

# Mountain View VOICE

JULY 26, 2019 VOLUME 27, NO. 27

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The people's  
chicken  
WEEKEND | 25



SADIE STINSON

Young actors rehearse in **Peninsula Youth Theatre's Studio B**. With a 45% rent increase looming on its Old Middlefield Way building, PYT is giving up Studio B and getting rid of most of the costumes and props stored in it.

## Peninsula Youth Theatre will downsize to stay in Mountain View after rent hike

STUDIO B, AND MOST OF ITS PROPS AND COSTUMES, TO BE SACRIFICED SO PYT CAN STAY LOCAL

By Kevin Forestieri

Peninsula Youth Theatre will keep its longtime home on Old Middlefield Way after all, by giving up one of its studios in order to afford a steep rent increase that

threatened to displace Mountain View's longtime youth theater.

Acknowledging that zoning restrictions and high costs in the area left them with few places to go, the theater's staff and board of directors agreed

to stay put and bear the burden of the rent hike, according to a statement released by Karen Simpson, the executive director of Peninsula Youth Theatre (PYT).

► See **THEATER**, page 18

## Council eyes tweaks to rent control

NEW SUBCOMMITTEE SEEKS MORE POWER TO MAKE CHANGES TO CSFRA

By Mark Noack

Amid plans to draft a 2020 ballot measure, the Mountain View City Council will likely seek greater influence over the city's rent control law, particularly a provision giving members the ability to make changes.

In its first meeting on Tuesday, July 23, members of a new City Council subcommittee offered a high-level vision of potential changes they wanted to see made to the city's rent control law, known as the Community Stabilization and Fair Rent Act (CSFRA). To the surprise of some, the three subcommittee members — Margaret Abe-Koga, Lucas Ramirez and Chris Clark — voiced support for keeping rent control in Mountain View, saying they wanted to amend the program to make it more flexible.

"I want to make the CSFRA sustainable in the long-term. I think it has done a good job in the last few years," Clark said. "We need to take our learning from the last years to make sure it's a living, breathing document as opposed to this thing that's

written in stone."

Those words may have elicited a double take. Clark had previously actively campaigned against the CSFRA for being too rigid and extreme, and backed a milder alternative that failed to pass muster with Mountain View voters in 2016.

Abe-Koga, who also had opposed CSFRA, gave qualified support for keeping aspects of rent control in place. Earlier this year, she had spearheaded plans for a 2020 ballot measure to amend the program, which was approved by voters in 2016 as an amendment to the city's charter.

"Not everyone is happy with everything in the CSFRA, but the voters voted, and times have changed," she said. "We have it here, so why not make it as workable as we can?"

It was a change of heart — or rhetoric — from city leaders. At this first subcommittee meeting, the council members emphasized that they wanted to find ways to make the law more functional, not to gut it entirely, as some feared.

The rent control law has been

► See **RENT CONTROL**, page 10

## No easy fix for Rancho San Antonio's crowded parking lots

STREET PARKING RESTRICTIONS HAVE MADE IT HARDER TO ACCESS POPULAR PRESERVE

By Kevin Forestieri

Rancho San Antonio is the Peninsula's most popular open space reserve, drawing 700,000 visitors each year to its winding 24-mile network of trails.

But actually getting to the preserve is a problem that's getting worse. Despite serving as a natural resource for close to 1

million residents, Rancho San Antonio only has 315 parking spaces which are packed during peak hours. Visitors describe long waits in idling cars, hoping for a space to open up, leading to frustration and "conflicts," according to one report.

Last month, the Midpeninsula Regional Open Space Preserve resolved to do something about parking woes at Rancho San

Antonio, launching a study of the scope of the problem and whether bike and pedestrian access and "green" transportation options could bring some relief. Adding new parking lots is neither the first nor the preferred option, but will be considered in the study, according to district officials.

It's no secret why Rancho San Antonio has long been Midpen's most visited preserve, said

Ana Ruiz, the district's general manager. It's highly accessible — roughly 1 million people live within 10 miles of the park — and has a diverse range of trails for leisurely strolls and challenging hikes. Add in good weather and attractions like Deer Hollow Farm, Ruiz said, and the park can get packed.

"There's all these reasons why people want to come out the

preserve, and as a result visitation is quite high and continuously increasing over time," she said.

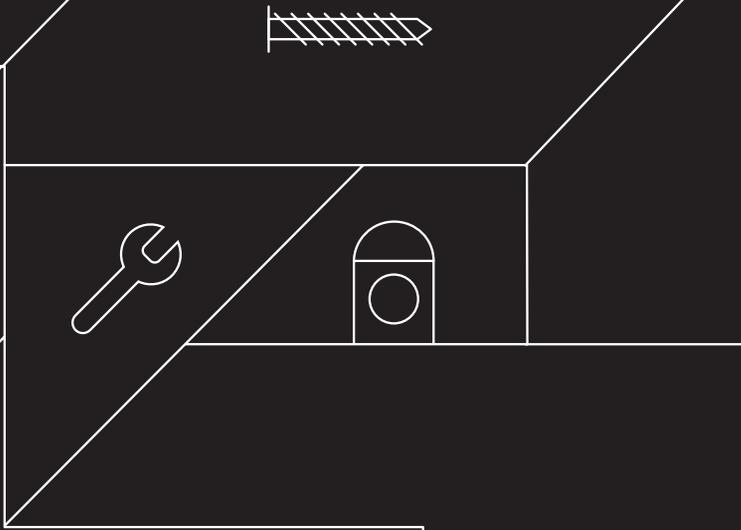
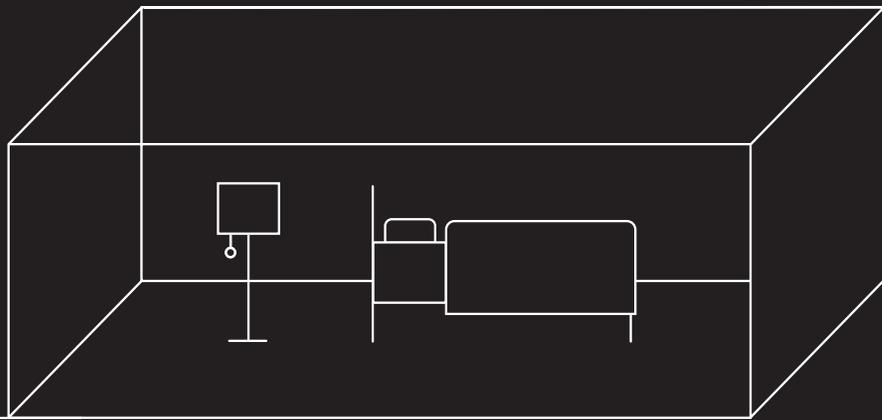
Studies dating back to 1991 predicted that the increasing population and development in neighboring cities was bound to overwhelm the handful of on-site parking lots off of Cristo Rey Drive in Cupertino. Some

► See **PARKING**, page 16

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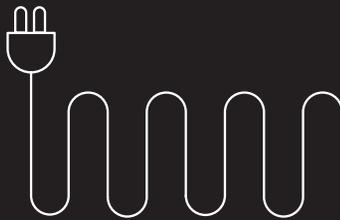
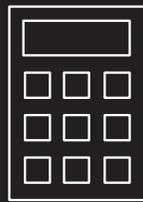
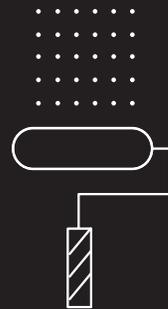
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# Voices

A R O U N D T O W N

Asked in downtown Mountain View. Photos and interviews by Nisha Malley.

*What's the most memorable place you've visited?*



"I climbed Mount Shasta ... last year because my brother wanted to go. It turned out to be pretty cool."

**Colton Sloat**, Mountain View



"The Philippines. I traveled last year to visit my family. I spent Christmas there."

**Kim Yee**, Mountain View



"Well, there are several. My favorites are the Galápagos Islands and Alaska. Two very different places."

**Rick Stanley**, Mountain View



"Italy. I went there two years ago, basically started in Venice and traveled south for two weeks. Ate a lot of pizza, drank a lot of wine."

**Justin Thomas**, Mountain View



"Turkey (in) 1999. The Roman ruins are amazing, and there's a lot of other history and culture, and the food is excellent."

**Roger Kumpf**, Mountain View

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### Do you need more information on the Community Stabilization and Fair Rent Act (CSFRA)?

The City of Mountain View hosts workshops every first and third Friday of the month to explain the CSFRA and review the petition process.

#### Upcoming Petition Clinics

(see new address)

Friday, August 2, 2019 | Friday, August 16, 2019

1:00 p.m. to 3:00 p.m.

298 Escuela Ave.

Mountain View, CA 94040

#### Questions?

##### Walk-in Office Hours

Thursdays

12:00 p.m. to 2:00 p.m.

City Hall, 1st Floor

Public Works Front Conference Room

**Phone:** (650) 282-2514

**Email:** [csfra@housing.org](mailto:csfra@housing.org)

[Mountainview.gov/rentstabilization](http://Mountainview.gov/rentstabilization)

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■ **CRIME BRIEFS**

**MAN HIT AND KILLED BY CALTRAIN AT CASTRO STREET CROSSING**

A man was hit and killed by a Caltrain at the Castro Street crossing in Mountain View Monday evening Caltrain officials said in a statement.

The southbound train struck the man who was reportedly trespassing on the tracks at approximately 7:48 p.m., according to the statement. Trains began single-tracking through the downtown Mountain View transit station around 8:35 p.m.

Traffic from Moffett Boulevard and Central Expressway onto Castro Street was blocked while the scene was under investigation. Police diverted traffic at nearby intersections including

► See **CRIME BRIEFS**, page 22

■ **POLICE LOG**

**AUTO BURGLARY**

- 800 block E. El Camino Real, 7/13
- 1100 block N. Rengstorff Av., 7/15
- 1000 block Grant Rd., 7/15
- 500 block N. Shoreline Blvd., 7/15
- California St. & Hope St., 7/15
- 100 block E. El Camino Real, 7/16
- 100 block Bryant St., 7/16
- 300 block Hope St., 7/16
- 200 block Franklin St., 7/17
- 1100 block N. Rengstorff Av., 7/17
- 2900 block N. Shoreline Blvd., 7/18
- 200 block Bryant St., 7/18
- 1 block Amphitheatre Pkwy., 7/18
- 2400 block Charleston Rd., 7/18
- 800 block W. Evelyn Av., 7/18
- 200 block Hope St., 7/22

**BATTERY**

- Luce Ct. & Rainbow Dr., 7/19

**COMMERCIAL BURGLARY**

- 900 block N. Shoreline Blvd., 7/22

**CRIMINAL THREATS**

- 800 block N. Rengstorff Av., 7/15

**DRUG POSSESSION FOR SALE**

- North Rd. & N. Shoreline Blvd., 7/13
- 1 block Amphitheatre Pkwy., 7/14 (2 cases)
- Inigo Way & Pear Av., 7/14

**GRAND THEFT**

- 1 block Amphitheatre Pkwy., 7/13
- 1 block Amphitheatre Pkwy., 7/15 (3 cases)
- 700 block Continental Cir., 7/15
- 1 block Amphitheatre Pkwy., 7/16 (14 cases)

- 600 block W. Evelyn Av., 7/16
- 1 block Amphitheatre Pkwy., 7/16 (16 cases)
- 1 block Amphitheatre Pkwy., 7/18 (6 cases)
- 700 block E. El Camino Real, 7/18
- 700 block E. El Camino Real, 7/20
- 600 block Showers Dr., 7/22
- 1 block Amphitheatre Pkwy., 7/22 (3 cases)

**PEEPING TOM**

- Easy St. & E. Middlefield Rd., 7/20

**RESIDENTIAL BURGLARY**

- 1200 block Dale Av., 7/19
- 1300 block California St., 7/19
- 100 block Beatrice St., 7/21

**ROBBERY**

- 500 block Showers Dr., 7/15
- 100 block E. El Camino Real, 7/19
- 300 block Showers Dr., 7/21

**SALE OF CONTROLLED SUBSTANCE**

- 1 block Amphitheatre Pkwy., 7/13 (2 cases)
- 1 block Amphitheatre Pkwy., 7/14 (2 cases)

**STOLEN VEHICLE**

- 1200 block Dale Av., 7/19
- 1300 block California St., 7/19
- 300 block Sylvan Av., 7/20
- 100 block Beatrice St., 7/21

**VANDALISM**

- 1 block Lomax Ln., 7/19

■ **COMMUNITY BRIEFS**

**NEW PERKS FOR CARPOOLERS**

In a new pitch to entice commuters to ditch their cars, Mountain View's Transportation Management Association (MTMA) is now offering a package of incentives to encourage carpooling.

The transportation group is offering discounted rides and other incentives over the next six months as part of a new deal with Waze Carpooling. Best known for its traffic navigation app, Google-owned Waze also provides a carpooling platform that

► See **COMMUNITY BRIEFS**, page 14

**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.



SADIE STINSON

**Rep. Anna Eshoo** said beating President Donald Trump “at the polls” is more important than initiating an impeachment inquiry in Congress while taking questions from the crowd at a July 22 town hall meeting at the Mountain View Community Center.

## Eshoo tackles impeachment, health care at town hall meeting

By Nisha Malley

**T**alk of impeachment and health care dominated the town hall meeting hosted by Congresswoman Anna Eshoo, D-Palo Alto, on Monday at the Mountain View Community Center.

Eshoo opened the event by talking about the inhumane conditions she saw on her July 13 visit to the Texas-Mexico border, where she toured detention centers in McAllen and Brownsville, Texas and met with immigrant families, border officials and humanitarian volunteers.

Before a crowd of roughly

200 people on July 22, Eshoo addressed a range of issues, from health care, immigration and 5G technology to gerrymandering, Russian propaganda and religious persecution in China.

A question from a Mountain View resident about her stance on impeachment launched a lively exchange between Eshoo and the audience. Eshoo said that she hasn’t called for impeaching the president yet despite her “strong emotions about Donald Trump.”

Hecklers from the audience called out: “Why not?” Eshoo, engaging with the crowd, asked who had actually

read the Mueller report, and roughly 30 people raised their hands.

Eshoo explained her “measured” approach to impeachment proceedings.

“Our country and our democracy is practically under siege at this point, but my emotions cannot take me for a ride to impeachment,” Eshoo said, to applause.

The congresswoman then pivoted to the 2020 elections, marking them as an opportunity for a true indictment of Trump.

“The most important thing

► See **ESHOO**, page 22

## El Camino nurses vote to authorize a strike

By Kevin Forestieri

**E**l Camino Hospital’s nurses union voted last week to authorize a strike after negotiations with hospital leaders on a three-year contract broke down earlier this year.

More than 95% of the Professional Resource for Nurses (PRN) members voted in favor of a strike, with 83% of the nurses participating in the vote. Union leaders say they are ready

to call for a strike “if deemed necessary,” and met with hospital officials on July 17 to discuss the terms of the contract.

“El Camino Hospital RNs have demonstrated a collectively strong and united voice,” PRN President Catharine Walke told the *Voice* in an email shortly after the vote.

Kathryn Fisk, chief human resources office for El Camino, said in a statement last week that the vote was disappointing, but

that hospital officials remain hopeful that a mutually acceptable agreement can be reached.

“El Camino Hospital and PRN share a commitment to provide exceptional and safe care, and we want to positively resolve these issues as we have been able to do in past contract discussions,” Fisk said.

The strike vote signals a boiling point after months of stalled

► See **NURSES**, page 17

## Hotels race to open in MV

BUOYED BY TECH, CITY EXPECTS 1,200 MORE ROOMS TO OPEN

By Mark Noack

**M**aybe it’s the lobby sculptures that double as QR codes. Or the lounge stocked with a library of board games. Perhaps it’s the meme artwork that lines the hallways, or the hotel staffers checking their smartphone apps for work orders.

This hotel is certainly not your grandmother’s idea of a luxury retreat. There are no bellhops or high tea, and the atmosphere is deliberately low-key and casual.

The new Hyatt Centric Hotel at the San Antonio shopping center held a soft opening last week, staking its business on catering to a younger, tech-minded customer base. At this boutique hotel, pretty much every room pays tribute to Silicon Valley lore, and no amenity is more sacred than the fast WiFi, which most assuredly is available everywhere — except maybe the bottom of the swimming pool.

“Some services will never go out of style, but you still have to know how to adapt to the changing needs,” said Keith Battaglia, Hyatt’s director of sales. “Our goal is to make Mountain View a destination, not just for the business travelers.”

Battaglia is hardly alone in sensing opportunity in Mountain View. The new Hyatt Centric is the first in a string of several new high-end hotels that will be opening their doors in the city in the coming months. For years, the city has been

regarded as woefully short in hotel space, especially to meet the demand brought by its large tech employers.

It’s a business opportunity that is clear to anyone comparing hotel rates. City business development specialist Tiffany Chew quickly browsed the day-to-day cost of the mid-market Hampton Inn, showing that Fridays or Saturdays were about \$130 a night, but that price nearly tripled for any mid-week booking. It is routine for local hotels to be entirely booked during the work week, according to local business officials.

“There is clearly a demand for more hotel rooms in the area, not just in Mountain View, but the whole region,” Chew said. “Historically, Mountain View has been looking to attract more hotels to the area to accommodate the demand.”

It is hard to pinpoint exactly how many hotel rooms are currently in Mountain View, said Dawn Maher, chief operating officer for the city’s Chamber of Commerce. Her group reports there are about 1,000 rooms in the city, but Maher noted that this number does not include hotels with no Chamber of Commerce affiliation.

It now appears that the pendulum could be swinging back, as several large hotels are preparing to open. Along with the new Hyatt Centric, seven other luxury hotels are currently moving

► See **HOTELS**, page 17



SADIE STINSON

**The Hyatt Centric** at San Antonio shopping center is the first of a handful of new hotels slated to open in Mountain View.

# Caltrain's new vision calls for tripling ridership by 2040

By Gennady Sheyner

Caltrain's plan to expand and modernize its train system will hit a critical juncture next month, when the agency's board of directors considers a new proposal that would roughly triple ridership by 2040.

On Monday, the agency took a step toward adopting a new long-term vision when staff recommended tripling the agency's ridership, significantly increasing train frequency and building passing tracks at several sections of the rail corridor, including in the north Santa Clara County segment that includes Palo Alto and Mountain View.

In a special YouTube Town Hall, Caltrain staff stated that the agency should move ahead with what it's calling a "moderate" growth scenario, which is one of three alternatives staff has been analyzing as part of its business plan.

The moderate scenario envisions 12 trains running up and down the corridor every hour during peak commute times, which would include eight Caltrain trains and four high-speed-rail trains. The agency had also evaluated a "baseline" scenario

with 10 trains during peak hours and a "high" growth scenario with 16 trains per hour (both cases involve four high-speed-rail trains).

In his presentation on the "Service Vision," Caltrain Policy Director Sebastian Petty highlighted some of the benefits of the moderate scenario: faster and more frequent service, more Baby Bullet express trains, and improved connections throughout the system. If implemented, the scenario would accommodate about 180,000 riders, roughly triple Caltrain's current ridership.

The additional capacity, he said, is equivalent to building five freeway lanes during peak commute hours.

In making the case for the staff recommendation, Petty cited Caltrain's already "robust market," which the agency believes will grow "substantially" over time. He cited regional projections suggesting that the population within 2 miles of the Caltrain corridor will increase by 1.2 million people by 2040, a 40% increase.

"We think there's going to be a lot more demand from land uses in the corridor and we'll have a

more connected corridor that's better integrated with the rest of the region's transportation system," Petty said. "This leads us to believe we're looking at a lot of potential riders in the future."

In endorsing the moderate-growth scenario, Caltrain staff also left the door open for potentially pursuing the high-growth scenario in the future. While the latter would make trains even more frequent, it would require greater infrastructure investment, including more than 15 miles of four-track segments throughout the system.

Given the high costs and infrastructure requirements of the high-growth option, Petty said staff is not ready to endorse the high-growth scenario at this time.

"There just are a lot of questions and further study that's needed before we would feel comfortable advancing that specific vision directly, but we don't want to preclude it," Petty said.

If approved by Caltrain's board of directors, the staff recommendation could have profound implications on Palo Alto, Mountain View and other communities along the rail corridor, which was constructed more than 150 years

ago and which many believe is no longer adequate for accommodating the area's population growth. Depending on the path Caltrain ultimately chooses to pursue, its projects have the potential to boost — or upend — local plans for grade separation (that is, the physical separation of the tracks from crossing streets at existing intersections).

If implemented, Caltrain's moderate scenario would require a north Santa Clara County station — either downtown Palo Alto, California Avenue, San Antonio Avenue or downtown Mountain View — to be reconfigured to accommodate short four-track segments, Petty said. The four tracks, he said, would be needed so that faster trains, including those run by high-speed rail, can pass slower ones at multiple points in the corridor.

Petty noted that the rail corridor has been in place for well over a century and that many of the communities "have grown up around us."

"It means we don't necessarily have a lot of room around our tracks. We go right through the middle of the downtowns of a lot

► See **CALTRAIN**, page 9

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Founding Editor, Kate Wakerly

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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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# Struggling to survive, burrowing owl babies get a boost

PHS IS FOSTERING 14 OWL CHICKS TO PROP UP DECLINING LOCAL POPULATION

By Nisha Malley

In a secluded outdoor aviary, 14 burrowing owl babies are being fostered by humans who do their best to stay out of sight. It's the latest effort to boost the precipitously declining local population of burrowing owls.

Currently designated a species of concern, burrowing owls have struggled to survive since the population's initial Bay Area boom in the 1980s. The owls' decline is blamed mainly on rampant development, human activity and high levels of predation that have disturbed the bird's nesting grounds.

While at its peak, Santa Clara County supported hundreds of adult owl pairs, the Santa Clara Valley Habitat Agency recorded just 52 to 53 adults in its 2019 annual report. The Valley Habitat Agency was formed in 2013 by local governing bodies to protect endangered and threatened species from the impacts of development.

Sunnyvale and Fremont have all but lost their owl populations, but Mountain View remains one of the few places in the county that the ground-nesting birds still call home.

In June, the Valley Habitat Agency launched its latest owl conservation effort, a pilot program to remove the smallest and weakest owlets from several nests and raise them in captivity. The Peninsula Humane Society is rearing the 14 chicks — 10



SADIE STINSON

**Buffy Tarbox** walks through the Peninsula Humane Society's new burrowing owl enclosure. It will be the home of 14 owlets that are being fostered in hopes of boosting the declining owl population.

removed from nests and four orphans — in its Burlingame nursery over the next nine months. Two of the chicks came from Mountain View's Shoreline Park.

The birds' temporary home comes equipped with artificial grass, burrows, rocks and secure walls and overhead netting to protect them from predators. According to PHS spokesperson Buffy Tarbox, the owls have extremely limited interaction with humans and other animals

to keep them wild and help them assimilate back into their natural habitats.

In the spring, scientists will release the birds into artificial burrows in pairs to encourage breeding, according to Edmund Sullivan, director of the Valley Habitat Agency. Shoreline Park, the Don Edwards Wildlife Preserve in Fremont and the San Jose-Santa Clara Regional Wastewater Facility are likely release sites, he said.

Nearly 70% of burrowing owl chicks die in their first year in the wild, often from predators, harsh conditions or lack of food. Tarbox said the program will allow mothers to concentrate on a smaller nest of young, while ensuring that the handful of captive owls can grow to be strong and healthy adults.

"It's a lot of human intervention in recovering species, but it does increase the chances that (they) will survive," Sullivan said.

A two-year supplemental feeding program that concluded last year produced all-time high birth rates among nests, with one pair at Moffett Airfield delivering nine chicks. With a high-protein meal of dead mice, healthier adult owls expended less energy on foraging, breeding more chicks and dramatically reducing the likelihood of young owls fighting over food.

A "longshot" idea proposed by the Valley Habitat Agency would involve encouraging migratory burrowing owls that winter in the Bay Area to live here year-round, Sullivan said.

Overwintering owls from Canada and the northwest far outnumber year-round breeding owls in California. While the notion of changing a bird's instinctive migratory behavior is largely experimental, "if we can encourage some of the birds from North America to stay, it'll increase the robustness of our local population, from a gene pool standpoint and a sheer numbers standpoint," Sullivan said.

To Shani Kleinhaus, environmental advocate with the Audubon Society, captive breeding may be what's next for a species where mating in the wild poses a significant challenge if no nearby nests exist.

"We're at a place where the population is too small," Kleinhaus said.

The steep decline of burrowing owls could have unknown consequences on the area's ecosystem. The owls control rodents and insects and serve as prey for larger birds and mammals like coyotes, cats and raccoons.

For environmental organizations like the Valley Habitat Agency, the protection of wildlife is paramount from an ethical standpoint.

"Not allowing any species to go extinct ... is a stewardship responsibility of humans," Sullivan said.

Kleinhaus said she remains hopeful that Mountain View can recover its burrowing owl population and called the city a leader in tackling the problem, from its hiring of full-time biologist Phil Higgins to its adoption of the Burrowing Owl Preservation Plan in 2012 and preservation of the Shoreline Regional Wildlife Area.

Sullivan said he feels encouraged by the Bay Area's preservation of rural areas and a heightened focus on denser and transit-oriented development. He pointed to a San Jose infrastructure bond passed in November that included \$50 million for protection of Coyote Valley.

NASA has also committed to maintaining the Moffett Airfield as burrowing owl habitat, and Google has contributed to the agency's efforts by installing fencing, constructing state-of-the-art artificial burrows and monitoring the preserves year-round, according to Google.

"There's a lot of momentum now, and we have an array of partners to help us succeed," Sullivan said. "The time is now. We have to try." ▣

Email Nisha Malley at [nmalley@mv-voice.com](mailto:nmalley@mv-voice.com)



SADIE STINSON

A little burrowing owlet is one of a group of 14 runts and orphans at the Peninsula Humane Society in Burlingame that will be returned to the wild once they are grown.

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## KFJC hosts weekend listener appreciation party

By Kevin Forestieri

Foothill College station KFJC is inviting fans to meet the faces behind the microphone at a listener appreciation party this weekend, a nearly all-day event hosted at Sunnyvale Baylands Park.

The free event, starting at noon on Saturday, July 27, will include live performances and DJs, games, a rotation of food trucks and a chance for long-time listeners to meet the curators of the local, rare and occasionally bizarre sounds broadcast by KFJC. It's the first listener appreciation party in years, and is part of the ongoing festivities celebrating KFJC's 60th anniversary.

The tradition of holding listener parties goes back to at least the 1990s, said Eric Johnson, the station's general manager, and it's a pretty rare opportunity. Other Bay Area college stations hold benefit events aimed at

raising money to keep the lights on, but Johnson said he wasn't aware of any other station doing an explicit meet-and-greet and celebration for the fans.

"It's a chance to see the faces of the folks who do the shows," he said. "And there will be a lot of DJs and a big chunk of the staff there."

KFJC is run by a nearly all-volunteer team, many of whom have been DJing or working in the background for decades. The station acts as a conduit for local bands to reach more listeners and gain exposure, and routinely promotes upcoming concerts throughout the Bay Area.

It's no surprise then, that the party Saturday will include five live performances from local bands playing a broad cross section of genres including punk, rock, hip hop and experimental tunes.

This year's version of the event is a bit of an experiment itself.

Johnson said the picnic-style park venue is a divergence from past listener appreciation parties, which have been evening events held in a pool hall or — more often — in bowling alleys, which can easily accommodate a trifecta of bands, food and activities.

It may take a little bit of work to figure out who's who and put a face to a name. DJs won't be wearing name tags or anything like that, Johnson said, but most people tend to figure it out pretty fast.

The party will be at the Eucalyptus Grove picnic area at the park from noon to 7 p.m., 999 E. Caribbean Drive, Sunnyvale. Though the event is free, parking is \$6. No dogs, balloons or kites are allowed at the park. Attendees are encouraged to bring chairs, blankets, frisbees, balls and stories to share about the station. More information can be found at [kfjc.org/events](http://kfjc.org/events). ■

## CALTRAIN

► Continued from page 6

of different cities along the corridor," Petty said. "That makes us a really great community asset, but it does mean there are some real impacts to being on rail corridor and real limitations in terms of our ability to expand the infrastructure."

At the same time, Petty pointed to the many advantages of moving ahead with two higher-growth alternatives over the baseline scenario, which would require most trains to skip some stations. While this model would result in more trains, it would also come with "bunched, irregular service," with riders at times needing to transfer to get to their destinations.

The moderate scenario, by contrast, would result in a more even service, with trains coming in roughly every seven-and-a-half minutes. The plan also calls for Baby Bullet express trains to run every 15 minutes.

"It's very much a show-up-and-go sort of service," Petty said.

In addition to installing a four-track segment in north Santa Clara County, the moderate-growth alternative calls for such segments in Redwood City, in the Hayward Park and Hillsdale area of San Mateo and at the Blossom Hill station in San Jose. In addition, all three growth scenarios call for a four-track segment in Millbrae.

One major challenge that both Caltrain and local communities will have to confront is the high

costs of the needed improvements. Caltrain is already moving ahead with its \$2.3-billion electrification process, which is expected to be completed in 2022. The Caltrain plan also considers the \$3.3-billion downtown expansion in San Francisco; the \$3.4-billion Diridon station reconstruction project in San Jose; \$2.6 billion in high-speed-rail investments; and \$6.9 billion in planned grade-separation projects throughout the system.

***(It) would result in a more even service, with trains coming in roughly every seven-and-a-half minutes.***

When coupled with further improvements that Caltrain itself would have to make to accommodate growing ridership (including an updated train fleet and a new maintenance facility), the level of overall investment would range from \$22.1 billion in the baseline scenario to about \$30 billion in the high-growth scenario, Petty said.

"We are in a way the thread that connects a lot of these projects that are being contemplated," Petty said. "Most of these projects aren't funded. We're talking about \$20 billion that largely doesn't exist."

While the plan doesn't explain where the money will come from, it makes a case for adopting the

2040 vision to create a "big tent" that, according to Caltrain staff, "shows how all of the investments currently being planned in the corridor can fit together as part of a cohesive whole, with expanded Caltrain service further enhancing their value and importance."

The service-vision document that Caltrain released Monday is part of a broader "business plan" that the agency is preparing to adopt by early 2020. The Peninsula Corridor Joint Powers Authority (Caltrain) board of directors plans to discuss the staff recommendation at its next meeting on Aug. 1, with the goal of adopting the service vision in October.

The vision, according to a staff report, will create "a framework that allows staff to 'work backwards' from 2040, developing analysis showing how the Vision can be phased, funded and implemented over time." The analysis will be included in the business plan.

Caltrain CEO Jim Hartnett said in a statement Monday, July 22, that the service vision "ensures Caltrain can continue to be what it has been for so many years: an indispensable resource for the region and our riders."

"Our long-range vision will improve frequency, sustainability and connectivity, while ensuring that Caltrain continues to add value to communities at every stop along the way," Hartnett said. ■

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## Council hires in-house candidate as new city attorney

By Mark Noack

In their search for a new city attorney, Mountain View officials decided the best candidate was already part of the City Hall team.

Krishan Chopra, who has served for 10 years on the city's legal team, was selected as the new city attorney for Mountain View. He was approved for the new position in a unanimous vote by the City Council at its July 23 meeting.

In taking the role, Chopra succeeds former city attorney Jannie Quinn, who announced earlier this year that she will retire in August. Quinn had worked in the city attorney's office for 24 years, becoming one of Mountain View's longest-serving employees.

Chopra also has an extensive track record in public service. After receiving his degree from Loyola Law School in 1997, he started his legal career representing public agencies in Southern California as a private attorney, and he later worked for Napa County as deputy counsel.



MAGALI GAUTHIER

**Krishan Chopra** smiles as Mountain View council members congratulate him on being named the new city attorney at the July 23 meeting.

He joined Mountain View in 2009 as an assistant city attorney, and he was later promoted to the city's No. 2 legal counsel. As the new city attorney, Chopra will be managing a department of just five lawyers and two support staff. But his office carries considerable clout within City Hall, influencing nearly every city department and policy

action. Chopra's starting salary is expected to be \$245,000 per year. The city attorney, city manager, and city clerk are the only three positions that are directly appointed by the City Council. All other city hires are delegated through the city manager's office. ▣

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## RENT CONTROL

► Continued from page 1

one of the city's most controversial programs. Landlord groups have attempted multiple lawsuits and political campaigns to block or overturn it. In turn, tenant groups have fiercely defended the program, making it a litmus test for local politics. Like scores of past meetings on the topic, the overflow crowd at the subcommittee meeting was starkly divided between these two rival camps.

Speaking during public comment, landlord advocates blamed the law for discouraging new housing development, shuttering apartments and even fostering homelessness. California Apartment Association (CAA) spokesman Joshua Howard was lukewarm toward the city's new push for a ballot measure. A city measure could end up competing with the CAA's own initiative headed for a ballot in 2020, either in March or November. That CAA measure has been heavily criticized by tenant advocates for being a veiled attempt to repeal Mountain View's rent control.

Several residents urged the city to use the ballot measure as a chance to explicitly include mobile homes under rent control protections. For nearly two years, mobile home park residents have tried to make the case that the vague language in the CSFRA meant that mobile homes should also be covered, but they have failed to win over the city's rental housing committee or win a favorable legal decision.

Speaking to this concern, the city's new CSFRA subcommittee members echoed the need to clarify the status of mobile homes, although they avoided specifics on what that should be. In a separate effort, the City Council has set a goal to discuss some kind of policy on mobile homes in its future meetings.

What was more clear is that city leaders are intent on exerting greater control over the

rental program. Council member Ramirez suggested new language in the city charter to designate that the rental housing committee is subordinate to the City Council.

Similarly, council member Clark suggested the City Council needed some limited power to make changes to the rent control regime as it saw fit. To do this, he suggested setting a higher threshold than a simple majority, such as a council supermajority. Bringing in more flexibility was important, he said, because otherwise resentment would build up against rent control and the law could be entirely overturned.

City leaders also mentioned the need to expedite the rent control law's petition process, making it easier for landlords to recoup expenses for special maintenance or improvement projects.

Little was mentioned about the actual rent caps in the CSFRA, which ties apartment rent increases to the annual inflation rate, which hovers around 3%. Abe-Koga briefly mentioned that the rent cap might need to be raised, and she suggested Mountain View might want to adopt a 5% limit, similar to San Jose.

It was not immediately clear whether the subcommittee ideas would gain support among tenant advocates. Back in 2016, the Mountain View Tenants Coalition deliberately designed the CSFRA so that the council would not be able to make changes.

A formal decision on what to include in the future ballot measure won't be coming anytime soon. The city subcommittee is expecting to hold at least five more meetings before drafting a final version later this year. In September, the full City Council is expected to convene a study session to discuss what to include in the ballot measure.

Once drafted, the measure will be eligible to go on either the March or November 2020 ballot. ▣

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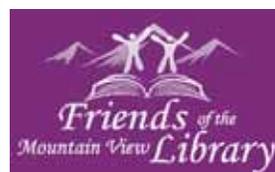
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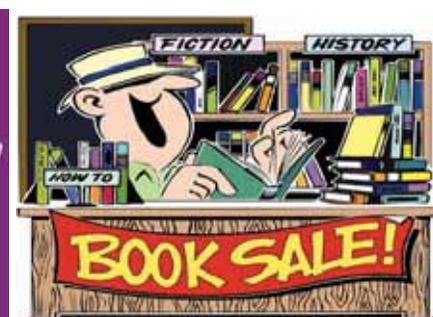
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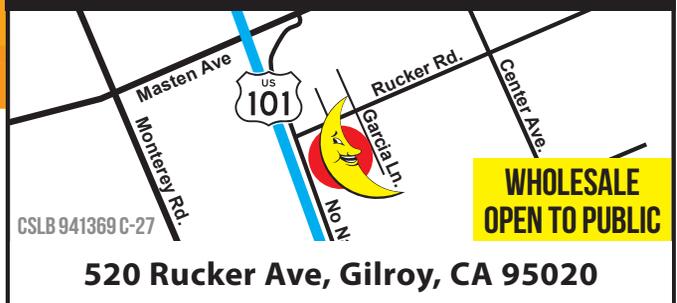
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**COMMUNITY BRIEFS**

► Continued from page 4

connects drivers and riders.

Waze Carpooling functions much like Uber or Lyft, but with some key differences. Users have more discretion in choosing their carpool buddies. Drivers aren't supposed to make a living from chauffeuring passengers — Waze drivers are limited to just two rides per day.

Under the new discount promotion, Waze is charging a flat \$2 rate per carpool ride using

its app. New drivers who sign up for the services will receive \$20 once they complete their first carpooling trip. Waze will also give \$20 in credit to any new riders who begin using the app.

The new incentives come in the wake of other promotions by MTMA to reduce solo driving. In April, the group began offering \$5 discounts for shared rides using Uber or Lyft. To receive this price cut, riders must begin or end their ride in Mountain View.

As part of the new

announcement, MTMA officials said they would extend the deal with Uber and Lyft through the end of 2019.

More information about the new promotions can be found at MVgo.org.

—Mark Noack

**LEAD PAINT SETTLEMENT**

Ten California cities and counties led by Santa Clara County last week announced a \$305 million settlement with three paint companies to clean up lead paint hazards to children in older housing.

The settlement, announced July 17, ends a 19-year-old public nuisance lawsuit filed against paint companies in Superior Court in 2000 by Santa Clara County, later joined by nine other local governments.

Exposure to deteriorated lead-based paint can cause brain damage, learning disabilities and slowed growth in children. Lead paint was banned for residential use in 1978, but many houses built before then still contain it.

Santa Clara County Counsel James Williams said, "Today's settlement holds former lead paint manufacturers responsible for the harm they have caused to generations of California's children."

The three companies are Sherwin-Williams Co.; NL Industries Inc., formerly known as National Lead Industries; and ConAgra Grocery Products Co., which took over the former Fuller paint company. They will each pay one-third of the settlement.

The other local governments that joined the lawsuit are Alameda, Los Angeles, Monterey, San Mateo, Solano and Ventura counties and the cities of San Francisco, Oakland and San Diego. They will divide up the funds on the basis of the number of houses with lead paint in each jurisdiction.

In earlier proceedings, Santa Clara County Superior Court Judge James Kleinberg in 2014 ordered the companies to pay \$1.15 billion to abate paint hazards in houses and apartments built before 1980. He concluded they were liable for causing a public nuisance by promoting the use of lead paint while knowing that lead dust harmed children.

But a state appeals court in San Jose in 2017 narrowed the judgment to houses built before 1951, saying that there was no evidence the companies advertised the use of lead-based paint, as opposed to paint in general, after 1951.

Another trial judge then set the total amount at \$405

million and the California Supreme Court and U.S. Supreme Court turned down the paint companies' appeals last year.

But disputes remained about what the funds could be used for and about a four-year time limit for using the money.

The \$305 million settlement enables the counties and cities to use the money where it is most needed, including on post-1951 housing and services for children, and removes the four-year restriction.

**CALTRAIN FARE INCREASES**

People can weigh in on potential Caltrain fare changes at a series of public meetings the agency will hold this month.

Six meetings are lined up ahead of a public hearing by Caltrain's board of directors at the agency's headquarters in San Carlos on Aug. 1. Those unable to attend the August meeting are invited to voice their opinions at any of the other scheduled meetings.

The board is considering increasing the price of the Go Pass, the annual unlimited ride pass, up to 20% on Jan. 1, 2020, with a 5% increase to follow every two years on Jan. 1.

They are also considering implementing regular fare increases every two years. If the proposal is adopted, the base fare will increase 50 cents in July 2020, the zone fare, which is calculated based on the number of zones traveled by the passenger, will increase 25 cents in July 2022, and the base fare will increase 50 cents again in July 2024, according to Caltrain.

If the agency adopts the proposed changes, it will be eligible for participation in the Metropolitan Transportation Commission's Regional Means Based Fare Pilot Program, currently scheduled to begin in early 2020.

By participating in the program, Caltrain could offer low-income riders a 20% discount on the single-ride adult Clipper Card fares.

The board will give the changes a final vote at a September meeting, according to Caltrain.

The first of six meetings was set for July 17, at Caltrain's offices at 1250 San Carlos Ave. in San Carlos. The full list of meeting times and locations can be found at caltrain.com.

**RESTITUTION DEAL FOR DATA BREACH**

As many as 15 million Californians may be eligible for a share of up to \$425 million in restitution in a nationwide settlement of lawsuits over a massive data breach by the Equifax credit bureau in 2017, California Attorney General Xavier Becerra announced Monday.

The breach between May and July 2017 exposed personal information of 147 million Americans, including Social Security numbers, birth dates, addresses and in some cases, driver's license numbers.

The agreement settles lawsuits filed in federal court in Atlanta by the Federal Trade Commission, consumer lawsuits and lawsuits filed in state courts by 48 states including California.

The settlement will provide at least \$300 million and if needed \$425 million to compensate consumers for past and future credit monitoring and for any harm consumers can prove for identity thefts.

Atlanta-based Equifax also agreed to pay \$175 million in penalties to 48 states and \$100 million to the federal Consumer Finance Protection Bureau, and to implement a new security program.

Becerra said in a statement, "Equifax, one of only three major credit reporting agencies, had a responsibility to secure and protect Americans' data. Instead, it breached public trust."

"We have now recovered hundreds of millions of dollars to help our families who fell victim," he said.

The Federal Trade Commission alleged that Equifax failed to patch its network after being alerted in March 2017 about a critical security vulnerability.

FTC Chairman Joe Simons said, "Equifax failed to take basic steps that may have prevented the breach that affected approximately 147 million consumers."

Equifax Chief Executive Officer Mark Begor said, "The consumer fund of up to \$425 million that we are announcing today reinforces our commitment to putting consumers first and safeguarding their data — and reflects the seriousness with which we take this matter."

Consumers can find information about the restitution fund and procedures online at equifaxbreachsettlement.com.

—Bay City News Service



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## PARKING

▶ Continued from page 1

of the more determined park visitors found alternatives, relying on curbside spots adjacent to the park in Cupertino or near a trailhead on Mora Drive in Los Altos Hills. That ended in 2016 when upset neighbors passed preferential parking zones for residents only — further exacerbating the parking problems in Rancho San Antonio's designated lots.

Residents in Los Altos Hills circulated a petition arguing that allowing hikers to use street parking created hazardous parking conditions and increased the probability of “robberies, break-ins and vandalism.” The petition had 12 signatures and the parking restriction it sought was passed by the Los Altos Hill City Council without debate as a consent calendar item.

The challenge of finding a place to park has been a longstanding problem that Midpen's leadership has heard loud and clear, said Curt Riffle, Mountain View's representative on the agency's board of directors. In some ways it's been gripes and complaints from both sides: he is among the visitors who drive to the park and have trouble finding a space, while the park's neighbors are fed up with the overflow parking and vehicles crowding driveways and streets.

“We want to be a good neighbor, but on the other hand, we have constituents we're trying to satisfy as well,” Riffle said.



MAGALI GAUTHIER

**Rancho San Antonio** is a popular open space preserve, drawing about 700,000 visitors annually. The crowds make finding a parking spot challenging, and for Mountain View residents, it's difficult to get there without a car.

On June 26, the district's board of directors voted to launch a multiyear effort to finally solve these parking problems, with a so-called Multimodal Access Study to better understand: who is coming to Rancho San Antonio and where they're coming from; what parking is available at specific days and times; and the pros and cons of a long list of possible fixes.

Almost all of the short-term solutions in the report are aimed at promoting alternative modes of transportation — education campaigns, trail access and new signs aimed at boosting bike and pedestrian travel, new bike racks and information in maps,

brochures and on Midpen's website to “highlight non-motorized access.” The district is also considering rideshare arrangements with Uber and Lyft for pick-up and dropoff, and a potential partnership with municipal shuttle services to add a stop at Rancho San Antonio.

Many of the ideas stem from a 2017 stakeholder meeting among representatives from numerous public agencies, including Lisa Matchak, Mountain View's current mayor. In an email to the *Voice*, Matchak said she agrees that parking can be a challenge at Rancho San Antonio and that it is concerning to see people start their visit to the preserve with an argument over a parking space. Her suggestions included a possible valet service during peak hours, similar to the model used in downtown Mountain View, as well as ways to connect large groups of regular visitors for carpools.

The addition of onsite or offsite parking is considered a long-term action that may be considered, according to the staff report. While it might seem like the most direct solution, Ruiz said it wouldn't be easy. Along with weighing the potential environmental impacts — including the loss of open space — a parking project would need to go through a lengthy public feedback process that would likely raise concerns about traffic, noise, visual impacts and loss of rural character.

If at all possible, Ruiz said the district should try to avoid encouraging more vehicle travel and promote alternative forms of transportation before considering paving over open space.

“Part of our mission is preserving and protecting our larger environment, and that includes looking at our contributions to greenhouse gas emissions,” she said. “We want to look at ways

to promote greener forms of transportation.”

The yearslong reluctance to add parking has been frustrating to Mountain View resident Anne Cheilek, who said the dearth of available parking spaces — along with parking bans from nearby cities — amounts to restricted

**‘There is no one solution, other than the major step of putting in a parking lot.’**

ANA RUIZ,  
MROSD GENERAL MANAGER

access to a public environmental resource. Adding ways to walk and bike to Rancho San Antonio does nothing for the residents who live too far away to take advantage of it, she said, instead benefiting the “multimillionaires of Los Altos.”

“To the average park user in the (district) boundaries, access is determined by availability of parking. Not by buses, bike lanes

or additional trails,” Cheilek said.

The Measure AA bond, passed by the district in 2014, explicitly calls for improving access to open space preserves for all residents, and Cheilek said she believes that money could be used to create a parking lot at the park entrance at the end of Mora Drive in Los Altos Hills. The reluctance to add parking is perplexing, she said, and it feels elitist to say parking is unnecessary.

“If (the district) continues to refuse to add parking, this regionally funded greenbelt will become a playground for those wealthy property owners lucky enough to live within walking distance of the park boundaries,” she said. “That would be a betrayal of the generosity of taxpayers from all over the region, who resoundingly voted in 2014 for the expansion of access to this beautiful regional resource.”

Riffle said new parking lots are still an option and nothing has been ruled out yet.

“Let's explore all of our options and understand what is going to be the best cost-benefit (option) to us,” Riffle said.

Many of the short-term measures are going live starting this year regardless of the report's conclusions, Ruiz said, and she acknowledged that walking and biking to Rancho San Antonio won't be an option for everyone. The hope is that it will chip away at the parking demands from residents close by and make room for those that have to travel longer distances. No one solution is supposed to solve the parking problems, she said, and it will take a myriad of measures to solve it.

“There are so many factors that it's going to require a range of tactics to move the needle enough,” she said. “There is no one solution, other than the major step of putting in a parking lot.”

Results from the parking study are expected to be complete by August 2020, and updates will be provided at [openspace.org/our-work/projects/multimodal-study](https://openspace.org/our-work/projects/multimodal-study). ▀



MAGALI GAUTHIER

Even on a weekday morning, the 315-space parking lot at **Rancho San Antonio** is full. On weekends, visitors face long waits in idling cars searching for a space to park.

## ■ OBITUARY

## EITAN MOSHE FENSON

Longtime Los Altos resident and community volunteer Eitan Moshe Fenson died on June 30 at the age of 65 of complications stemming from thyroid cancer.

Born in Israel to an American mother and Canadian father, Fenson moved to New York City when he was 4 years old. He grew up in the Flatbush neighborhood of Brooklyn, where his lifelong love of the New York Yankees was born, according to his family.

He earned a bachelor's degree from Amherst College and his master's and doctorate degrees from the University of Michigan, where he met his wife of 38 years, Barbara Weinstein. After a stint at Bell Labs in New Jersey, Fenson was recruited to work in Silicon Valley and moved with his wife to California in 1986. He and Barbara raised their three children in Los Altos while they built successful careers in the tech sector.

Fenson stepped back from corporate life in the early 2000s and turned his focus to political activism. As head of the Santa Clara County Democratic Volunteer Center, he led thousands of volunteers in some of the most prolific get-out-the-vote efforts in the country, according to his family. As a member of the international board of Amigos de las Americas, he sought to empower youth and promote multicultural exchange between the U.S. and Latin America. He also served as president of Fools Mission, a Redwood City-based community organization with a focus in social justice and arts, and served on the boards of directors of Los Altos Robotics, Indivisible South Bay, Move to Amend, and the Peninsula Democratic Coalition.

Fenson is survived by his wife, Barbara Weinstein; his three children, Zoe, Dana and Derek Fenson; and his sister, Pnina Levermore. A memorial service will be held Saturday, Aug. 3, at 3 p.m. at the Unitarian Universalist Church of Palo Alto, 505 E. Charleston Road in Palo Alto.

**HOTELS**

► Continued from page 5

through the city's planning process, and more are expected. These new lodgings include a downtown Joie de Vivre hotel with 179 rooms and an Ameswell Hotel on Moffett Boulevard with 255 rooms. Other plans call for new hotels on Miramonte Avenue, Leong Drive, and two on El Camino Real.

Many of these hotels are cropping up next to the tech corporations. A 200-room Shashi hotel is being built right in the heart of Google's global headquarters while the San Antonio center's Hyatt Centric hotel is positioned right across from WeWork offices.

In total, nearly 1,200 additional hotel rooms are slated for construction in the coming years, potentially doubling the number of rooms in the city. And city officials are expecting at least one more hotel to be developed along Shoreline Boulevard near Google's campus.

All told, these new hotels are a good thing, Maher said. They bring amenities that the city's current hotels lack, such as meeting spaces and dining areas, she



SADIE STINSON

**The new Hyatt Centric incorporates Silicon Valley-themed art in its library, including a QR code sculpture.**

said. Plus, it seems like the local demand can clearly support them.

Even with so many hotels opening in Mountain View and nearby cities, the industry is expected to continue to grow, according to a 2017 report by the hospitality research firm HVS. Even though about 13,000 new hotel rooms are expected to come online in the coming years, the Silicon Valley market is expected to remain among the strongest in the entire nation, the report concluded.

At the new Hyatt Centric at the San Antonio Shopping

Center, hotel managers said that they weren't worried about their future prospects. Hotel general manager Rich Higdon could look right across the street to a new Facebook office building to see where much of the business would likely come from. But he emphasized that the fundamentals of the hospitality business weren't changing.

"This hotel speaks for itself — it's beautiful in every aspect," he said. "But we still have to set ourselves apart through our customer service."

Email Mark Noack at [mnoack@mv-voice.com](mailto:mnoack@mv-voice.com)

**NURSES**

► Continued from page 5

contract negotiations between El Camino and the union, which represents 1,269 nurses working at both the Mountain View and Los Gatos hospital campuses.

Nurses say the proposed contract's 3% annual salary increases fail to keep up with the high cost of living in the region, and accuse the hospital's leadership of unfair, continuous efforts to chip away at compensation rates for on-call nurses, per diem nurses and nurses working night shift. Compensation for long-time employees remains a thorny issue as well, with the pay increases for longevity essentially maxing out at 20 years.

Taken altogether, the cuts were too much to accept, union leaders said.

The mounting frustration prompted a picketing demonstration outside the hospital last month, followed by impassioned comments to El Camino Hospital's board of directors on June 12 urging the hospital to better support its nurses. Better pay notwithstanding, many

nurses said they have had to deal with difficult staffing cuts and are expected to do more with less every year, all in the name of bringing down labor costs.

Nurses also point to the hospital's healthy financial performance as a sign that the cuts are unjustified. Budget reports last month showed El Camino Hospital and its affiliates are expected to turn a \$142 million profit this fiscal year, about \$25 million higher than anticipated. This is after a banner year in 2017-18, when the hospital made \$197 million.

Though there were several sticking points in the contract, Fisk said PRN and the hospital have come to an agreement on "numerous" terms in the contract, and that the pay raise in the contract under negotiation will be retroactive to July 1, when the last contract expired. Bargaining teams have met more than 14 times since March, and the plan is to facilitate meetings in early August with a "neutral fact-finder," she said.

Though no strike has been called yet, Fisk said the hospital has a contingency plan ready so

that care is not interrupted and remains at the "high caliber of care our patients expect and deserve."

"We hope this step is not necessary, but it is important that our patients and our community know we are prepared to deliver the highest quality of care for them," she said. ▣

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## THEATER

▶ Continued from page 1

Since the 1990s, PYT has hosted productions, camps and classes serving thousands of children and teens each year, drawing participants from up and down the Peninsula and from cities in the South Bay and East Bay. It has deep roots in Mountain View as one of two home companies with the Mountain View Center for Performing Arts. It also operates a 10-week school play program at local schools.

In April, PYT announced that the ownership of its studio property at 2500 Old Middlefield Way had changed hands, and with it came an unaffordable 45% rent increase. PYT would either have to move or try to offset the costs with an ongoing facilities campaign that generated \$75,000 a year.

Simpson told parents and supporters in an email last week that the theater's leadership made the "extremely difficult decision" to give up 1,000 square feet of the facility known as Studio B. The ancillary stage is used for by the Stories on Stage program and provides valuable real estate for storing props, sound



SADIE STINSON

*Talia and Aanya* rehearse in front of a mirror in Peninsula Youth Theatre's Studio B on July 20.

equipment and set pieces — all of which will need to be relocated, sold or thrown away.

It's a tough pill to swallow, Simpson told the *Voice*, but it's better than the alternative. PYT is inextricably tied to Mountain View, running 16 to 20 camps in the city this summer, doing shows at the Center for Performing Arts and drawing help from a pool of local volunteers.

Given the challenges of zoning and the cost of renting commercial space, the closest place PYT could move would have been Santa Clara, Simpson

said, which was simply too far away. And that doesn't include the high cost of renovating a property into a studio fit for large-scale rehearsals.

"It just made more sense to stay where we are," she said.

The plan currently is for a dance school to rent out Studio B, which is a good fit for the space and shouldn't conflict with the theater, Simpson said. The lost space does include the lobby and one of the three bathrooms.

"It's nothing insupportable," she said. "It will be the same PYT, you will have the same experience, but

you might have to walk further to get to the bathroom."

Revamping schedules to accommodate rehearsals in the main studio shouldn't be a problem, Simpson said, but the real challenge is removing all the stuff that's built up in Studio B over the last 25 years. Costumes are mostly housed off site, but PYT has built up an extensive mix of specialty props, thousands of photos and tubs of things like gloves, stockings and rehearsal skirts.

First to go will be the large props used for specific performances. That 25-foot-tall Christmas tree for "Annie" productions is taking up a lot of space, Simpson said, and in all likelihood PYT can just borrow one when the time comes. A butter churn may not be the most versatile prop either, so that might be on the short list of things to dump.

"We get a specialty prop for one show — someone says you need to have a brown leather chair — and it gets buried in the back because there aren't a lot of shows where we need it."

Some stuff isn't going anywhere, though. The tub full of hand-made clovers used for the performance "Seussical" took way too much time and effort to

make to throw away, and PYT is keeping those, Simpson said.

The goal is to have Studio B cleared out for the new tenant by September, which is a tall order as PYT is a busy place during the summer. Along with 40 summer camps across Silicon Valley, the performance of the show "Dirty Rotten Scoundrels" just debuted last Thursday, and Simpson said she's busy managing rehearsals for "Aladdin" as well.

During negotiations with the landlord and the news of the 45% rent hike, PYT launched a fundraising campaign. Though a deal was reached to give up Studio B, the theater will still have to pay an additional \$4,000 a month starting in September. The campaign is ongoing, and PYT supporters are encouraged to donate at [pyt.net.org/get-involved/donate](http://pyt.net.org/get-involved/donate).

It's still up in the air whether there will be a formal auction for old photos and some of the props, but there are some small-scale sales being managed over social media. Mr. Bun, who debuted in the "Shrek" performance, is going in the dumpster unless someone wants him, Simpson said. ▀

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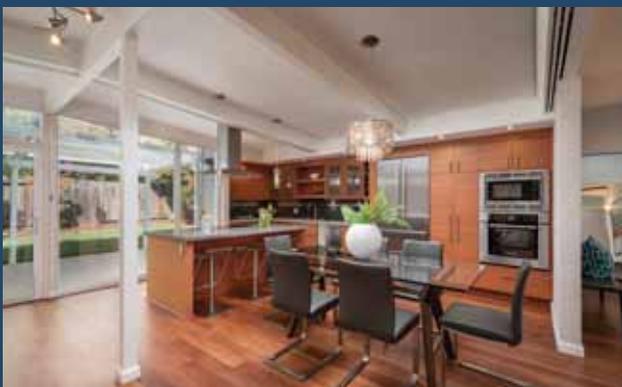


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# 'Wonderfully horrible' creations shine at Bad Art Night

By Kevin Forestieri

No one is encouraged to be a Van Gogh, a Cassatt or a Picasso next month at Mountain View's annual Bad Art Night next week, a no-holds-barred event for the artistically challenged to have a little fun and create something truly awful.

The fourth annual Bad Art Night, hosted by the Mountain View Library at 7 p.m. on Wednesday, Aug. 7, gives adults of all ages and backgrounds a no-pressure creative environment to make paintings and 3D art projects. Expectations are so low that attendees with little or no artistic chops are encouraged to come in and embrace their lack of talent — maybe creating



COURTESY OF MOUNTAIN VIEW LIBRARY

The "winners" of last year's Bad Art Night competition at the Mountain View Library.

something that's so bad it's good.

The event is a bit like playing with leftovers. The library has a stockpile of extra materials left over from the more frequent — and more serious — Adult

Craft Night events, and receives donated art supplies that provide all the fodder needed for the bad art, said librarian Pam Schwartz. There's no real guidance or training on good technique, just a

bunch of tables set up with materials ready to go.

"It's a free-for-all," Schwartz said. "People can make whatever they want."

The point of Bad Art Night is for adults to tap into the creative process without feeling like they have to be really good at it, Schwartz said. By knocking down that barrier in a blatant way, she said participants feel free to do what they want and are encouraged to "try to fail" with some intentionally poor works of art.

Numerous libraries across the country hold similar bad art night-style events, many targeting teens and encouraging them to create "disasters" and "monstrosities." One guide for

librarians suggested that the key to truly bad art is a three-way Venn diagram between tackiness, glitter and total uselessness.

Over the years, Mountain View's homegrown version of Bad Art Night has drawn as many as 40 people. Near the end of the event, library staff collect the finished works of art and create a low-quality gallery, giving participants a chance to vote on which is the best of the worst. The winner will receive "a very tacky trophy, a prize, and glory of being the worst of them all," according to a teaser for the event.

More information is online at [tinyurl.com/MVPL-bad](http://tinyurl.com/MVPL-bad). ▣

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## Housing advocates file suit against Los Altos for blocking project

DOWNTOWN PROJECT SOUGHT STREAMLINED PROCESS UNDER NEW BY-RIGHT HOUSING LAW SB 35

By Kevin Forestieri

A lawsuit filed against the city of Los Altos alleges that city staff — and later the City Council — illegally blocked a housing project that complied with California's new by-right housing law.

The civil suit, filed last month, contends that a proposed development in downtown Los Altos qualified for a streamlined approval process for housing projects under Senate Bill 35, legislation passed in 2017 to boost housing growth across the state. The project proposed building a mixed-use building at 40 Main St. with 15 housing units, but was shot down in April after the City Council concluded it didn't meet the criteria to skip the normal planning process.

The California Renters Legal Advocacy and Education Fund (CaRLA) caught wind of the decision and filed the lawsuit on June 12. Members of the group say that Los Altos' city leaders violated SB 35 by failing to cite an "objective" rationale for blocking the project, and likely did it to wiggle their way out of approving a project they didn't like. The suit seeks to void Los Altos' denial of the project and compel the city to approve the application.

This is one of the first lawsuits in California challenging denial of a project based on SB 35, the group's lawyers say, giving it the potential for a precedent-setting judgment.

The city of Los Altos has received a copy of the civil case but cannot comment on pending litigation, Deputy City Manager Jon Maginot told the *Voice*.

The project in question has a long and storied history spanning 12 years, with evolving plans proposed by property owners Ted and Jerry Sorensen that have been denied by the city multiple times. Perhaps the biggest change came in November last year, when the all-office project was scrapped in favor of a mixed-use development with 15 apartments, seeking to capitalize on a new state law that allows streamlined approval of certain housing projects.

SB 35, which took effect in January 2018, limits the ability of local governments to block housing projects that meet zoning requirements and "objective" standards, exempting them from conditional use permits and certain parking requirements. The by-right housing law was specifically aimed at cities that have used discretionary approval to stymie housing growth. In addition to following local zoning rules, projects only get to glide through the planning process if they provide enough affordable units, and two-thirds of the development must be for residential uses.

Despite the project being designed explicitly with SB 35 in mind, city planning staff in December swiftly rejected the idea that the proposal was subject to the provision of the state law. Among the reasons, staffers argue the application was incomplete; the project did not meet parking standards for the area, fell short of required two-thirds residential uses; and at five stories, was far too tall and dense to meet zoning standards for downtown Los Altos. At an appeal hearing on April 9, the

City Council doubled down on the staff's determination and denied streamlined approval of the project.

Ben Libbey, a paralegal for CaRLA, told the *Voice* that his group caught wind of the denial and got involved in early April. While his organization is small and can't fight on behalf of every housing project, Libbey said the litigation against Los Altos has the makings of important legal precedent for a law that hasn't been in place for long.

"The law was passed, it's been used a number of times now in different municipalities and, in this case, Los Altos basically didn't really want to follow the letter of the law," Libbey said.

Among the allegations in the lawsuit, CaRLA attorneys believe that Los Altos failed to cite objective standards that the project proposal violated within a 60-day window set forth under SB 35. In the lead-up to the April 9 appeal hearing, the lawsuit claims the city dug up a handful of new standards with which the project allegedly conflicted in an "attempt to retroactively legitimize its rejection."

Whether the city's determination that the project failed to provide "adequate" access and egress to parking qualified as an objective standard used to deny the project is also being challenged.

Some of the rationale used for the city's denial of the project isn't even up for debate, Libbey said. The city of Los Altos initially disputed that residential parking spaces on the site should not be calculated as part of residential square feet

of development. Melinda Coy, a senior policy specialist for the state's Housing and Community Development department, told the developer's attorney in an email April 9 in no uncertain terms that parking for residents does, in fact, count as residential use.

One of the big questions at the April 9 appeal hearing was whether 40 Main St. in Los Altos can exceed height and density limits imposed on downtown projects, double-dipping on state and local density bonuses, while simultaneously receiving streamlined approval for being in compliance with zoning standards. The project seeks to use the California State Density Bonus law to increase the size of the project by 35% in combination with a Los Altos city ordinance allowing an 11-foot height increase, bringing the height of the building up to 66 feet. The maximum height for downtown buildings is 30 feet.

Though the appeal for the project on April 9 was ostensibly about its qualifications as a SB 35 project, there was a clear undercurrent of opposition to the project's sheer size. Public speakers at the meeting decried a "tidal wave of overbuilding" that puts a damper on the quality of life in Los Altos, advocating for the quaint village feel of the downtown corridor.

Coy, in her email to the project's attorney, again indicated that state law may fall on the side of the developer. A project using the state's density bonus law or a local density bonus ordinance is still considered consistent with objective zoning standards.

Though the City Council was

given a copy of the email, it's unclear whether it factored into the decision to deny the project. Councilwoman Neysa Fligor asked her colleagues to "disregard" the guidance provided by the Department of Housing and Community Development because city staff weren't able to weigh in on the answers.

Sonja Trauss, a plaintiff in the case and co-executive director of CaRLA, said the proposed project in Los Altos should be seen as an example of SB 35 working — getting the Sorensens to convert an all-office project into a primarily residential development in the midst of a regional housing crisis. Cities have been slow to adjust to the new law, either because they are actively recalcitrant or because they can't keep up with all the changes in government code.

"I don't think that's the situation in Los Altos," Trauss said. "They know what they're doing — they might be a small city but they're a rich city."

Though it's a pretty small housing project to launch a rousing legal defense, Trauss believes the case could be an exciting opportunity to get a judge to say the 60-day timeline under SB 35 must be enforced. It would also further signal to cities that have a history of blocking housing projects — including wealthier suburbs on the Peninsula — that the bevy of new and future state laws are going to make it harder to ignore the housing crisis.

"The judges and the communities have allowed them to flout the law," Trauss said. "And a lot of cities think we're still in that situation." ▣



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## Stanley Goldstein

December 7, 1922 – May 12, 2019

On May 12, Stanley Goldstein peacefully passed away in his Mountain View home at the age of 96.

Stanley was born on December 7th, 1922 in Brooklyn, New York to his parents Benjamin and Anna Goldstein. A World War II veteran, he served in the U.S. Army and Air Force for five years, ultimately working as



an Aerial Photographer for the Air Force. This experience sparked a lifelong passion for photography and travel.

Stanley received his Ph.D. in Counseling Psychology at the University of Michigan. Upon the completion of his degree, he moved west, eventually settling in Mountain View, California. Stanley spent his career as a Counseling Psychologist for the Veterans Administration.

Stanley was preceded in death by his wife of 64 years, Maxine Goldstein. Together they raised two daughters, Judith Schwarz and Anne Peterson (Robert). Stanley is also survived by grandsons John Schwarz, Brendan Peterson, (Britney) and Dennis Peterson, as well as his niece and nephews and their families and dear friends Gene and Zita Zukowsky.

Donations in his honor, if desired, can be made to the American Red Cross <http://www.redcross.org> or Second Harvest Food Bank <http://www.shfb.org>

PAID OBITUARY

## ESHOO

► Continued from page 5

is to impeach him at the polls,” Eshoo said.

Mountain View resident Allyn Polk brought back the topic near the end of the meeting, asking Eshoo why she would not, at a minimum, support the opening of a judicial inquiry.

Two questions broached the topic of health care reform, the first by John Lashlee, member of the Democratic Socialists of America and Mountain View resident, who asked why Eshoo had not come out in favor of single-payer Medicare for All.

While Eshoo said, “I’m 5 billion percent with you,” she also spoke of the difficulties that come with dismantling the Affordable Care Act to start anew, and said that not all of her constituents want a change in their health care coverage.

Stan Simon of San Jose criticized the congresswoman’s record of financial campaign contributions.

“You have taken more money from Big Pharma than any other member of congress,

and you just said that want a gradual move on healthcare,” Simon said. “45,000 people die a year due to lack of healthcare. Would gradual mean just 20,000 people die a year?”

Eshoo has received \$1.6 million in contributions from pharmaceutical companies since her election to the House of Representatives in 1992, according to the Center for Responsive Politics. Defending her record, Eshoo cited the

### ‘2020 is going to write a new chapter for our country.’

U.S. REP. ANNA ESHOO

prominence of the biotechnology industry in Silicon Valley as a factor, and said that she has championed bills to lower the price of prescription drugs.

“If you want to suggest that I’m bought and paid for, I’m going to fight against that,” Eshoo said. “Yes, I’ve received contributions, but I’ve never voted against the interests of

my constituents.”

Technology worker Tim Mather addressed the United States’ lagging efforts to roll out the next generation of high-speed, wireless service, and asked Eshoo, member of the communications and technology subcommittee, whether the Chinese company Huawei, a leader in the 5G race, poses a national security risk.

While Eshoo said she could not discuss if Huawei was a potential threat, she acknowledged the lack of domestic companies competing to create 5G hardware, adding, “That’s a race that we need to win.”

Calling attention to the 11 million undocumented immigrants currently residing in the United States, Miguel Sanchez asked Eshoo if she saw any chance of providing them with a pathway to citizenship.

“I don’t see comprehensive immigration reform being passed by this Congress because of the makeup of the Senate,” Eshoo said. “2020 is going to write a new chapter for our country.” ■

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## CRIME BRIEFS

► Continued from page 4

Evelyn Avenue and Castro Street, and Evelyn Avenue and Hope Street.

There were approximately 118 passengers aboard the Caltrain with no reported injuries, according to the statement. Passengers were let off the train shortly after 8:30 p.m.

This is the ninth Caltrain fatality in 2019 and the second one on Monday, July 22. Around 4:45 p.m., 75-year-old man was struck and killed by a Caltrain heading northbound in Burlingame. He was identified as Michael Nichols of Burlingame by the San Mateo County coroner’s office.

The man fatally injured in Mountain View had not been identified as of the *Voice’s* press deadline on Wednesday.

### SUV PLOWS INTO JEWELRY STORE

The driver of a Honda SUV crashed into the Jared jewelry store on San Antonio Road Saturday morning, breaking through the glass windows and coming to a stop inside the showroom, according to police.

The Mountain View Police Department received reports of the collision around 9 a.m. on July 20, an hour before the jewelry store opens for the day. Officers arrived to find that the SUV had come to a stop inside

the showroom just past the front doors, according to police spokeswoman Katie Nelson.

The 66-year-old driver told police that he crashed into the building due to a “mechanical issue” with his vehicle, Nelson said. He was treated at the scene for minor injuries. No shoppers, employees or other bystanders were injured during the incident.

The business’ front doors and surrounding glass panes were damaged by the crash, Nelson said, but building inspectors determined that the building was safe.

Video and photos of the incident show the SUV struck the glass wall adjacent to the front doors facing the shopping center parking lot.

—Kevin Forestieri

### ATTEMPTED RAPE ARREST

A transient man was arrested by Mountain View police for attempted rape, attempted kidnapping, false imprisonment and prowling on Saturday, July 20. The arrests stem from incidents that occurred separately at 9:42 p.m. Friday and 3 a.m. Saturday on Easy Street, according to a police press release.

In the first incident, a 29-year-old woman was walking and listening to a podcast in Creekside Park, located at Gladys Avenue and Easy Street south of East Middlefield Road, when a man came up from behind her and put his hand over her mouth. The

man lifted her off of the ground and attempted to carry her off, but the woman began kicking and screaming, the police said.

Two people walking nearby heard the disturbance and walked towards the noise. The man then let go of the woman and ran away, the press release states.

Police officers searched the area for the suspect but did not find him.

Around 3 a.m., officers received a report of a prowler in the same block as Creekside Park, the 200 block of Easy Street. As officers were investigating, one of them spotted a man who matched descriptions provided by the attempted-assault victim and the earlier witnesses.

The 30-year-old man, a transient, was detained for prowling and brought to the police station for questioning. Mountain View detectives determined that he was the same person who had allegedly grabbed the woman in Creekside Park, and they arrested him.

“The great work between the patrol teams and the investigators brought a swift resolution to this case,” Lt. Armando Espitia said in the news release. “Our officers were alert; they pieced information together quickly; and our investigators were incredible in helping start to close out this terrifying experience. We will continue to stay vigilant and to work to keep our community safe.”

—Mountain View Voice Staff

# Public Notices

## 997 All Other Legals

NOTICE OF PETITION TO ADMINISTER ESTATE OF:

BERTHA R. PRITCHETT

Case No.: 19PR186262

To all heirs, beneficiaries, creditors, contingent creditors, and persons who may otherwise be interested in the will or estate, or both, of BERTHA R. PRITCHETT. A Petition for Probate has been filed by: CLAYTON DALE PRITCHETT in the Superior Court of California, County of SANTA CLARA.

The Petition for Probate requests that: CLAYTON DALE PRITCHETT be appointed as personal representative to administer the estate of the decedent.

The petition requests authority to administer the estate under the Independent Administration of Estates Act. (This authority will allow the personal representative to take many actions without obtaining court approval. Before taking certain very important actions, however, the personal representative will be required to give notice to interested persons unless they have waived notice or consented to the proposed action.) The independent administration authority will be granted unless an interested person files an objection to the petition and shows good cause why the court should not grant the authority.

A HEARING on the petition will be held on October 16, 2019 at 9:01 a.m. in Dept.: 13 of the Superior Court of California, County of Santa Clara, located at 191 N.

First St., San Jose, CA, 95113.

If you object to the granting of the petition, you should appear at the hearing and state your objections or file written objections with the court before the hearing. Your appearance may be in person or by your attorney.

If you are a creditor or a contingent creditor of the decedent, you must file your claim with the court and mail a copy to the personal representative appointed by the court within the later of either (1) four months from the date of first issuance of letters to a general personal representative, as defined in section 58 (b) of the California Probate Code, or (2) 60 days from the date of mailing or personal delivery to you of a notice under section 9052 of the California Probate Code. Other California statutes and legal authority may affect your rights as a creditor. You may want to consult with an attorney knowledgeable in California law. You may examine the file kept by the court. If you are a person interested in the estate, you may file with the court a Request for Special Notice (form DE-154) of the filing of an inventory and appraisal of estate assets or of any petition or account as provided in Probate Code section 1250. A Request for Special Notice form is available from the court clerk.

Attorney for Petitioner:

Sabrina M. Johnson

380 Hamilton Avenue #1602

Palo Alto, CA 94301

(650) 690-2175

(MVV July 19, 26; Aug. 2, 2019)

**Call Alicia Santillan at 650-223-6578  
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# Arts & Events

MOUNTAIN VIEW VOICE

## The shoe fits

FOOTHILL'S 'CINDERELLA'  
PROVES CHARMING

By Karla Kane

### Theater Review

Good old-fashioned fairy tales endure through the centuries thanks to their magic, their adventures, their archetypal characters and the themes that resonate deeply in the human psyche.

Enduring, too, is the desire to mock, tweak or update classic fairy tales and their characters, including, on stage, in such examples as "Into the Woods" or, as produced just a few years ago by Foothill Music Theatre, "Shrek the Musical." The illustrious musical-theater duo Rodgers and Hammerstein first created their musical version of the fairy tale "Cinderella" (in particular, the 17th-century telling by Charles Perrault) back in 1957, as a television vehicle for Julie Andrews. It's gone through a few other TV versions since then, but it took until 2013 for "Rodgers & Hammerstein's Cinderella" to finally hit Broadway,

with a new book by Douglas Carter Beane. This is the version currently presented by Foothill, and while it's still faithful to tradition, it also offers some refreshing updates, and makes for a lovely, family-friendly show.

You probably are well familiar with the main elements of Perrault's Cinderella: Kindhearted maiden Ella is forced into servitude by her wicked stepmother until a fairy godmother appears and magically turns her rags into jewels and a gown, mice into horses, a pumpkin into a carriage and sends her off to the prince's ball. The prince is smitten with her but she flees at the stroke of midnight, lest her magical accoutrements change back to their original forms. Throw in a lost glass slipper, a hunt to find the foot that fits and a "happily ever after" and you've



COURTESY OF DAVID ALLEN/THEATREWORKS

*Townspople* hold up invitations to the prince's ball in Foothill Musical Theatre's production of "Rodgers & Hammerstein's Cinderella," running through Aug. 4.

got the gist, more or less.

These elements are all present and accounted for in Foothill's production, but the updated book aims to make the story more suitable for modern morals and sensibilities, including giving Ella herself (winningly played by Christina Lea) a lot more agency.

While stepmother Madame (a commanding Jasmine Johnson) is still pretty nasty, her daughters are much less so. Charlotte (Gwyneth Forrester) is a social-climbing buffoon but Gabrielle (Melissa Gialdini) is secretly nice, if cowed by her mother, and even-more-secretly in love with a local firebrand, new character Jean-Michel (Jomar Martinez), who longs to lead the common folk in revolution and make Prince Topher (Edward Clark) aware of the injustices in the kingdom.

Topher, fresh out of university and naive but well-intentioned, is lorded over by the nefarious Sebastian (Vic Prosak), who's been running things while the prince grows up. Topher longs to be a good king someday and struggles with the modern question of finding himself. When he meets Ella, first on a country road and then again, at the ball, thanks to the magic of village crazy woman turned fairy godmother Marie (Angela Cesena), he falls hard (but still, apparently, can't recognize her face very easily and needs every eligible woman in the realm to try on a slipper in order to find her).

Ella, though, needs to gain confidence in her own self-worth in order to reveal her true identity, take control of her dreams — oh, and help introduce some fundamentals of democracy into the prince's government. Though in this version Ella is a stronger character, she's still an abused doormat for much of the story. Her dedication to kindness and forgiveness, though, comes across as a conscious choice and her greatest power.

In director Milissa Carey and musical director Daniel Feyer's capable hands, the show is a treat for children and adults alike. The swoony, lush, recognizably Rodgers and Hammerstein soundtrack remains in tact, with some additions recycled from other projects in their catalog. Some of the best songs include the godmother-led "Impossible," the romantic "Ten Minutes Ago," Ella's solo "In My Own Little Corner" and the ebullient "When You're Driving Through the Moonlight," in which Ella, stepsisters and stepmother share a rare moment of bonding. All of the leading ladies boast very fine voices, and Forrester is a Carol Burnett-esque standout in the comedic role of Charlotte. Clark proves, after a slightly

shaky opening number, to be a very likeable prince indeed, and the ensemble supports the principles with aplomb.

Lisa Rozman's bright and texture-rich costumes, from the peasants' bright, folksy garb to Ella's magically transforming gowns, are delightful, as is the colorful, vintage-looking scenic design by Kuo-Hao Lo (the program also credits Mae Matos and Andrew Breithaupt as specialty costume consultant and specialty scenic designer, respectively, so presumably a team effort). Whimsical woodland puppets, shiny horses and red, smoky dragon's fire enhance the fun.

The show has enough winking self-awareness to amuse, enough plot and character development to feel refreshed and enough good old-fashioned heart, music and magic to keep audience members of all ages enchanted. ▣

Email Karla Kane at [kkane@paweekly.com](mailto:kkane@paweekly.com).



COURTESY OF DAVID ALLEN/THEATREWORKS

*Ella* (Christina Lea) dreams of exploring faraway places in "Rodgers & Hammerstein's Cinderella."

**ADMIT ONE**

## ARTS & EVENTS

Find more A&E coverage online at [mv-voice.com/arts](http://mv-voice.com/arts)

### ■ INFORMATION

**What:** "Rodgers & Hammerstein's Cinderella."

**Where:** Smithwick Theatre, Foothill College, 1235 El Monte Road, Los Altos Hills.

**When:** Through Aug. 4; see online for schedule.

**Cost:** \$15-\$32.

**Info:** [foothill.edu/theatre/productions/Cinderella.html](http://foothill.edu/theatre/productions/Cinderella.html).

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