Notice is hereby given that the governing board (“Board”) of the Mountain View Whisman School District (“District”) will receive sealed bids for the following project, (“Project” or “Contract”): **Stevenson Elementary School Modular Buildings Project**. The Project consists of the construction of 18 modular classroom buildings, a modular administration building, 5 toilet room modular buildings, and 3 storage modular buildings.
2. The Board has adopted a pre-qualification system which requires all bidders to be pre-qualified to bid on the Project by completing the Measure G Contractor’s Pre-Qualification Questionnaire and receiving a passing score.
3. Sealed Bids will be received until **2:00 p.m., Wednesday, November 2, 2016**, at the District Office, located at 750-A San Pierre Way, Mountain View, California, 94043, at or after which time the bids will be opened and publicly read aloud. Any claim by a bidder of error in its bid must be made in compliance with section 5100 et seq. of the Public Contract Code. Any bid that is submitted after this time shall be non-responsive and returned to the bidder.
4. All bids shall be on the form provided by the District. Each bid must conform and be responsive to all pertinent Contract Documents, including, but not limited to, the Instructions to Bidders.
5. To bid on this Project, the Bidder is required to possess one or more of the following State of California Contractor Licenses: **B - General Contractor AND a Modular Building Manufacturer’s License**. The Bidder’s license(s) must be active and in good standing at the time of the bid opening and must remain so throughout the term of the Contract.
6. As security for its Bid, each bidder shall provide with its Bid form a bid bond issued by an admitted surety insurer on the form provided by the District, cash, or a cashier’s check or a certified check, drawn to the order of the District, in the amount of ten percent (10%) of the total bid price. This bid security shall be a guarantee that the Bidder shall, within seven (7) calendar days after the date of the Notice of Award, enter into a contract with the District for the performance of the services as stipulated in the bid.
7. The successful Bidder shall be required to furnish a 100 % Performance Bond and a 100% Payment Bond if it is awarded the contract for the Project.
8. The successful Bidder may substitute securities for any monies withheld by the District to ensure performance under the Contract, in accordance with the provisions of section 22300 of the Public Contract Code.
9. The successful Bidder and its subcontractors shall pay all workers on the Project not less than the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work as determined by the Director of the Department of Industrial Relations, State of California, for the type of work performed and the locality in which the work is to be performed within the boundaries of the District, pursuant to sections 1770 et seq. of the California Labor Code. Prevailing wage rates are available from the District or on the Internet at: <http://www.dir.ca.gov>. Bidders and Bidders’ subcontractors shall comply with the registration and qualification requirements pursuant to sections 1725.5 and 1771.1 of the California Labor Code.
10. There will be no mandatory pre-bid conference.
11. Prequalification questionnaires and Contract Documents are available on **Monday, October 24, 2016**, for review at the District Facilities Office, or from the District’s Construction Managers, Greystone West Co., 621 W Spain Street, Sonoma CA 95476, 707-933-0624. You can contact them by phone at (707) 933-0624 or by email at courtney@greystonewest.com. A list of builders’ exchanges who have the project documents is available at Greystone West Company.
12. The District’s Board reserves the right to reject any and all bids and/or waive any irregularity in any bid received. If the District awards the Contract, the security of unsuccessful bidder(s) shall be returned within sixty (60) days from the time the award is made. Unless otherwise required by law, no bidder may withdraw its bid for ninety (90) days after the date of the bid opening.
13. The District shall award the Contract, if it awards it at all, to the lowest responsive responsible bidder based on the base bid amount only.

MOUNTAIN VIEW WHISMAN SCHOOL DISTRICT

By: Mary Ann Duggan
Director of Capital Projects

Publication Dates: (1) October 21, 2016 (2) October 28, 2016

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Extraterrestrial real estate?

NEW BOOK EXPLORES COLONIZING MARS

By Michael Berry

Elon Musk's ambitious and far-out plan to build cities on Mars may be evoking skepticism, but the colonization of Mars might not be too far off, according to a new book that explores what it may take to send humans to the Red Planet and have them stay there safely for generations.

Backed by extensive research and written by veteran space journalist Leonard David, "Mars: Our Future on the Red Planet," is part of a major National Geographic Mars initiative launched this fall that takes an in-depth look at the planet.

Christopher McKay, planetary scientist at Mountain View's Ames Research Center — and one of the 14 space exploration "heroes" spotlighted in the book — has spent more than 30 years exploring some of Earth's most extreme environments that parallel Mars to gain a better understanding of how life might exist beyond our planet.

He will join David at Kepler's Books in Menlo Park on Saturday, Oct. 29 to talk about the book and the challenges of colonizing Mars.

National Geographic published "Mars: Our Future on the Red Planet," as a companion volume to its six-part science fiction television series "Mars," by Academy Award-winning filmmaker Ron Howard that premieres Nov. 14 on National Geographic Channel. Set in 2033, the series chronicles the tribulations of the first manned mission to the planet, mixing in interviews with today's top experts, including Hayden Planetarium director Neil deGrasse Tyson, Apollo 13 commander James A. Lovell and entrepreneur Musk, who founded Palo Alto-based Tesla Motors and space transport services company, SpaceX.

The lavishly illustrated volume is less a behind-the-scenes look at the television production than an examination of the science and technology designed to turn humanity into a multiplanetary species.

Each chapter coincides with an episode of the series, offering a brief plot summary and a look at the science, engineering and ethical challenges that come with exploring and inhabiting Mars.

Reached by phone in Colorado, David said he came to the project after his collaboration with Apollo 11 astronaut Buzz Aldrin.

"When I set out with the editor, I said that I really didn't want to write a book about throwing some tin cans down on Mars and shoving people in there. I really

wanted to get into the sociological and physiological limitations and the ethics," David said.

Both David and McKay emphasize that there's a lot we still don't know about visiting or settling on Mars. Unknown factors include: the physical effects of constantly living in gravity one-third that of earth; being cut off from view of our home planet; and dealing with biological or chemical hazards.

"We were surprised to learn the soil of Mars is full of perchlorates," McKay said, referring to a toxic substance that damages the thyroid if inhaled. "I would be surprised if perchlorates were our last surprise."

Both David and McKay are intrigued by the proposal presented by Musk, who intends to bring colonists to Mars by the hundreds, starting in the 2020s.

Although he noted that Musk's proposal is "a bit short on details," David said, "I look at Elon as a little on the Walt Disney side. He seems like a visionary guy, and he is one person who has put his money where his mouth is."

McKay said he thought Musk's presentation in September at the 67th International Astronautical Congress was a key moment. "He has correctly identified the problem — that it costs so much to get things to Mars — and immediately jumped to the solution: 'I'm going to cut the cost of going to Mars by a factor of ten thousand.' That's ridiculous, but ridiculous in an inspiring sort of way."

"Musk is good at presenting inspiring visions, and he has a track record that is such that people take him seriously. I think that's good. Whether he actually does it or not is a separate question," McKay said.

When asked about the probability that there's some kind of life on Mars, David said, "I'm already convinced it's there. We've probably already (encountered) it and don't even know it."

Searching for any kind of life on Mars raises a host of ethical issues. David said he sees an oncoming collision between the impulse to look for extraterrestrial life and the dangers of either contaminating Mars' ecosystem or unleashing a so-called "Andromeda Strain."

McKay has proposed that Musk's SpaceX unmanned mission in 2018 expand the search for life.

"I've been advocating that one of the things they ought to do is take a sample of the dirt and check it for life," he said. "We know what instruments to send and what to search for. We can search for amino acids, DNA and the lipid mass distribution."

No matter which route is pursued to Mars, it would be a long, arduous, expensive enterprise.

■ INFORMATION

What: Leonard David in conversation with Dr. Christopher McKay

Where: Kepler's Books, 1010 El Camino Real, Menlo Park

When: Saturday, Oct. 29 at 7:30 p.m.

Cost: Free

Info: Go to keplers.com or call (650) 324-4321

When so much on Earth needs fixing, why head off to another planet?

"People have every right to question the value of space exploration," David said. "But if you look at what's happened in the last

50 years or so, there's a legacy there that looks pretty good, in terms of working with other countries, of the technological spin-offs that come out of the program. (Some people) couldn't care less. I care a lot." ■

Department of Toxic Substances Control

October 2016

Public Notice

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.

You May Review and Comment on the Draft Remedial Action Plan Amendment for Plessey Micro Science
Public Comment Period: October 28, 2016 – November 30, 2016

WHAT'S BEING PROPOSED:

You may review and comment on the Department of Toxic Substances Control's (DTSC) draft Remedial Action Plan Amendment for Plessey Micro Science (Site). The Site is at 2274, 2276, 2280, 2286, 2294, and 2296 Mora Drive, Mountain View, California, 94040. The Site sits on about one acre, within the future Mora Drive Residential Project of approximately 5.15 acres.

The Remedial Action Plan Amendment proposes excavation of an estimated 1,800 cubic yards of soil contaminated with metals and volatile organic compounds for off-site disposal at permitted facilities. We also propose using chemicals to reduce the solvents in groundwater. In addition, we propose use of a land use covenant to restrict groundwater usage. The land use covenant would require vapor intrusion mitigation systems for new buildings if necessary.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

CEQA is a state law that requires state and local agencies to identify environmental impacts, if any, of their actions, before making such a decision. The City of Mountain View (City), as the CEQA lead agency, prepared the January 5, 2016 Mitigated Negative Declaration (MND) in support of their actions on various permits for the Mora Drive Residential Project. Since the Site is within the Mora Drive Residential Project, DTSC relies on the MND if we would approve the Remedial Action Plan Amendment for the Site. DTSC proposes to adopt the City's MND because the human and environmental impacts are less than significant.

HOW DO I PARTICIPATE?

DTSC encourages you to provide comments on the draft Remedial Action Plan Amendment. The public comment period runs from October 28, 2016 through November 30, 2016. Your comments must be postmarked or e-mailed by November 30, 2016. Send comments to: Karen Toth, DTSC Unit Chief, 700 Heinz Avenue, Berkeley, California 94710 Karen.Toth@dtsc.ca.gov

WHERE DO I GET MORE INFORMATION?

Go to DTSC's EnviroStor website at <https://www.envirostor.dtsc.ca.gov/public/>. Click on "Site / Facility Search" in the left pane, enter "Plessey Micro Science" in the facility name search box, and click the "Get Report" at the bottom of the web page. Click on the "REPORT" link on the left screen and click the "Community Involvement" tab to view a listing of available documents including the draft Remedial Action Plan Amendment. Hard copies of the draft Remedial Action Plan Amendment and other site-related documents are available at the following locations:

Mountain View Public Library
585 Franklin Street
Mountain View, California 94041
(650) 903-6887

DTSC – File Room
700 Heinz Avenue
Berkeley, California 94710
(510) 540-3800 (call for an appointment)

For questions, please contact these DTSC staff:

Karen Toth
Unit Chief
(510) 540-3834
Karen.Toth@dtsc.ca.gov

Nathan Schumacher
Public Participation
Specialist
(916) 255-3650
Nathan.Schumacher@dtsc.ca.gov

For the news media only,
please contact: Russ Edmondson,
Public Information Officer
(916) 323-3372
Russ.Edmondson@dtsc.ca.gov



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Children's Center Preschool Open House

Saturday, November 5th • 10:00am – Noon
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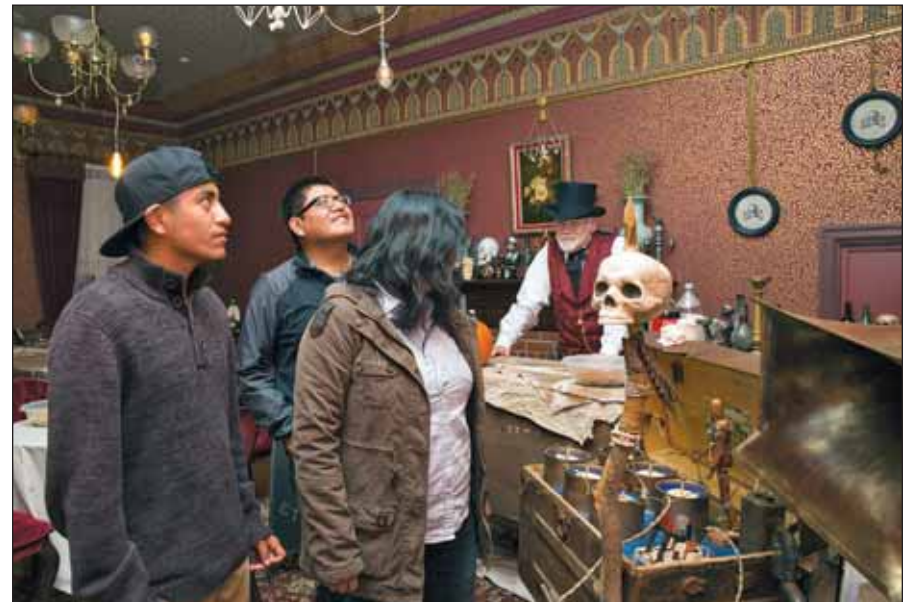
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A haunting for the history books



Visitors to the historic Rengstorff House at 3070 Shoreline Boulevard can sample 19th-century thrills with a Mountain View twist at the annual Halloween festivities "Where History Meets Haunting." Clockwise from top left: Skeletal riders on the ubiquitous Google bikes; a trio of witches surrounds a cauldron; visitors check out the steampunk-themed display; a mad scientist returns to his experiments; Rengstorff House lights up the night.



INTERIM CEO

► Continued from page 14

1,265 nurses across the hospital's Mountain View and Los Gatos campuses.

Last month, the nurses rejected a tentative agreement on a new contract shortly after the board granted Ryba close to \$223,000 in "incentive" bonus pay on top of her \$800,300 salary — even though the same board had just voted not to renew her contract. Christopher Platten, the attorney representing the nurses' union, says it was clear nurses were angry and upset that the hospital would grant such a payout while short-changing the nurses.

Sibery's contract took effect on Oct. 24 and lasts for six months. In the meantime, board members inked an agreement with the search firm Russell Reynolds Associates to conduct a national search for a permanent CEO. ▣

Mountain View Whisman School District



OPEN ENROLLMENT 2017-18
(Kindergarten – 8th grade)
January 6 – February 3

Kindergarten Information Night
Wednesday, November 30

Castro Elementary School
505 Escuela Ave

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English: 7:00 pm – 8:00 pm

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www.pinewood.edu

Open House
November 5th

Upper Campus

Upper Campus Grades 7-12
Saturday, November 5th, 2016

10:00 am – 12:15 pm

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www.pinewood.edu

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| Goat Meat (Bone-in & Skin-on) \$5.29 lb | Whole Chicken (Kum Kee) \$4.19 lb | <p>VISIT US! MOUNTAIN VIEW STORE 1350 Grant Rd., Mountain View, CA 94040 Tel: 650.966.8899 OPEN EVERYDAY 9 AM - 9 PM</p> <p>WE FEATURE Great varieties of groceries Live seafood Fresh meat & produce</p> <p>FREE try fish service Dim sum & hot deli Spacious aisles</p> <p>Stores in Northern California CONCORD · CUPERTINO · CUPERTINO (DE ANZA) DALY CITY · DUBLIN · FOSTER CITY · FREMONT FREMONT (MISSION) · MILPITAS · MOUNTAIN VIEW NEWARK · PLEASANTON · RICHMOND · SAN JOSE SACRAMENTO · FOLSOM (NEW)</p> | | |





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Viewpoint

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- GUEST OPINIONS

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Published every Friday at

450 Cambridge Avenue

Palo Alto, CA 94306

(650) 964-6300 fax (650) 964-0294

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The Voice is published weekly by Embarcadero Media Co. and distributed free to

residences and businesses in Mountain View.

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■ WHAT'S YOUR VIEW?

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■ EDITORIAL THE OPINION OF THE VOICE

Yes on Measure GG

Shore up funding for local schools and help warm up frosty relations between the Los Altos School District and Bullis Charter School? That's the question facing voters, who are asked to approve a \$223 parcel tax that will go toward funding core school services in the school district, which encompasses a portion of Mountain View.

If Measure GG passes, for the first time a proportionate amount of LASD's parcel tax funds will go toward Bullis Charter School, something that could go a long way toward healing divisions between the charter school and district.

It replaces Measure E, a \$193 parcel tax that expires next June. Measure GG's \$30 higher rate reflects the addition of funding for Bullis Charter School. Measure E raises about \$2.5 million annually, which goes toward teacher salaries, academic programs, and science and technology initiatives. Measure GG, which expires in eight years, is expected to raise \$2.8 million annually, \$300,000 of which will go to Bullis.

LASD relies on parcel taxes for about 17 percent of its budget, thanks to the state's convoluted education-funding formulas and the relatively limited amount of commercial property tax revenue generated in Los Altos. Besides the soon-to-expire Measure E, district homeowners also pay \$597 a year for a permanent parcel tax.

A cynic might say that including Bullis in Measure GG was a calculated move designed to boost voter support above the difficult-to-attain threshold needed for parcel taxes. Without a two-thirds majority voting yes, the measure fails and polling data shows it could be a very close vote.

An optimist would say that it's a refreshing sign of collaboration after years of friction that occasionally devolved into messy and expensive legal battles between the school district and the charter school.

We choose to be optimistic, and believe that the passage of Measure GG will go a long way toward reminding the community that the focus should be on providing the best possible public education for all of the district's students, rather than on turf battles between the adults.

The Los Altos District draws about 27 percent of its students from Mountain View, mostly in the San Antonio Road area. With so much housing development in the pipeline, the district's percentage of Mountain View students will almost certainly rise in the coming years. It's less likely that state funding will keep up, making parcel tax revenue even more vital to the high-performing school district.

The *Voice* recommends a yes vote on Measure GG. ■

■ LETTERS VOICES FROM THE COMMUNITY

MAYOR DEFENDS MEASURE W

I read the Oct. 14 article on Measures V and W with great interest. While I have considerable respect for many of the Measure V proponents, I beg to differ with the characterization that it is "the more moderate, transparent and inexpensive of the two options before voters." That simply is not true and the article goes on to say Measure V is likely to cost \$3-12 a month to operate while Measure W is likely to cost \$15-17 a year.

The facts are clear that Measure W is less expensive, covers more renters, and protects against blight. Measure W's provides rental relief to all renters in buildings with more than three units. That's the right to file a complaint for rent increases of greater than 5 percent in one year and a host of other issues generally called reductions in service. It was incorrectly stated in your article that rental protection provisions only apply to units built before 1995. That's the case for Measure V, but not for Measure W. Binding arbitra-

tion is only available for homes built before 1995, but all units get mediation and arbitration under Measure W.

The most classic argument against rent control is that it leads to blight. Measure W allows landlords to argue that any improvements could be a legitimate part of the legally required reasonable rate of return and passed through as additional rent increases. Measure V only allows the cost of work needed to keep the property up-to-code for health and safety; landscaping, new appliances or energy-saving insulation would not meet that standard.

Despite characterizations to the contrary, the City Council heard hours and hours of testimony on rental housing issues, debated it extensively and considered a number of options to address this complex and challenging issue with the best long term interests of the community in mind.

I urge voters to learn the facts and vote Yes on Measure W.

Pat Showalter
Mayor of Mountain View

YES ON MEASURES V AND W

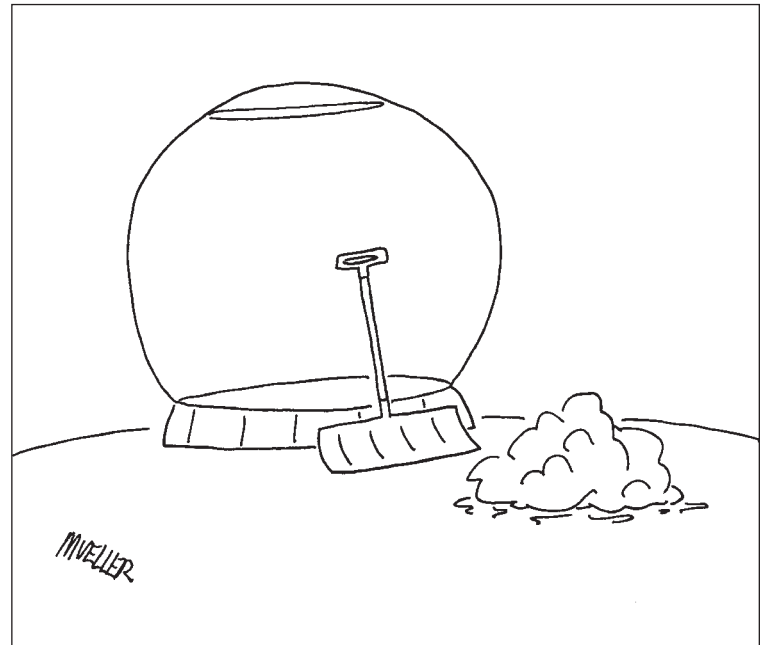
Rent stabilization (rent control) is a hot topic in this election, with two competing measures on the ballot. There's a new sign up saying "Yes on W, No on V." Whose opinion is that? The only supporters of Measure W that I know of are the City Council members who wrote it.

The Mountain View Voice recently endorsed Measure V, and clearly explained why it is better than Measure W. Look

up that endorsement online and read it if you are undecided.

Measure V is supported by the 7,300 citizens who signed petitions to get it on the ballot, as well as at least 35 small businesses in Mountain View who are losing employees because of skyrocketing rent. Council member Lenny Siegel, the only friend of renters on the current City Council, supports Measure V. But you don't have to choose. You can vote yes on both V and W. If the yes vote

► Continued on next page



► Continued from previous page

is divided between V and W, it is possible that neither would pass, and renters would have no protection. If both pass, Measure V, a charter amendment, will take precedence. Vote yes on V and yes on W.

Karen Skold
Dell Avenue

NO ON MEASURES V AND W

Measure V and Measure W are badly written rent control laws that will hurt tenants and destroy Mountain View.

My wife and I are residents of Mountain View and put our life savings into buying a small complex near downtown; we currently live in one of the units. Our downtown, once a sad and derelict, is now full of bustling restaurants and shops. It took years of residents caring about their city to make it the wonderful place that it is today.

If V and W pass, Mountain View will return to its former sad state due to neglect. Rent control is proven not work and is not affordable housing; it hurts the housing supply, increases demand, punishes small landlords like me who are just trying to get by like everyone else, and doesn't do one thing for low income workers who can't afford the market rates of 2015, all while helping many of those who don't need help.

The stated goal of these measures is to protect low income earners, but V and W will actually subsidize wealthy Facebook and Google employees who live in Mountain View now.

My wife and I did not cause this housing mess and we should not be expected to bear the burden of subsidizing others who don't need help. The real way to solve the problem is to build more permanently affordable housing for low-income workers through nonprofit housing development and partnerships with the city.

These measures will destroy all we have worked for to make our city great. Please think about the long-term effects that badly written rent control laws will have on the value of your home, of your downtown, of your children's schools.

These measures cannot pass. Please vote no on Measure V and W.

John Sorenson
Loreto Street

YES ON MEASURE B

I'm not a candidate this election cycle but I have attended every public candidate forum. One topic, aside from housing, rises to the top: transportation. Let your frustrations with our struggling transportation systems, congestion on our city streets, and traffic issues be heard this Nov. 8 by voting "Yes" on Santa Clara County Measure B.

Measure B, a 1/2-cent, 30-year sales tax measure, will repair our roads and relieve traffic, which could reduce greenhouse gas emissions and be kinder to our environment. Each city or town will receive funds annually, based on population and road miles over the 30-year span of the measure. For Mountain

View, that totals over \$44 million dollars. This is a meaningful amount for our city, which is trying to balance growth, housing and jobs. Last month when I brought my car into the shop, I took public transit for a week. I saw firsthand the efforts being made by our transit system but also the gaps in service. Voting "Yes" on Measure B brings tangible benefits to our city, residents and our future.

Ellen Kamei
Mountain View Environmental
Planning Commissioner

OUTSIDE GROUPS FOR BERMAN

As far as I can tell, Marc Berman is not spending any money from his own campaign committee toward his election to the California State Assembly. Every one of his television ads I have seen has been funded by EdVoice IEC, a nonprofit that advocates charter schools and voucher programs, in stark contrast to the content of the ads that proclaim Berman's support for better education for the less privileged. EdVoice is one of the largest outside sources of funding in California, having spent over \$8.4 million in the last 90 days, including \$1.36 million on Berman in the past three months.

All the fliers I have gotten in the mail have been funded by EdVoice or the California Apartment Association or the California Association of Realtors, the last extolling Marc Berman's support for eating more beets. I don't know what EdVoice or the Realtors see in Mr. Berman, but I wouldn't recommend voting for anyone who has the kind of outside support Mr. Berman does.

David Lewis
Oak Street

BE FAIR, VOTE YES ON V

I will be voting yes on V. The California Apartment Association told me that Measure V will suppress housing development. But that's a lie because Measure V will not apply to new construction rentals. The phone surveyor said Measure V may cost the city over \$2 million, but that's a lie. Any city implementation expenses of Measure V will be reimbursed by a per unit fee assessed on landlords. The council majority that put Measure W on the ballot says that we should trust future councils to keep protections in place. Measure W can be canceled by future councils. After knowing this council failed to act, no, I cannot trust future councils.

The lawyers who helped craft Measure V researched other

cities and say that Measure V will work well and efficiently. I believe them. My friends and neighbors remind me that people losing their homes because of extreme rent increases is unfair. Be fair! Vote yes on V.

Leona Chu
Cypress Point Drive

EL CAMINO CEO'S GENEROUS SEVERANCE

For those of you who read George Orwell's "Animal Farm" in college or before, this is a case of 'some animals are more equal than others'. If an ordinary employee of El Camino Hospital were fired for cause, or you just didn't have your contract renewed, such as not doing your job properly, you would be lucky to get two weeks of severance pay. Whereas, if you're the CEO of El Camino Hospital, and you get fired for not doing your job, you get about 1-1/4 years of very generous severance pay.

The current head of the hospital, who is being let go by the hospital board, is getting over \$1 million, about 1-1/4 years salary, as 'punishment' for not doing her job. She will be able to sit on her rear for quite a while, living off her nice severance package, before she has to get serious about finding another job.

Contrast this with the situation of an ordinary employee who has a few weeks to find another position, or go without food and housing and medical care if he or she is let go in similar circumstances. This clearly is an example of the situation portrayed in Orwell's classic work — all animals are equal, but some animals are more equal than others.

Carol Lewis
Oak Street

HOW WILL CANDIDATES HANDLE GROWTH?

I read the *Voices* endorsement of certain candidates for City Council in the Oct. 14 edition. I neither agree nor disagree because these endorsements, in preference to other candidates, do not offer any solutions to any of the growth problems we are experiencing in our city.

We need to know what all candidates will do to address the growth issues other than to say they are aware of this issue. Why not ask and print specifics such as the following?

Do you support in lieu fees to minimize parking requirements for both commercial and residential development proposals?

If you think housing, and especially affordable housing, is an issue, would you support in lieu fees for residential

developers to NOT provide affordable housing?

Do you support the "Grand Boulevard" concept for further development on El Camino?

How would you address the added street parking which blocks our own front curb, and causes the city service of street cleaning to drive down the middle of the street?

Given the current traffic congestion on so many of our streets, especially El Camino, do you support the VTA bus lane proposal?

There are many more issues on which each candidate can state their position, and without that statement, how can we decide what is best for our city?

Gerry Kelly
Pettis Avenue

MARGARET ABE-KOGA HAS PROVEN TRACK RECORD

Regarding your recent endorsement of City Council candidates I was both disheartened and surprised that you did not endorse a returning eight-year councilwoman, Margaret Abe Koga.

I had the good fortune of serving our great city as a firefighter for 29.5 years and became very familiar with Margaret's dedication to her family, our city and most of all, her compassionate spirit. Not only is she the most experienced and accomplished candidate in the field for the office, she also has a proven and successful record of programs and improvements to our city and county that are still in effect today, ie: four new parks; the Stevens Creek Trail Task Force; the teen center; new fire station No. 5; bike share; the minimum wage increase, and the list goes on.

Most importantly, Margaret has worked successfully with all our city's employee groups and staff for her entire eight years. That included our recent great recession, putting our city and its employees at great risk. Despite the economic crisis, Margaret stayed on course to retain employees while balancing our budget and maintaining the city's AAA credit rating. She did all this with compassion and understanding, continually interacting with staff and employee groups to keep our city's spirit strong. This is Margaret's greatest asset, one often overlooked as candidates argue over housing, traffic congestion and rent control.

Please join me in voting for Margaret Abe Koga for City Council.

Dale Kuersten
Past President, Mountain View
Professional Firefighters,
Local 1965

Graphic Designer

Embarcadero Media, producers of the Palo Alto Weekly, The Almanac, Mountain View Voice, Pleasanton Weekly, PaloAltoOnline.com and several other community websites, is looking for a graphic designer to join its award-winning design team.

Design opportunities include online and print ad design and editorial page layout. Applicant must be fluent in InDesign, Photoshop and Illustrator. Video editing knowledge is a plus. Newspaper or previous publishing experience is preferred, but we will consider qualified — including entry level — candidates. Most importantly, designer must be a team player and demonstrate speed, accuracy and thrive under deadline pressure. The position will be approximately 32 - 40 hours per week.

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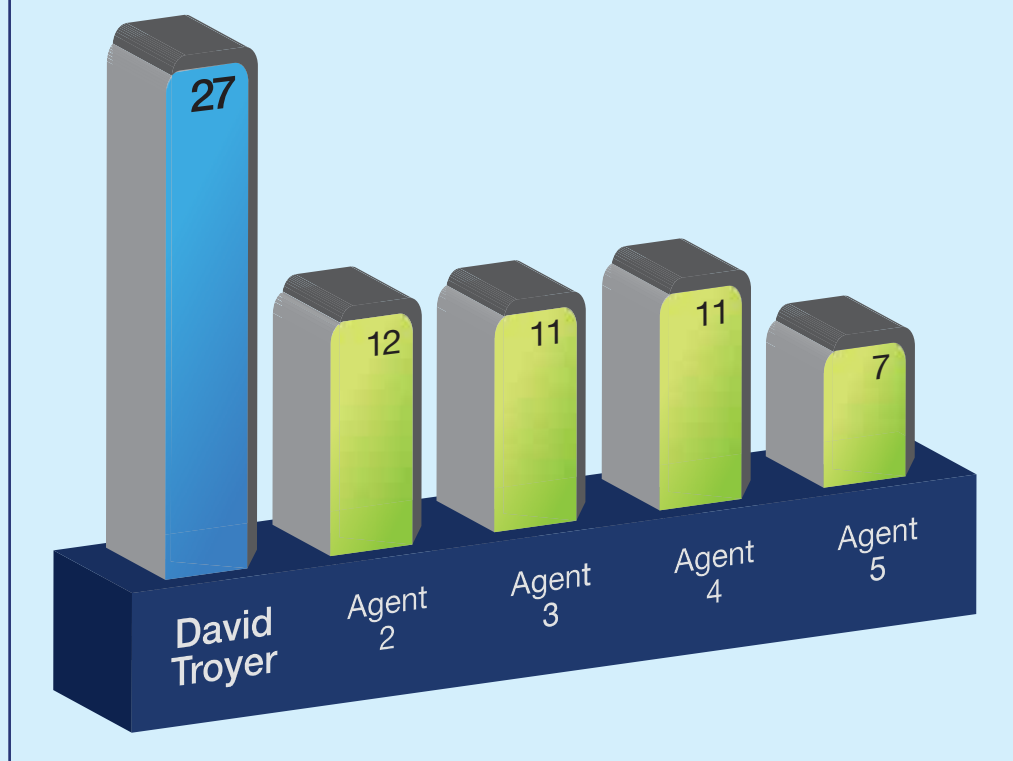
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