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exceed income gains** | Page 5

The Almanac

THE HOMETOWN NEWSPAPER FOR MENLO PARK, ATHERTON, PORTOLA VALLEY AND WOODSIDE

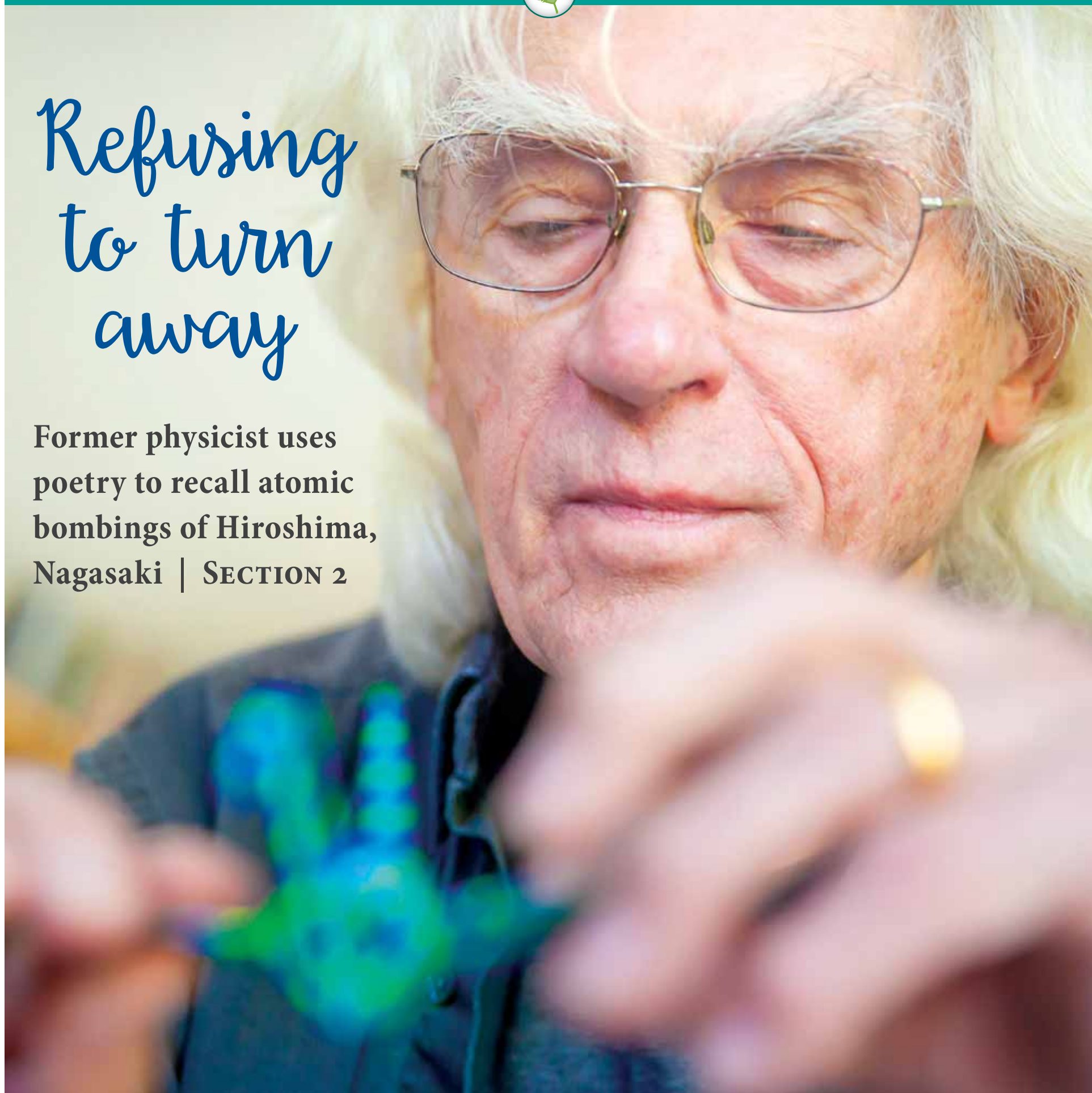
AUGUST 5, 2015 | VOL. 50 NO. 48



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We Sushi food truck to open restaurant in Menlo Park

By Elena Kadvany

We Sushi, which claims to be the Bay Area's first sushi food truck, is opening a brick-and-mortar Japanese restaurant on Santa Cruz Avenue in downtown Menlo Park this fall.

Owner Thomas Yu snagged the lease at 605 Santa Cruz Ave. after Tokyo Subway closed in December. The Japanese restaurant had been a downtown staple for 30 years.

Mr. Yu said the new restaurant, Kyosho Japanese Restaurant, is a return to roots for him. He has been a sushi chef for more than a decade. Before starting his food truck, he worked in both fine-din-

Kyosho will be 'a modern while local-friendly restaurant,' says owner Thomas Yu.

ing restaurants, including Ozumo in San Francisco, and more casual family style establishments.

Kyosho will be somewhere in between: "a modern while local-friendly restaurant," he wrote in an email.

"One of the things I enjoy most, but couldn't find working in a truck, is the constant interaction and real face time with my customers," he added. "I love to be able to return to that experience when working behind a sushi bar."

Mr. Yu, who described himself as an entrepreneur at heart, opened We Sushi in 2011. The concept of eating sushi from a food truck was not new, he said, but he was the first to do it in the Bay Area.

"Sushi experience should not be limited to a sushi bar or fancy restaurant," the truck's website reads. "It can be wherever you are — around the corner of



Photo courtesy Thomas Yu

The We Sushi food truck at NASA's Ames in Mountain View.

your office, your home, or your favorite park."

The We Sushi menu includes both traditional and more fusion-forward items. There are Bento boxes, a lightly fried spicy tuna roll and the "Lobster Crunch" (lobster salad wrapped in soy-paper with cucumber, avocado and a light wasabi dressing) as well as sushi burritos.

We Sushi's fish is hand-selected from local and global markets every morning "to guarantee freshness and the best of the season," and the chefs use sustainable and organic ingredients as much as possible, according to the truck's

website. All sauces are made in-house.

Kyosho won't be as casual as the truck, Mr. Yu said. In his years driving the food truck around the Bay Area, he said he got to know many local markets and felt he fit in on the Peninsula the best.

And the meaning of the restaurant name? "Kyosho means artisan, one who has fine skills in his field of expertise," Mr. Yu said "That's what I am hoping to become." ■

Go AlmanacNews.com/blogs to see Elena Kadvany's Peninsula Foodist blog.

The Board of Directors of the Menlo Park Fire Protection District are seeking public comment on the Tentative Agreement with the Menlo Park Firefighters Association, Local 2400. The Tentative Agreement was passed by the Board on July 7, 2015, and will be ratified at its August 25 Board meeting. Public Comment on the Tentative Agreement will be accepted until August 25 for consideration at the meeting. Please submit your comment to Clerk of the Board Michelle Radcliffe at mradcliffe@menlofire.org.

You may access a copy of the Tentative Agreement on the District's website: www.menlofire.org or obtain a copy from the District's Administration Office located at 170 Middlefield Road, Menlo Park, CA 94025.

Beverly Huff

November 20, 1922-July 25, 2015

Beverly Humphreys Huff died peacefully July 25 at the age of 92. Born Nov. 20, 1922, in Fresno, California, to Catherine Bailard Humphreys and George Humphreys, she grew up in Carpinteria, California. Beverly was a fourth-generation Californian, and her family still runs the avocado ranch that was originally bought by her great-grandparents. She attended Carpinteria High School and graduated from Stanford University in 1943. During WWII, Beverly, who was an excellent writer, edited speeches for Pentagon officers. She was an extraordinary athlete who played on the national championship varsity tennis team at Stanford, and she won numerous golf and tennis championships throughout her life. She was a member of The Menlo Country Club, The Menlo Circus Club, The Sharon Heights Golf and Country Club, and the Junior League of Palo Alto - Mid-Peninsula. Beverly was a highly successful real-estate agent for Cornish & Carey. She is survived by her husband, Robert Huff; three children, Emery Hamlin Rogers (Gilroy, California), Meredith Rogers Callahan (Boulder, Colorado) and Anne Rogers Wager (Seattle, Washington); four grandchildren; and three great-grandchildren.



In keeping with her wishes, the family will not be holding a memorial service.

Remembrances in the form of donations may be made to the Junior League of Palo Alto - Mid-Peninsula Endowment Fund: https://www.thejuniorleague.org/?nd=endowment_fund

PAID OBITUARY

Matthew Joseph Shanks

Feb. 4, 1950 - July 20, 2015

Matthew Joseph Shanks passed away very unexpectedly of a heart attack on July 20th while on vacation in Greece with his wife and close friends. He was 65.

Matthew grew up in Redwood City and was a longtime resident of Woodside. He was a graduate of UC Santa Barbara, and had a career in real estate. Matthew was a beloved husband, and an incredible father. He loved spending time outdoors, hiking, gardening, doing yoga, and walking the family dog around town.

Matthew is survived by his wife, Penny Lydecker Shanks, his two children, Natalie and Kyle Shanks, his eight siblings, and many nieces and nephews. He left us too soon, and will be dearly missed by his family and friends.

A memorial gathering was held Sunday, August 2nd at Christ Church in Portola Valley, CA.

Contributions in his memory can be made to the Peninsula Open Space Trust, National Public Radio, or the American Heart Association.



PAID OBITUARY

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THE ALMANAC (ISSN 1097-3095 and USPS 459370) is published every Wednesday by Embarcadero Media, 3525 Alameda de las Pulgas, Menlo Park, CA 94025-6558. Periodicals Postage Paid at Menlo Park, CA and at additional mailing offices. Adjudicated a newspaper of general circulation for San Mateo County, The Almanac is delivered free to homes in Menlo Park, Atherton, Portola Valley and Woodside. Subscriptions for \$60 per year or \$100 per 2 years are welcome. POSTMASTER: Send address changes to the Almanac, 3525 Alameda de las Pulgas, Menlo Park, CA 94025-6558. Copyright ©2014 by Embarcadero Media, All rights reserved. Reproduction without permission is strictly prohibited.

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August and September 2015



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Lauren Flato, Sit Stay Wag Dog Training

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Local News

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Report: Rent hikes greatly exceed income gains

By Barbara Wood
Almanac Staff Writer

San Mateo County has released statistics on housing costs and income for the quarter ending June 30, and the numbers confirm what anyone who has recently tried to buy or rent a home already knows — the cost of housing in San Mateo County is increasing much faster than income.

Figures released by the county's Department of Housing show that in the three months ending June 30, the average market rent for a one-bedroom unit in San Mateo County was \$2,516 a month, up 12.4 percent from the same period a year ago, and up more than 50 percent in four years.

The average market rent for a two-bedroom unit in San Mateo County was \$2,815, up

12.5 percent over a year ago and 49 percent over four years ago. (A market rent is what new occupants are paying.)

At the same time, the county's median income (half of the incomes are higher and half are lower) rose a little less than 5 percent from last year, at \$71,339 per year for a one-person household and \$101,900 for a four-person household.

And over four years, while market rents have risen 50 percent, household income was flat, gaining just 0.3 percent since 2011.

The county Department of Housing says it bases its data on surveys conducted by the company RealFacts. On its website the company says it surveys thousands of apartment complexes four times a year to produce the numbers. The year 2000 numbers are for

the quarter ending Dec. 31. All the other years' figures are for the quarters ending June 30.

Home sales

Sales prices of homes and condominiums in the county are also up considerably. The

(total sales prices divided by number of homes sold) is \$1.66 million, up from \$1.46 million a year ago, a 13.6 percent increase.

Condominiums countywide have a median price of \$688,888, up 13 percent from the \$610,000 a year ago. The average price of a condominium in the county is \$740,469, up 13.6 percent from the average of \$651,814 a year ago.

Over 15 years

Looking at the figures in the report over a 15-year period shows that housing rents in the county dropped sharply after the dot-com bust in the early 2000s and didn't recover 2000 levels until about 2012.

The report for the quarter ending Dec. 31, 2000, showed an average rent of \$1,715 for a one-bedroom rental and \$1,900 for a two-bedroom

rental.

Median income in 2000 for a one-person household was \$52,450 and \$74,900 for a four-person household, according to the data.

Housing rents over 15 years have risen at about the same rate as over the last four: Rents on a one-bedroom rental are up 46.7 percent from 2000, and rents on a two-bedroom rental are up 48 percent.

During that same 15-year period, reported household income rose 36 percent.

The county median home sale price in 2000 is shown as \$625,000. By 2015, the number had reached \$1.3 million, a 108 percent increase in 15 years.

For condominiums, the median sales prices in 2000 was \$381,500, which compares with \$688,888 in 2015, a gain of 80 percent over 15 years. ■

Over four years, market rents in the county have risen 50 percent while household incomes have been flat, the report says.

median price of a single-family home countywide is \$1.3 million, up from \$1.085 million a year ago, a 19.8 percent increase. The average price

Skylonda residents await hydrogen fuel station

By Dave Boyce
Almanac Staff Writer

Motorists, motorcyclists and cyclists have long treated Woodside's Four Corners at the intersection of La Honda Road and Skyline Boulevard as a destination. It's an exciting challenge to get there on winding mountain roads, it's all downhill to the beach, and if you like being around exotic vehicles and their owners, on weekends it could hardly be better.

Bugatti, Ducati, Austin Healey, MV Agusta, Ferrari ... Toyota Mirai. Yes, for now, the Mirai belongs in that list. It runs on hydrogen, which when used as a fuel, is exotic. But it won't be exotic for long if the state of California has anything to say about it, and it does. Heavy state subsidies are funding the placement of hydrogen stations in select areas of the state as part of a long-term goal to reduce greenhouse gas emissions from the burning of fossil fuels such as gasoline.

A Mirai may show up at Four Corners in a year or so. The California Energy Commission is contributing \$2.1 million to an estimated \$2.8 million remodel of the service station at the Skywood Trading Post to

'This is a demonstration station.'

BOB BOYD, A PRINCIPAL OF
BOYD HYDROGEN LLC

add a hydrogen pump.

The Bay Area should have 10 hydrogen stations in place by the end of 2015, according to an Energy Commission report. The Skylonda station should be operational around mid-2016, said Bob Boyd, a principal of Boyd Hydrogen LLC who helped arrange grant funding for the Skylonda project.

The station operator will be Canada-based Hydrogen Technology & Energy Corp., which will fund the remaining \$700,000 in remodeling costs and receive a subsidy from the Energy Commission of \$100,000 a year for three years to give the station a running start at profitability.

A group of about a dozen local residents met at Alice's Restaurant on July 21 to seek answers to questions: Is hydrogen safe? Will the station see enough business at this remote outpost? What about the effects on levels



Graphic courtesy City of Menlo Park

This graphic from the El Camino Real Corridor Study shows Alternative 2, which includes four traffic lanes and bike lanes buffered from traffic by painted markings. The view is looking southbound at the El Camino Real and Santa Cruz Avenue intersection.

Report on El Camino study now available

Menlo Park has released the final version of a report on the El Camino Real corridor which is scheduled to be the topic of an Aug. 25 City Council study session.

Go to tinyurl.com/ECR-2015 to see the full report.

The study looks at a 1.3-mile stretch of El Camino between Sand Hill Road and Encinal Avenue within the city of

■ MENLO PARK

Menlo Park.

The study lists a number of changes that could make El Camino Real safer and considers three alternatives for the street: six vehicle lanes; four lanes with bike lanes buffered by painted lines; and four lanes with bike lanes protected by three-foot wide curbs or

planters.

The study looks at what effects the three alternatives would have on the amount of traffic and how long it takes to get through Menlo Park, as well as their effects on traffic at nine intersections on El Camino. It also considers how each alternative would affect bicyclists, pedestrians, aesthetics, parking and trees. ■

See **HYDROGEN**, page 6

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Dads of Daughters: The Joys and Challenges of Raising Teen Girls

Julie Metzger, RN, creator of our “Heart to Heart” program, hosts an evening for fathers who seek understanding and open communication with their pre-teen and teenage daughters.

Thursday, September 17: 7:00 pm – 8:30 pm

Mothers of Sons: The Joys and Challenges of Guiding Your Son through Adolescence

Robert Lehman, MD, co-creator of the “Heart to Heart” program will host an evening just for mothers of adolescent sons. This seminar is a primer for mothers on the changes a boy experiences in adolescence and how mothers can help guide them.

Friday, October 2: 7:00 pm – 8:30 pm

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Photo by Dave Boyce/The Almanac

A state-subsidized hydrogen pump will be joining the gasoline and diesel pumps at the Skywood Trading Post in Skylonda this fall if plans go as expected. Hydrogen should be available for fuel-cell vehicles by the summer of 2016.

Skylonda residents await hydrogen fuel station

continued from page 5

of noise, pollution and traffic?

“This is not going to be a big station. This is a small station. This is a demonstration station,” Mr. Boyd said. “They call this a destination station.” The tanks will have enough hydrogen to fill 25 vehicles a day, but daily traffic is unlikely to exceed three cars, and maybe 10 on weekends, he said.

One resident liked the idea of a new enterprise at the Trading Post. “That opens the door for the beginning of (more) business,” the resident said. “It sure would be nice to have some fuel-cell cars showing up at Alice’s once in a while.”

The Energy Commission used a mathematical formula to determine where to locate stations to create a viable hydrogen market, commission staff member Jean Baronas told the Woodside Planning Commission recently. Assembly Bill 8, passed in 2014, authorizes the state to spend \$100 million a year for the next nine years on alternatives to fossil fuels, she said.

“If you want to change the way we use transportation products in this country,” Mr. Boyd told the group, “you have to make an investment.”

The state Environmental Protection Agency predicts 6,650 hydrogen-powered vehicles on the road by 2017, and three times that many by 2020.

Ordering a Mirai is no simple matter. You must garage it in California and agree to be inter-

viewed, according to list of questions and answers at tinyurl.com/tyt34. Proximity to a fuel station is a factor. Asked when he would consider buying or leasing a hydrogen fuel-cell car, Mr. Boyd said he’d wait until there are two or three stations up and running in the vicinity.

At the Trading Post, 33 percent of the hydrogen will be produced on site, with the rest trucked in as needed on flat-bed trailers coming south on Skyline Boulevard from Highway 92. Hydrogen pumps at gasoline stations are not a problem since the two fuels are not inter-reactive and “play safe,” Mr. Boyd said. Fueling is silent, as are the vehicles, he said.

The station’s hydrogen storage tanks are “virtually indestructible,” he said. If someone tossed a grenade or fired an anti-tank shell at one, the weapon itself would release more energy than if the tank were penetrated, he said. And even if hydrogen were to escape, unlike gasoline, it’s lighter than air and would dissipate immediately, he said.

Of the 400 gallons of pure water generated per month as a byproduct, half will go to irrigate station landscaping, with the rest made available to residents, Mr. Boyd said.

“I’d like to see hydrogen-fueled quiet Harley-Davidson (motorcycles),” one resident said.

“No!” said another resident. “We have enough motorcycles already!” ▣

Eshoo on aircraft noise: FAA knows 'something has changed dramatically'

By Sue Dremann
Palo Alto Weekly

The Federal Aviation Administration "clearly knows something has changed dramatically" with regard to local aircraft noise issues, said Rep. Anna Eshoo, D-Menlo Park, following a recent meeting with FAA representatives. "There's an acknowledgement of what the issues are. The next challenge is to identify with the FAA what are the short-term issues to be addressed."

Four FAA representatives met with about 30 people at Palo Alto City Hall on July 24 about aircraft noise, which residents say has increased dramatically since the agency introduced new flight paths over the Bay Area. The new NextGen aviation program is designed to modernize U.S. airspace, prepare for future increased air traffic and reduce fuel consumption.

In response to her constituents' concerns, Rep. Eshoo convened the meeting with the FAA to discuss the magnitude of the problem over Bay Area skies. The meeting was closed to the general public and the media.

FAA officials said the meeting was an excellent exchange of information. "We felt we got a fairly good understanding from a personal level of why there is concern," said Glen Martin, Western-Pacific Region regional

administrator for the FAA. "There was a lot of discussion on the measurement of impacts and where current standards don't address the impacts. We will look into research to make changes to understand where that (gap) is."

Noise complaints throughout the Bay Area have jumped during the past year. San Francisco International Airport's Noise Abatement office received about 14,000 noise complaints last year. In June 2015, they received about 16,000 and this July will exceed that number, officials said at the meeting, according to attendee David Fleck of residents' group Calm the Skies.

Midpeninsula residents say they bear the brunt of the problem. Three flight paths from San Francisco International Airport cross directly over the area.

Mr. Martin said FAA officials plan to address the noise through short-term and longer-term changes. One possible shorter-term change might be to alter flights between 10 p.m. and 7 a.m., he said. "We can look at rates (of flights) and altitude, review those, and make changes to those," he said.

In the longer term, the FAA could look at flight routes, he said, but that is a more complex process. Officials had not yet identified which ideas they might try to implement — in the short or long term — but they

were taking back all of the ideas and information for review.

"Right now we're working closely with Congress," Mr. Martin said. "We are having meetings that may (lead to) additional public meetings in the next couple of months to produce those (short-term and longer-term) buckets."

The city of Palo Alto is considering funding a study that would look at flight data to analyze changes that have taken place since NextGen. The city

Glenn Martin: FAA officials plan to address the noise through short-term and longer-term changes.

might, alternatively, analyze flight traffic patterns and propose new routes, Councilman Tom Dubois said.

The possible study would go before the Policy and Services Committee for consideration and then to the City Council. The city is working to get other local governments to share the costs, Mr. Dubois said. If the city does press forward, Mr. Martin said the FAA is open to looking at the study and to suggest parameters so that it would have outcomes the FAA would see as relevant.

Asked about complaints that have affected some cities more than others, such as flights by turbo-propeller planes by the air-shuttle company Surf Air, Mr. Martin said it was clear that the problem is much larger than one airline or airport.

The meeting largely focused on noise out of SFO, but San Mateo County Supervisor Don Horsley reportedly pressed the issue of Surf Air, and Mr. Martin agreed to a separate meeting with local FAA representatives present to specifically address that airline company. Mr. Horsley agreed to organize that meeting with Mr. Martin.

Attending the meeting from Portola Valley was council member Maryann Derwin; from Woodside, council member Dave Burow; from Menlo Park, council member Peter Ohtaki; and from Atherton, council members Elizabeth Lewis and Mike Lempres.

Alternate flight routes, a major demand among residents and government officials, are a complex matter. There is a process for proposing new routes, and FAA officials said they would help propose the new routes in the right way, he said.

FAA's No. 1 concern is safety, he said. Air traffic and fuel efficiency, two of the major objectives outlined in the 2012 Reauthorization Act that launched NextGen, would be the biggest

challenges to changing flight paths.

If these flights could be moved they would probably go over the ocean, and those longer routes would negatively affect some of the law's objectives.

Rep. Eshoo said she thinks new legislation won't be necessary to fix the problems. "I believe we can work within the jurisdictions and the statutes. We don't need to change the laws. I believe the FAA can implement changes that will bring relief regionally," she said.

The Bay Area could serve as a model for resolving the airplane noise issues that are plaguing metropolitan areas throughout the country, she said, but both Rep. Eshoo and Mr. Martin stressed that doesn't mean that "one size fits all."

From Rep. Eshoo's perspective, there is a potential to demonstrate that a partnership between the FAA and regions within the various metroplexes around the country can work. That hasn't been the case in some areas, such as Phoenix, which is now suing the FAA over the airplane noise.

FAA has made some changes in some of the other metroplexes, but Mr. Martin backed away from saying that there will be solutions. "Solutions tend to say that people are satisfied. We've made adjustments when we've found procedures to make adjustments," he said.

Rep. Eshoo and FAA officials also attended a meeting in Santa Cruz. FAA will hold a separate meeting in Rep. Jackie Speier's district in San Mateo County next month. ■

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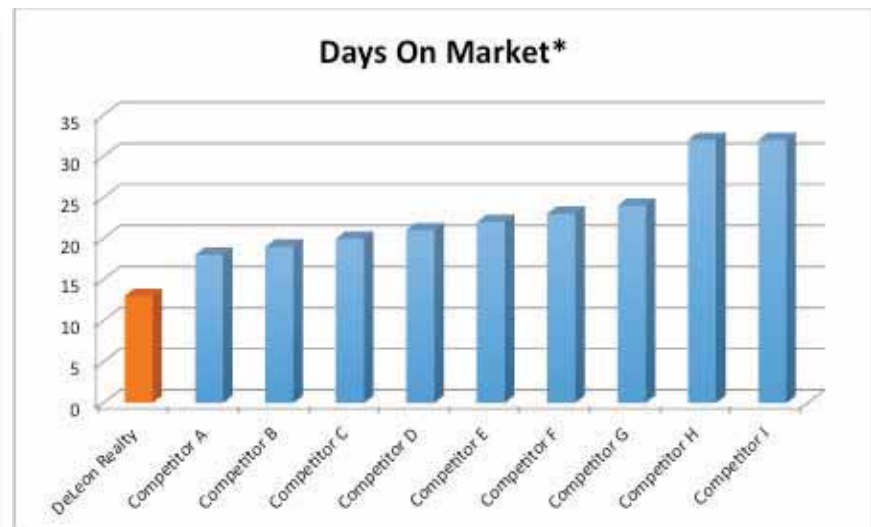
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** Statistics from MLS data (Basic Market Stats) for DeLeon Realty from January 2014 to June 2015.

*** Statistics from MLS data for Price/Sq. Ft. Ratio in Santa Clara and San Mateo Counties from January 2014 to June 2015 compared to DeLeon Realty's average for the same period.

*Per REAL Trends Inc. rankings released
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Election roundup: Who's running, who's not

By Dave Boyce
Almanac Staff Writer

San Mateo County's candidate roster for town councils and governing boards of school districts and special districts is settling out as the candidate filing period for the fall election draws to a close.

School board and special district board candidates have until the close of business Friday, Aug. 7, to file.

If an open seat is occupied by an incumbent who is not running for re-election, the filing period is extended five days — to Wednesday, Aug. 12.

Locally, two longtime mem-

bers of the Woodside Town Council, Ron Romines and Dave Burow, have told the Almanac that they will not be running for re-election in November.

Mr. Romines, who joined the council in 2005 to represent District 1, said he is retiring. He was appointed to complete the remaining two years of a term for a vacated seat, then elected in 2007 and re-elected in 2011.

Mr. Burow was elected to represent District 5 in 2007 and was re-elected in 2011.

The Woodside council has four seats open this fall, the other two held by Peter Mason (District 7) and Tom Shanahan (District 3). As of Friday, July 31, only Mr. Mason had taken out papers, Town Clerk Janet Koelsch said.

Running for Mr. Romines' seat in District 1 is Daniel K. Yost, a former member of the Planning Commission. Another former Woodside planning commissioner, Tom Livermore, is running for Mr. Burow's seat in District 5.

Because incumbents Burow and Romines are not running, the filing period for this election is extended to Aug. 12.

In Portola Valley, there are two open seats on the Town Council. Incumbents Jeff Aalfs and Ann Wengert have taken out candidacy papers for re-election, but as of Friday, July 31, neither had filed, Town Clerk Sharon Hanlon said.

School boards

The governing board of the Woodside Elementary School

District has two open seats this fall, and incumbents Silvia Edwards and Kevin Johnson have filed.

In the Portola Valley Elementary School District, the school board has two open seats, now held by Jocelyn Swisher and Linda Wong. No one has filed so far.

The board of the Sequoia Union High School District has three open seats, now held by Carrie Du Bois, Laura Martinez and Allen Weiner. All three incumbents have filed. Georgia Jack has taken out papers but not yet filed as of July 31.

Incumbents Dave Mandelkern and Karen Schwarz of the board of the San Mateo County Community College District have filed. Member Patricia Miljanich had not yet taken out

papers as of Friday.

Special districts

Pat Cain, John Gardner and Matt Miller, the three incumbents on the three-member board of the Woodside Fire Protection District, have filed.

On the board of the Menlo Park Fire Protection District, the seats of Virginia Chang Kiraly and Rob Silano are open. Both incumbents have taken out papers, and Mr. Silano has filed.

The board of the West Bay Sanitary District has three open seats. Incumbents Fran Dehn and David Walker have filed; incumbent Ronald Shepherd has not.

There is one seat open on the board of the Ladera Recreation District, and its current occupant, Karen Fryling, has filed. ■



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County to hold first all-mail general election in November

The all-mail-in ballot election is on for November in San Mateo County.

This trial run of an all-mail general election — the first in state history — is being tested under a state law in two California counties: San Mateo and Yolo. Each county can't proceed until the all-mail approach is approved by all jurisdictions in the county that are holding elections this year.

On July 29, the one remaining jurisdiction that had not passed a resolution of support — the Jefferson Elementary School District in Daly City — did so.

Proponents of all-mail elections point to the benefits of lower cost and possibly higher voter turnout. In the June primary, 78 percent of the ballots cast in San Mateo County were mail-in ballots.

In an "all-mail" election, each city and town would have at least one physical location where voters can drop off completed mail-in ballots.

On Election Day, each city and town will have one polling place for traditional in-person private voting, and it will be accessible to people with disabilities, according to the county Elections Office.

City starts review of downtown, El Camino Real specific plan

The specific plan that governs development in Menlo Park's downtown and El Camino Real corridor is undergoing its second periodic review since it was adopted in 2012. The review started Monday night, Aug. 3, at the Planning Commission meeting, after the Almanac went to press.

See AlmanacNews.com for updates.

The specific plan, the target of an unsuccessful 2014 ballot measure that would have changed several aspects of the document, contains requirements for periodic reviews. The first took place in 2013, and subsequent reviews are due every two years.

The Planning Commission was to take public comment and make a recommendation to the City Council. If the council wants modifications in the plan, city planners will have to return with proposed changes, which will require Planning Commission review and City Council approval as well as review under the California Environmental Quality Act.

The staff report says minor changes could be put into place in five to seven months, and major changes could take more than a year. After the last review, the requested changes did not go into effect until October 2014. ■

— Barbara Wood

Third high-level city employee leaving Menlo Park

By Barbara Wood
Almanac Staff Writer

Menlo Park Public Works Director Jesse Quirion has announced he is leaving the city Aug. 20 for a job with Google in Tennessee. He is the third high-level city employee whose departure has been announced within a week.

Assistant City Manager Starla Jerome-Robinson retired on July 31 and Finance Director Drew Corbett is leaving Aug. 14 to take the same post with the city of San Mateo.

City Manager Alex McIntyre said he will attempt to find someone to act as an interim director of public works by the end of August, but that finding a permanent replacement will probably take until January 2016.

Mr. McIntyre said he does not see the three departures coming so close together as the sign of a problem in the city. "It's a coincidence," he said. "It's young people and their careers. They see opportunity



Photo courtesy, city of Menlo Park

Jesse Quirion, Menlo Park's public works director, has said he will leave his city job to work for Google in Tennessee on Aug. 20.

and they take it."

Both Mr. Quirion and Mr. Corbett "are going off to much better, really, opportunities," he said. Mr. Corbett will have a more complex operation to work with, a bigger staff, and higher pay, Mr. McIntyre said.

Mr. Quirion will be able to relocate to the South, where

both he and his wife are from, Mr. McIntyre said. He will be working on Google fiber projects, he said.

Mr. McIntyre said he had known Ms. Jerome-Robinson was retiring for several months, and that he knew Mr. Corbett was applying for jobs. "I knew when he applied to San Mateo, he'd get a job offer," he said.

Mr. Quirion's departure, however, was a surprise, he said. "I did not see this coming," he said. Mr. Quirion's desire to work for Google, in addition to being closer to his roots and making more money, makes sense to him, however. "He's always been what we call an early adapter of technology," Mr. McIntyre said.

The city will survive this, Mr. McIntyre said. "None of this is cataclysmic," he said. "We just can't afford any hiccups."

Mr. Quirion was appointed public works director in December, but he had been filling in as interim director for the previous six months.

'None of this is cataclysmic. We just can't afford any hiccups.'

CITY MANAGER ALEX MCINTYRE

He was hired by the city as transportation manager in 2013. He has a bachelor's degree in civil engineering from Embry-Riddle Aeronautical University and a master's in public administration from Nova Southeastern University.

Hiring challenges

Recruiting and hiring has become more difficult, Mr. McIntyre said, for several reasons. One is the cost of living on the Peninsula. Another is that the city's reduction in pension benefits for new hires means that luring an experienced employee away from another public agency can be hard if the current employer has a better pension plan.

Mr. McIntyre said he is in the process of hiring a search firm to help fill the positions.

"Finance and public works are probably the two hardest positions to recruit for and find good talent," he said.

Councilman Peter Ohtaki said Mr. Quirion will be missed. "I'm so sad he's leaving," he said. "He's a great guy," who has moved a lot of projects forward during his time with the city, Mr. Ohtaki said.

As for Mr. McIntyre, he definitely will not be taking the month of August off.

His job now, Mr. McIntyre said, "is to get people on board — to keep the ship straight and running." ■

BIRTHS

Menlo Park

- Libby & Joshua Toub, a son, June 22, Stanford Children's Hospital.
- Ishani Baruah and Murali Viswanathan, a son, June 6, Sequoia Hospital.
- Meredith and David Noe, a daughter, June 15, Sequoia Hospital.

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Notification of Application Filed by California Water Service Company
for a Rate Increase in its Bear Gulch District
Application No. 15-07-015**

California Water Service (Cal Water) has filed an application with the California Public Utilities Commission (CPUC) to increase rates for providing water service. To justify this increase for the Bear Gulch District in years 2017-2019, Cal Water has presented an estimate of its costs in a formal CPUC proceeding, called a General Rate Case (GRC) application.

The Application

The CPUC requires Cal Water to submit GRC applications every three years to ensure that water rates accurately reflect the cost of providing water service. Cal Water requests revenue increases in its Bear Gulch District of \$7,421,492, or 15.6%, for 2017, \$2,065,971, or 3.8%, for 2018 and \$2,060,974, or 3.6%, for 2019. The total revenue increase over the three years would be \$11,548,437 or 24.3%.

Estimated Revenue Increases (by type of service)

Type of Service Provided	2017 \$ Increase	%	2018 \$ Increase	%	2019 \$ Increase	%
Residential Metered Service	5,056,442	11.9	1,801,514	3.8	1,786,652	3.6
*Nonresidential Metered Service	869,335	11.9	276,603	3.8	274,322	3.6

*Nonresidential Metered Service applies to all customer classes that are not residential (such as business, multi-family, and public authority customers) and do not have a separate tariff.

Typical Customer Impact

The table below details the increase a typical residential customer would see in his or her bill if Cal Water's proposed rates for 2017, 2018, and 2019 are approved by the CPUC as requested. The average residential customer bills in the table show a typical residential customer with a 5/8" x 3/4" meter using 18,701 gallons (25 Ccf) of water per month. **These numbers do not include surcharges and credits.**

Typical Residential Customer Bill Increase

Residential Customer	Current \$	2017 \$ Increase	%	2018 \$ Increase	%	2019 \$ Increase	%
5/8" x 3/4" meter	172.94	20.56	11.9	7.32	3.8	7.25	3.6

Reasons for Increase

Cal Water has been providing water to California communities for nearly 90 years, and many of the facilities used for water service have reached the end of their useful lives. For the Bear Gulch District, Cal Water's requested increase reflects the following components:

- 81.2% of the increase is for water infrastructure improvements
- 18.8% of the increase is for projected operation and maintenance expenses

In the filing, Cal Water's proposed rates for 2017-2019 would become effective on January 1, 2017. The rate increases for 2018 and 2019 are derived using the most recent inflation factors provided by the CPUC. The CPUC requires that Cal Water use a simplified, inflation-based, escalation methodology for its proposed rates for those years that are in between GRC test years.

Obtaining a Copy of the Application

A copy of Cal Water's proposed GRC application and related exhibits may be reviewed at Cal Water's office, located at 3525 Alameda De Las Pulgas, Menlo Park, CA 94025, (650) 561-9709. An electronic or paper copy of the application and related exhibits will be provided by Cal Water upon written request to California Water Service Company, 1720 North First Street, San Jose, CA 95112-4598. Copies are also available to review at the CPUC's Central Files Office in San Francisco at 505 Van Ness Avenue, San Francisco, CA 94102, between the hours of 8:00 a.m. and noon daily.

The CPUC's Process

This application will be assigned to an Administrative Law Judge (Judge) who will determine how to receive evidence and other related documents, necessary for the CPUC to establish a record upon which to base its decision. Evidentiary Hearings (EHs) may be held where parties of record will present their testimony and may be subject to cross-examination by other parties. These EHs are open to the public, but only those who are parties of record can participate. After considering all proposals and all evidence presented during the formal hearing process, the assigned Judge will issue a proposed decision determining whether to adopt all or part of Cal Water's request, modify it, or deny it. The CPUC Commissioners may sponsor an alternate decision and the issue will be decided at a scheduled Commission Voting Meeting.

As a party of record, the Office of Ratepayer Advocates (ORA) will review this application. ORA is the independent consumer advocate within the CPUC with a legislative mandate to represent investor-owned utility customers to obtain the lowest possible rate for service consistent with reliable and safe service levels. ORA has a multi-disciplinary staff with expertise in economics, finance, accounting and engineering. Other parties of record will also participate in the CPUC's proceeding to consider this application. For more information about ORA, please call (415) 703-1584, e-mail ora@cpuc.ca.gov or visit ORA's website at <http://ora.ca.gov/default.aspx>.

Stay Informed

The CPUC offers a free Subscription Service which is available on the CPUC website at www.cpuc.ca.gov which allows you to follow this proceeding. If you would like to learn how you can participate in the proceeding, or if you have informal comments or questions about the CPUC process, you may contact the CPUC's Public Advisor's Office at the address noted below.

Email: public.advisor@cpuc.ca.gov

Write: CPUC Public Advisor's Office
505 Van Ness Avenue
San Francisco, CA 94102

Phone: 1-866-849-8390 (toll-free) or 1-415-703-2074
1-866-836-7825 (toll-free) or TTY 1-415-703-5282

Please reference **Cal Water's Application No. 15-07-015** in any communications you have with the CPUC regarding this matter. All public comments will become part of the public correspondence file for this proceeding and made available for review for the assigned Judge, the Commissioners, and appropriate CPUC staff.

CNS#2777842

Caltrain gets \$20 million for electrification project

The Bay Area Air Quality Management District board has approved \$20 million in funding for a Caltrain electrification project expected to greatly reduce emissions and allow for expanded passenger service.

The funding, to be paid out in installments over the next several years, will go toward the electrification of 51 miles of track between San Francisco and San Jose and the replacement of Caltrain's 29 diesel locomotives with electric models.

The project will allow Caltrain to increase service from the current 92 trains a day to 114 a day, taking additional cars off the road, while reducing emissions by up to 97 percent by 2040, according to a report from Jack Broadbent, executive director of the air district. Caltrain also expects to reduce fuel use by an estimated 3.4 million gallons a year.

"This is one of the most significant air pollution reduction funding projects the Air District has undertaken in recent years," Mr. Broadbent said in announcing the funding on July 29. "By replacing diesel-powered trains with electric, air quality will be substantially improved for everyone along the Peninsula."

Caltrain's board approved the final environmental impact report on the project in January and expects to call for bids from contractors later this year, with service on the electrification project set to start by 2020.

The \$1.53 billion project still needs to find \$430 million in additional funding. Caltrain spokeswoman Jayme Ackemann said the agency is working to secure that funding from state and federal sources

by later this year.

In addition, Atherton and two advocacy groups filed a lawsuit in February challenging the environmental impact report. The lawsuit claims that the report didn't adequately study the project's impact on traffic, station configurations, tree removal and electricity demand, among other issues.

Caltrain had hoped to bypass the lawsuit by asking the federal Surface Transportation Board to find the project was exempt from state environmental review requirements. However, earlier this month the board ruled that it did not have jurisdiction over the project because it is limited to commuter rail operations.

Ms. Ackemann said the lawsuit was not expected to prevent the project from moving forward.

Caltrain has seen ridership, which was at 58,000 boardings a day as of February, increase 71 percent in the past five years. Projections show boardings could exceed 100,000 a day by 2040 with the new electrified system in place.

Funding for the \$20 million grant to Caltrain comes from a \$2 per vehicle motor vehicle registration surcharge collected by the air district.

The California High-Speed Rail Authority has committed more than \$700 million to the Caltrain electrification project, and the electrified system is designed to be compatible with high-speed rail. However, Ms. Ackemann said the authority will need to complete its own environmental impact study before it can move forward with any work on the Peninsula. ■

*Bay City News Service,
Palo Alto Weekly*

The project will allow Caltrain to increase service from the current 92 trains a day to 114.

Zuckerberg and Chan say they expect a baby girl

Facebook founder and CEO Mark Zuckerberg and his wife, Priscilla Chan, are expecting a baby girl, according to a July 31 announcement Mr. Zuckerberg posted on Facebook.

In the post, he also said the couple suffered three miscarriages previously but added that the risk of a miscarriage at this stage of Chan's pregnancy was low.

"We hope that sharing our experience will give more people the same hope we felt and will help more people feel comfortable sharing their stories," he said in the post.

He also said that in an ultrasound, the baby "gave me a thumbs up 'like' with her hand, so I'm already convinced she takes after me." The post did not say when the baby is due. ■

Kidnapper to be paroled

One of the three men who kidnapped a busload of Chowchilla schoolchildren in 1976 and buried them in a quarry in Livermore for ransom will be paroled soon because Gov. Jerry Brown has let a parole board's ruling stand.

On April 1, a two-member state Board of Parole Hearings panel granted parole to 63-year-old James Schoenfeld, who has been behind bars for 29 years.

The three kidnappers were from families in Atherton and Portola Valley. James Schoenfeld and his younger brother, Richard Schoenfeld, were from Atherton, and Frederick Woods was from Portola Valley.

Richard Schoenfeld was paroled in 2012. Frederick Woods could have a parole hearing this fall.

OBITUARIES

Matthew Shanks

A memorial service was held Aug. 2 at Christ Church in Portola Valley for Woodside resident Matthew Joseph Shanks, who died from a heart attack on July 20 while vacationing in Greece with his wife and friends. He was 65.

Mr. Shanks was a real estate agent, grew up in Redwood City and graduated from the University of California at Santa Barbara. His interests included gardening, hiking, yoga and walking the family dog around Woodside.

He is survived by his wife, Penny Lydecker Shanks; daughter Natalie Shanks; son Kyle Shanks; and eight siblings.

Contributions in his memory may be made to the Peninsula Open Space Trust, National Public Radio or the American Heart Association.

Contributions in his memory may be made to the Peninsula Open Space Trust, National Public Radio or the American Heart Association.

Gretchen Scott (Gravett)

Gretchen Scott (Gravett), who lived in Ladera from 1955 to 2013, died in her sleep July 8 at the Fremont Hills Assisted Living facility in Fremont. She was 88.

She is survived by her two sons, Tim and Rick Gravett; a granddaughter and great-grandson. Her other granddaughter, Katie, had predeceased her by one week.

She enjoyed the many years she worked as an administrative assistant in the cardiology department at Stanford Hospital, and loved playing golf at the Stanford course.

"She was a great mom, and all the neighborhood kids loved her as well," said son Tim Gravett.



Matthew Shanks

Hoops team goes 7-2 at tourney

By Cristian Ponce

Special to the Almanac

A local sixth-grade girls basketball team, called TNT Undisputed, won seven and lost two games at the Amateur Athletic Union Division II national championship, held recently in Hampton, Virginia.

The team, coached by former 49er quarterback and longtime youth sports coach John Paye, finished ninth nationally, moving up from its tenth-place finish last year. TNT Undisputed is currently the highest ranked AAU national team in California.

In the tournament, the team first competed against four teams in its pool — Kentucky Storm Elite, Maryland NOVA, Virginia Cross-over Hoops and Virginia Cap City Ballerz — and

finished first in that pool.

Standouts included Marley Langi of Redeemer School, who led in rebounds and scoring, and averaged a double-double in all four games. Among the top scorers were Caitlin Dulsky of Central Middle School, Danielle McNair of St. Raymond School (Menlo Park) and Maeia Makoni of Hillview Middle School (Menlo Park).

Top defenders included Porsche Trinidad of St. Raymond School, Georgia Paye of La Entrada Middle School (Menlo Park), Tejal Gupta of Menlo School (Atherton) and Alexis Jackson of Central Middle School.

TNT Undisputed moved into the championship bracket of the Sweet Sixteen and was on the brink of joining the Elite Eight when it suffered a last-minute



Photo by Danielle Donahue

John Paye's TNT Undisputed sixth-grade girls basketball team walks in the AAU national championship opening ceremonies parade at the Boo Williams Sports Complex in Hampton, Virginia.

loss to No. 3 seed, Virginia Outlaws, 48-47.

Despite the loss, TNT Undisputed went on to win four con-

secutive games against Yonkers NY, North Carolina Flames, Georgia Pearls and Indiana Sky Digg Elite. ■

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Susie Sarkisian, Life Coach & Social Worker, helped Gurney and his family throughout the process. She will explain her role and will offer tips for a smooth transition for families considering care options. Please join us for an insightful exchange and the chance to ask questions of two individuals who have experienced transition firsthand.

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Mosquito control operation went as planned, district says

By Dave Boyce
Almanac Staff Writer

The campaign to kill mosquitoes carrying the West Nile virus came to Menlo Park's Allied Arts neighborhood and parts of downtown on Sunday evening, Aug. 2.

The spraying "went exactly as planned," said Megan Caldwell, a spokesperson for the San Mateo County Mosquito and Vector Control District.

With near-ideal weather conditions — a light wind and a temperature inversion — two specially equipped trucks, each carrying a driver and a navigator, traversed the area at a slow and constant speed.

The trucks fogged the streets with the insecticide etofenprox, which loses its insect killing power in about 15 minutes, Ms. Caldwell said.

A third team member on each team accompanied the truck in a separate vehicle to

control traffic.

With the light wind and the insecticide airborne and in atomized form, even mosquitoes away from the streets are expected to have succumbed, Ms. Caldwell said.

The vector control district is conducting a day-after follow-up procedure of setting mosquito traps, and will be publishing the results, she said.

The fogging is a consequence of the vector control district's discovery of West Nile virus in two dead birds found on July 30, one on Creek Drive and the other on Cambridge Avenue, Ms. Caldwell said. The district had a window of 24 to 72 hours to act to control the insects.

While West Nile is a disease that primarily affects birds, it is potentially dangerous to humans, horses and other animals. But transmission requires a bite from an infected mosquito. It is not contagious.

Go to smcmvcd.org for more information. ▀

Bike-pedestrian plan presented

By Barbara Wood
Almanac Staff Writer

The first phase of Atherton's plans for making the town a friendlier and safer place for bicyclists and pedestrians will be presented to the public at a meeting on Tuesday night, Aug. 11. The meeting starts at 6 p.m. in the Jennings Pavilion in Holbrook-Palmer Park, 150 Watkins Ave.

The first project to put into place some of the improvements recommended in the Bike Pedestrian Master Plan, adopted by the town in late 2014, includes putting bike route signs and shared lane markings (called sharrows) on the pavement on these Atherton streets:

- Elena Avenue, between Valparaiso Avenue and Atherton Avenue.

BRIEFS

- Faxon Road, between Barry Avenue and Elena Avenue.

- Barry Lane, between Faxon Road and Atherton Avenue.

- Selby Lane, between Atherton Avenue and West Selby Lane.

- Dinkelspiel Station Lane, between Watkins Avenue and Fair Oaks Avenue.

- Austin Avenue, between Atherton Avenue and West Selby Lane.

- Atherton Avenue, between Alameda De Las Pulgas and El Camino Real.

- Fair Oaks Avenue, between El Camino Real and Middlefield Road.

- Alejandra Avenue, between El Camino Real and Emilie Avenue.

- Emilie Avenue, between Alejandra Avenue and Park Lane.

- Park Lane, between Emilie Avenue and Camino al Lago.

- Camino al Lago, between Park Lane and Alameda de Las Pulgas.

- Watkins Avenue, between El Camino Real and Middlefield Road.

Biden visits here

Vice President Joe Biden paid a brief visit to Lutticken's deli in West Menlo Park on July 23 on his way to San Francisco. Judy Congdon, manager at Lutticken's, said Mr. Biden's was visiting a friend in the area. The visit went smoothly, she said. Mr. Biden had ice cream and had photos taken with some customers.

— Cristian Ponce

Car-chase ends with prison sentence

By Dave Boyce
Almanac Staff Writer

After pleading no contest to charges of recklessly evading arrest and child endangerment in an April car chase that ended in Menlo Park, John Bivins was sentenced July 28 to four years in state prison.

Mr. Bivins, 24, of East Palo Alto also admitted to a previous strike and is in jail on \$50,000 bail, according to Chief Deputy District Attorney Karen Guidotti.

Mr. Bivins' attorney, Tom Kel-

ley, would not comment on the case.

According to prosecutors, the incident began at around 9:30 p.m. on April 29 along Interstate 280 at Bunker Hill Drive when a California Highway Patrol officer pulled Mr. Bivins over for speeding. As the officer stepped out of the patrol car, Mr. Bivins sped off.

The officer chased him but lost sight of him, reporting that Mr. Bivins at one point was traveling at 100 mph. The pursuit resumed on southbound U.S. 101 in Redwood City, where officers clocked Mr. Bivins at 115 mph, prosecutors said.

He left the freeway at Willow Road in Menlo Park and the chase resumed on surface streets,

where Mr. Bivins was reportedly driving at 40 mph, veering into the oncoming traffic lane, and driving past stop signs without stopping, prosecutors said.

Mr. Bivins ended his flight in the vicinity of Bay Road and Berkeley Avenue when he got out of his car and ran off, prosecutors said. In a search of the area, police found him hiding behind some garbage cans.

In Mr. Bivins' car, officers found his two children, ages 4 and 5, and their mother. The children were not in car seats or otherwise restrained, prosecutors said.

Prior to this incident, authorities had issued two warrants for Mr. Bivins' arrest, prosecutors said. ▀

Correction

A July 29 story in the Almanac on labor negotiations between the Menlo Park Fire Protection District and firefighters erred in stating that the fire district board had tentatively approved a labor agreement on July 7, 2015. In fact, the board had approved the posting of the tentative agreement on the website for public comment.

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Published every Wednesday at
**3525 Alameda De Las Pulgas,
Menlo Park, CA 94025**

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The Almanac, established in October 1965, is delivered each week to residents of Menlo Park, Atherton, Portola Valley and Woodside and adjacent unincorporated areas of southern San Mateo County. The Almanac is qualified by decree of the Superior Court of San Mateo County to publish public notices of a governmental and legal nature, as stated in Decree No. 147530, issued December 21, 1969. ©2015 by Embarcadero Media. All rights reserved.

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WHAT'S YOUR VIEW?

All letters must include a home address and contact phone number. Published letters will also appear on the web site, www.TheAlmanacOnline.com, and occasionally on the Town Square forum.

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Post your views on the Town Square forum at AlmanacNews.com

Email your views to:
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Mail or deliver to:
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3525 Alameda de las Pulgas
Menlo Park, CA 94025

Call the Viewpoint desk at
223-6528.

Viewpoint

IDEAS, THOUGHTS AND OPINIONS ABOUT LOCAL ISSUES

Underlying causes of drought need probing

Editor:

I am writing in response to Dave Boyce's July 15 article on the local decrease in water usage.

The reduction of water use — anywhere in the state of California — is something to celebrate. However, it is arguably more valuable to seek out the underlying causes of our water predicament and pursue long-term solutions.

This is precisely what climate experts at Stanford did in the fall of 2014. Their findings revealed that our global emissions of greenhouse gases have contributed to the diversion of needed storms away from California by what is known as the "ridiculously resilient ridge."

The heat trapped from these gases also plays a huge part in causing recent and unusually high rates of evaporation. Slight fluctuations and even decreases in monthly temperatures from one year to the next will occasionally occur (as Boyce's article attests to), but overall trends of building heat indicate a need for change if future droughts are to be prevented.

Ultimately, it will be the employment of both short-term

LETTERS

Our readers write

(i.e., diminishing water wasting) and far-out tactics (i.e., shifting to sustainable sources of clean energy and food) in tandem that will help to alleviate California's water depletion.

Good sources on the topic include Jeff Nesbit's "Climate Change Caused California Drought" in U.S. News & World Report (April 14, 2015), and Ker Than's "Causes of California Drought Linked to Climate Change, Stanford Scientists Say," a Stanford University report.

*Jack Pleasants
Arastradero Road,
Portola Valley*

Country's gun laws need revision

Editor:

I believe gun control is a topic of the utmost importance for the safety of the American people. The truth is, the United States has a widespread love for guns and gun culture. I understand this culture, and I especially can relate to the argument that it is a right to own a firearm in order to protect yourself and your family.

Yet we have seen so much tragedy with brutal mass shootings and other gun homicides in this country, and we must face the reality. Since 1982, the United States has had 61 mass murders in which a firearm was used. Around 66 percent of these firearms were obtained legally by the murderer.

In addition to this, 15 out of 25 of the worst mass murders in the past 50 years have been in the U.S. We have to ask that politicians and gun owners all work together to find a solution to this problem.

Pro-gun activists claim that banning guns or even making background screening for gun purchases more complex only hurts the average gun owner, and that criminals will simply buy guns on the black market. However, in Australia, they restricted gun ownership in 1996 and have seen zero massacres since.

I believe that we must sacrifice guns themselves, or at least the convenience in the buying process, so that we can really do our absolute best to try and save people's lives. We have a responsibility as a moral and just society to do so.

*Peter Bird
Sacred Heart Prep student
Menlo Park*

Here's what they're saying on Town Square

On aircraft noise, and Congresswoman Anna Eshoo's involvement in the issue:

Applaud Eshoo for downplaying the Surf Air hysteria and acknowledging that the problem is much larger than one single airline. Surf Air is a drop in the bucket compared to commercial and private traffic. — *Matt, of Atherton.*

I'm curious why the impact of noise was not part of the initial planning when the Next-Gen routes were developed. — *Earplugs, of Menlo Park.*

The aviation industry lobbied congress for, and received a "categorical exclusion" or CATEX. The CATEX exempts the FAA from doing a federally required environmental impact study, if they complete a preliminary study, and issue a "finding of no significant impact" or FONSI... A group in Portola Valley is mounting a legal challenge to the FAA's FONSI. — *Jetman, of another community.*

Go to AlmanacNews.com to join the conversation on Town Square.

Looking back

Seated in front of his Elena Avenue home in this undated photo is Samuel M. Shortridge, who was elected to the U.S. Senate in 1920. He was described by one neighbor as "bespectacled, balding and bug-eyed," according to the Menlo Park history book "Beyond the Gate" by Michael Svanevik and Shirley Burgett. But physical appearance aside, the Republican Sen. Shortridge was also known as "the Cicero of California" — a reference to the ancient Roman known for his brilliant oratory, the historians write. When Sen. Shortridge was elected, his house, a wisteria-covered New England Colonial built in 1899 at Elena Avenue and Park Lane, was in Menlo Park, according to the writers. By the time he left office in 1933, it was in "the new town of Atherton."



Photo courtesy of Richard and Peggy Buckley

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