

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 37, Issue 5

September-October 2014

Paved Streets Improve Our Neighborhoods – Squeaky Wheels Get Greased!

By Carlos George

Properly paved streets improve property values, safety (for vehicles, equestrians, cyclists, joggers and pedestrians), aesthetics and water quality/stormwater runoff. I am the self-appointed “Road Paving Czar” of Shadow Hills and the SHPOA Board, and am waging an ongoing effort with various City Departments to make sure we get our share of street maintenance services for the taxes we all pay. This article will inform you about “high priority streets,” how to request paving services, and provide answers to “Frequently Asked Questions” about the street paving process.

In meetings with our Council office and the Bureau of Street Services, the SHPOA Board has identified the following streets as top priorities:

- McBroom to Wheatland/Wentworth
- Wheatland corner with Sunland to McBroom
- Wheatland to Ormond St.
- Stonehurst Avenue

Other streets that we’ve either observed to be in poor condition or we’ve heard about from residents include:

- Pearson Place, Vail Drive, Colebrook St., Terhune

(See Paved Streets on p.2)

HOT ITEMS IN THIS ISSUE...

High-Speed Rail?—U BETTER READ!—Starts Here!

Record Drought—Learn what to do—Starts here!

New Heaven on Earth Ranch BBQ!—Page 10

SHPOA’s Public Safety Scorecard—Make your own notes—See page 9!

Paved Streets are Nice—Starts above, + pp. 2 & 4.

SHPOA Community Meeting
Tuesday, September 9, 2014 – 7:00 p.m.
Tierra del Sol—9919 Sunland Blvd.

ON THE AGENDA:

- ***Public Safety Scorecard***
- ***High Speed Rail***
- ***Drought and Water Conservation***

REFRESHMENTS PROVIDED

Is Shadow Hills on the Brink...Again...with High Speed Rail?

By Dave DePinto

SHPOA was formed back in the 1960s to fight the poorly planned location of the 210 Freeway. Original plans had the freeway dropping much further down Sunland Boulevard, effectively dividing Shadow Hills in two....with a freeway running through its middle. Community leaders of that time won that battle. And SHPOA has represented your interests ever since. Thanks to High Speed Rail, it’s déjà vu all over again...or is it?

The past few years have seen an unprecedented wave of threats to Shadow Hills’ well being and quality of life. Open-air landfills and trash processing centers in Sun Valley, diesel trucks on Sunland Blvd., commercial Solar Farms on residential lots, Redistricting, commercial activity on Wentworth Street, CalTrans batch mixing plants, non-equestrian residential developments, homeless encampments, reckless drivers, closure of Ralphs supermarket....the list goes on and on.

Some threats result from the City’s own dysfunction and politics in terms of our community being regarded as a political backwater and not having a duly elected council representative for so many years. Some of this is due to our rural, open space environment. Some is due to the relatively low cost of land. Some of this is due to the apathy many of our residents have about being personally involved in protecting Shadow Hills and the belief that we won’t fight.

But, as others have learned, don’t underestimate Shadow Hills and its neighboring communities and their ability to fight. We’ve organized before and we’ll organize again to protect our property values and our quality of life.

This is one of those times and the latest issue relates to High Speed Rail.

(See High-Speed Rail, on p.3)

Record Drought Finally Prompts State Action on Water Bond

By Dave DePinto

Finally, a Water Bond is on the November ballot here in California. The Governor and Legislature finally got their priorities straight and agreed on a Bond that was reduced from \$11.4 billion to \$7.54 billion. Did you know that it took about 5 years for the Governor and the Legislature to get their act together on the badly needed Water Bond (the same Bond that had been removed from the ballot the past few elections) so that the public could at least

(See Record Drought, on p.14)

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(Paved Streets—cont'd from p.1)

Ave., Valley Glow Dr., Siesta Dr., Ditson St., Rotta Ave., Shadow Island Dr., Shadow Way, Sombra Terrace, Sombra Valley Dr., Wicks/Stonehurst, Dronefield Ave., Art St., Allegheny to Dronefield, Clybourn to Walnut St. and Helen Ave.

If you live on a street that you believe needs repaving please visit our website at www.shpoa.us and click on "Street Services", make sure to fill out exactly the address of the street and all your information. Afterwards please email me at webmaster@shpoa.us with your request number which will be generated by an email within a day from the Bureau of Street Services (BSS) so we can follow up on those requests and add them to our list.

Unfortunately there is little transparency as to how the Bureau of Street Services (BSS) selects streets to pave. Due to past experiences in the number of streets that have been paved in Shadow Hills (which is quite good in the last 2 years), we've learned the squeaky wheel gets the grease. Calls, follow up calls, emails, faxes, letters and personal requests to the department and council offices really work.

So please go to our website and resubmit any streets we have on this list that you think are important for consideration. We will follow up with the ones receiving the most requests and also get our CD7 council office involved.

Here is a reprint of "Frequently Asked Questions" for Street Paving in the City of Los Angeles:

When is my street going to be resurfaced?

Each year, the Bureau of Street Services develops an Annual Resurfacing Program. However, not all of the projects, which are submitted annually, are funded for resurfacing within that year since budgets and funding sources for resurfacing varies from year to year. Additionally, the cost of repairing a street may increase for projects deferred in past years compounding the difficulty in forecasting how far resurfacing dollars will go. Some streets have been listed on previous resurfacing programs, but like many others, could not be scheduled before funding was depleted.

Why is my street not being paved when other streets in the neighborhood are being done?

The Bureau of Street Services attempts to pave as many streets possible in a grid provided adequate funding is available. Often times other streets may have been placed on hold by utility companies, homeowners or private contractors. A particular street also may not qualify for an available funding source or reconstruction cost prevents it from being paved at that time.

How are streets selected for resurfacing program?

To monitor, maintain, and manage the street network, the BSS relies on a Pavement Preservation Program and Pavement Management System to select streets for resurfacing based on eligibility criteria from available funding sources. The BSS Pavement Preservation Program allows this selection process to be done in the most equitable, economical and efficient way possible.

(See Paved Streets, cont'd on p.4)

Membership Thank You

By Eric Stein

SHPOA membership has reached nearly 600 residents/ households. That is an all time high for SHPOA and something our Board is thrilled to announce. We thank the Board volunteers and the many other residents who have helped out on projects, attended SHPOA meetings, written Daily Fodder with ideas and suggestions and attended public hearings on controversial projects. We also thank the many helpful people who have posted beneficial information on Daily Fodder. All of this activity combined creates the "value" that leads folks to join and support the Association.

Soon, we'll be cutting off memberships for 2014 and beginning the renewal cycle of memberships for 2015. Until then, if you've forgotten or always meant to join, please utilize the membership application in this newsletter or join on our website. While 600 members within a community of over 2,200 households is unprecedented, that means many households still need to do their share and they are always welcome to join! 🍷

(High-Speed Rail, cont'd from p.1)

If you've read the papers the past 2-3 years, you would know that High Speed Rail is a top priority for Governor Brown, and one which he holds dear to his legacy - do we really care about his legacy or our own? One of the longest running political circuses - featuring lawsuits, court battles, congressional action and more - has been the Governor's effort to attract a cocktail of funding from federal, state, county, local and private sources for High Speed Rail.

To be clear, High Speed Rail is in the very EARLY stages of planning and review. The California High Speed Rail Authority is a political entity formed to bring High Speed Rail to reality all across California. Don't be surprised that the Authority is blanketing the State with an initial phase of meetings and studies related to High Speed Rail at this time. Yes, it is an election year and the Governor is up for re-election.

The problem right now is much of the information being presented by the High Speed Rail Authority in meetings and online is not well thought out and presents direct threats to Shadow Hills and neighboring communities. One of the most seriously flawed "alternatives" or "scenarios" is what is known as the "Palmdale to Burbank Project Section" which includes what is referred to as an "Alternative Corridor – New Study Area." This new study area hits too close to home and is studying bringing the rail line through the San Gabriel Mountains and much of CD7 on its way to Burbank Airport.

Specifics are hard to come by and at recent public "scoping meetings" High Speed Rail officials evaded talking about specific, potential routes within CD7. As we go to press, the SHPOA Board will soon have its own meeting with HSR officials to get the truth and we will update you on Daily Fodder and at our September 9th meeting at Tierra del Sol.

I have to emphasize it's ONLY a plan/concept at this point, but hey, we'd rather bring back the diesel trucks! You pretty much have to be a land use junkie or political hack

(See High-Speed Rail, cont'd on p.5)

Shadow Hills Property Owners Association

**SHPOA
Membership Form**

Shadow Hills area residents, it's time to join SHPOA for the 2014 calendar year!

Your support and participation are vital to the preservation of our rural community.

Membership = \$25

Newsletter only = \$10

Donations are always gratefully received.

Name: _____

Address: _____

City/Zip: _____

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Email: _____

Check one: New Renewal Newsletter Only

Mail this form with your check to:

SHPOA - P.O. Box 345, Sunland CA 91041-0345

Benefits and Value of SHPOA Membership

Preserve Country Lifestyle

- ✓ Fight for code enforcement to protect residential zoning
- ✓ Provide legal counsel and referrals
- ✓ Expand trail system, open space and wildlife corridors
- ✓ Support equestrians and equestrian organizations
- ✓ Advocacy with government and law enforcement agencies

Protect Public Safety, the Environment and Property Values

- ✓ Initiate Neighborhood Watch groups
- ✓ Liaison to local police and fire departments
- ✓ Assist animal health and care
- ✓ Reduce speeding, unsafe driving and trash truck traffic
- ✓ Community beautification and clean-ups
- ✓ Partner with real estate community

Promote Shadow Hills

- ✓ Market unique lifestyle and real estate properties
- ✓ Conduct SHPOA membership drives
- ✓ Hold general member meetings with guest speakers, helpful information and entertainment
- ✓ Bi-monthly newsletter
- ✓ Daily email outreach and information
- ✓ Website information
- ✓ Special events and signage



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(See *Paved Streets*, cont'd from p.2)

Why are the same streets being paved over and over?

As part of normal maintenance 3-5 years after a street is resurfaced, a slurry seal application is applied to prevent water penetration into the asphalt. This inhibits oxidation of the oils from the pavement, deters asphalt cracking, prevents water from seeping into the sub-base, and extends the serviceable life of the street, thereby reducing the need for repaving.

What is the difference between resurfacing and slurry?

Resurfacing removes the top asphalt wearing surface to install new asphalt pavement. Slurry is a sealant applied at approximately 1/8th in thickness as a preservative application.

What is a utility hold?

12-15 months in advance the Annual Resurfacing Program is submitted to over 200 utility companies for clearances to comply with the Street Damage Restoration Fee Ordinance (SDRF). This prohibits utility companies from excavating newly paved streets within one year. Utility companies are entitled to place projects on hold for short durations or over several years to install, maintain or improve existing services beneath the roadway.

Will the street be resurfaced after the utility hold has been lifted?

Unfortunately when a street is placed on hold the funding is not deferred as with the project and new clearances and funding must be sought.

Why aren't the worst paved first?

80% of all resurfacing dollars are spent on normal resurfacing blankets and the other 20% on failed roadways. These dollars have to be spread over the City's entire 6,500 mile street network system to save as many streets as possible before they all fail. 🐾



Update on Yellow Alert System

by Elektra Kruger

If passed, the Yellow Alert System would authorize law enforcement agencies to issue a "Yellow Alert" if a person has been seriously injured or killed in a hit-and-run accident and there is a reliable description of the vehicle involved available. At the State level, the Bill has passed through various Assembly and the Senate Committees and sits on the Senate floor for their review and vote.

The only opposition to the Bill on record has been submitted by the Department of Finance stating that the cost is unjustified for the marginal benefit one can expect. At the Los Angeles City level, the City's Chief Legislative Analyst (CLA) recommended adoption of a Resolution submitted by Councilmember Joe Buscaino for the City of Los Angeles to officially support the State's Yellow Alert Bill which was so approved by the City Council's Intergovernment Relation's Committee. The Resolution with the Committee's recommendation for adoption will now be forwarded to the City Council itself for a final vote. 🐾

(See *High-Speed Rail*, cont'd from p.3)

to be familiar with how environmental review processes work in the state. Large projects have to go through a complicated, legally mandated process that includes well-intentioned, arcane activities such as "Notices of Intent," "Notices of Preparation," "Environmental Impact Reports," and more. Such projects have to study a range of alternatives in order to come up with the "best" solution. That Palmdale to Burbank Special Section is one such "alternative." The problem is that the alternative itself was not given careful consideration before being introduced publicly and now we'll all spend an inordinate amount of time pushing this train back into the station at the cost of millions of dollars and hundreds of hours of volunteer time.

It bothers our Board of Directors that so many unsuspecting residents have had to write to SHPOA to ask if their home will be subject to eminent domain, if the rail line will be elevated above Sunland Boulevard, if fair market value will be paid to them when the State takes possession of their home, and more. It bothers us that leaders such as our Board and Neighborhood Council, who volunteer their time, have to take countless hours and emotional energy to join in this charade. It bothers us that our Council office, which came into office with a plan to address priority projects, consistently gets knocked off-track by crises caused by other irresponsible government or business entities.

Not only were we residents and community leaders blindsided by this cockeyed proposal, so was our Council office. They knew nothing more than we did. How could the State propose studying the building of a 200 mph rail line right through the middle of Council District 7 and not discuss it with City leaders prior to going public? Wouldn't it have made sense to study and propose reasonable "alternatives" and not cause residents undue stress and anguish? Wouldn't it have made sense to touch base with local experts and electeds to get input on radical alternatives BEFORE putting them in print in the form of scary maps and making them the subject of these costly environmental studies? What's the rush?

How can the state use language such as "The Palmdale to Burbank Project Section 'will' travel from the Palmdale Transportation Center southward to the Burbank Airport Station." Shouldn't the State be clearer that these are proposed, these are tentative, these are conceptual, these are subject to further review and challenge? How about instead of "will" the State use terms like "might," or "could" or "if approved" or "when finalized" or "pending completion of a full environmental and public review process," or "when all the bugs are removed?" Is this a fait accompli? What's the rush?

While this circus may continue for a while, I just want to tell you that SHPOA, Foothill Trails District Neighborhood Council, Council District 7, and others will lead the fight to stop this proposed "Project Section" dead in its tracks! SHPOA's land use chairman, Bill Eick, and the Neighborhood Council's chairwoman, Nancy Woodruff, have already drafted and/or submitted comprehensive comment letters.

How many times have we rallied residents to get

(See *High-Speed Rail*, cont'd on p.10)

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"Assists for Horses" Workshop, A Success!

By Susan Stewart

Many local equestrians gathered together on Wednesday evening, August 13th at the Dianetics Center on Foothill Blvd. in Sunland. Michele Purpora-Tardi, a local horse trainer and owner of Robele Farms at Hanson Dam was the presenter. Michele has trained National Award-winning Quadrille Teams where 4 horses and riders compete doing complex dressage maneuvers as a team. She uses and teaches natural horsemanship techniques, especially Pat Parelli's methods with her horses and students. Michele shared many successes she has had healing her horses using body assist technology.

She presented the theory about how the nerve channels of a body can become jammed up when there is injury and illness. With the simple physical techniques of "Touch Assist" and "Nerve Assist" the nerve channels are opened up and allow the body to heal itself. The star of



the presentation was Michele's little dog Robbie, who did a fine job representing a horse for the demonstrations.

Some members of the audience chimed in with their successful applications of this assist technology on their horses and dogs. Most of the audience were new to the techniques and were intrigued. Many were anxious to try the assists out on their horses. Robbie, the dog, had to move aside when a volunteer wanted to experience what the assist felt like. When done, she responded, "I feel so relaxed! That felt great!"

Because of the desire for a more hands-on experience with real horses, Michele offered to hold a follow-up workshop at Robele Farms so that the participants can practice the assists on her horses on Wednesday afternoon, August 27th. The audience wanted more workshops to help their horses. In response, another workshop is scheduled for Wednesday evening September 24 at 6:30 PM on "Understanding Your Horse" at the Dianetics Center, 8229 Foothill Blvd. Sunland (next to Panda Express.) The \$6 admission fee includes an instruction booklet and light refreshments.

This workshop will be presented by Susan Stewart, a local horse owner and trainer. She will be sharing some of her successful actions in horse training. Michele Purpora-Tardi and Robbie (her dog) will also be on hand for anyone who would like to review the Assist Technology presented at the first workshop or answer any questions on application of the techniques. Please call Patricia at 818-309-7273 if you have any questions or to reserve a space. 🐾

My Personal Journey with Shakespeare and Horses in Shadow Hills

by Susan Kelejian

About thirty years ago, I had an idea to combine my two professions, acting and horses, but couldn't quite seem to figure it out. My horse friends didn't understand it and my acting friends, well, didn't understand it either. Six years ago I met Johnny Higginson who owned Rockin' W Ranch, now the Shadow Hills Equestrian Center. We were having lunch one day early on when he asked me what I wanted to do with my life and I said that I wanted to perform Shakespeare on horseback. Johnny encouraged me to try it at his ranch.

I started working for him in different capacities including the therapeutic riding and equine assisted activities and found the benefits that horses have with healing, breath work, relationship building, leadership, and honesty- all aspects that fit loosely and directly into the craft of acting.

I formed an actors/horses company called Equine Dell Arte in 2013, in order to finally explore these ideas and had some wonderful results. Last March we performed an abbreviated trunk show version of 'A Midsummer Nights Dream' with eight actors and three horses, to a few hundred people at an open house pancake breakfast at the ranch. Subsequently, I taught a course at Woodbury University about Horses in myth, symbolism and culture in their Transdisciplinary Studies Department, testing the hypothesis further that horses can be used in non-traditional ways these days in order to educate, inform and empower ourselves and our relationships to others. I believe many understand that after thousands of years of the horse/human relationship from war, transportation, agriculture, etc., that horses are finally coming into their true purpose - which is to help us heal and transcend to a higher consciousness.

Working with horses as scene partners in performance has been deeply moving for many of the company members; some non-horse people, others are actors who rode but never in their wildest dreams thought they could ride in live theater. The work we do incorporates the horse but doesn't make it about the horse, like Cavalia for instance. We like to take existing works and have the horses as scene partners. We also perform in Commedia style- an Italian Renaissance type of street performance where the actors speak directly to the audience at times and then return to the scene. The comedy is broad and physical and is the basis for our modern TV Sitcoms.

So far, we are the only company in the world to perform Shakespeare on or with horses, and it's right here in Shadow Hills! Please come see our September show of fifteen scenes woven together by music, in the arena at Shadow Hills Equestrian Center. We've taken some liberties with the words and made it more inviting as a community experience. We are donating a portion of the proceeds to the Shadow Hills Riding Club that helps U.S. Veterans, people in sobriety from addictions, and disabled children and adults.

It is a fact that horses are extraordinary creatures, and never cease to amaze us on the depth of their being and the profound impact that they continue to have in our lives.

(See *Shakespeare & Horses*, cont'd on p.8)

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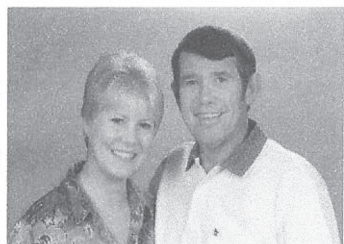


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Fran and Ray
You've been with us a long time, and we're grateful for your support of SHPOA and Shadow Hills. We wish you all the best!!

SAYING GOOD-BYE



Fran and Ray
 818 395 5363

It's been a great ride – we lived, we worked, we volunteered, we made great friends, and we had lots of laughs. Now we head up north – it's time for our retirement. Thank you to all our friends and associates who have made this ride possible.

(Shakespeare & Horses, cont'd from p.7)

The performance is outdoors in a theatrical setting at Shadow Hills Equestrian Center, 10263 La Canada Way, Shadow Hills, on Saturdays and Sundays during September (September 13-14, 20-21 and 27-28).

Advance sale tickets are now on sale on Brown Paper Tickets: <http://bpt.me/796453> starting at \$10. Walk up tickets will be sold if available. Free admission to those who want to volunteer usher, please contact Susan at info@equine-dell-arte.com.

For more information:

www.Shadowhills-Equestriancenter.com or
www.shadowhillsridingclub.org (non-profit 501 c3)

email: info@equine-dell-arte.com

Facebook: Equine dell Arte

Indiegogo: O! for a Horse With Wings! (short video is available to watch)



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Public Safety Scorecard for Shadow Hills

by Dave DePinto and Sue Mansis

With the goal of being proactive and accountable, SHPOA has put together a public safety scorecard for Shadow Hills. We intend to work on this scorecard on an ongoing basis with our new LAPD Senior Lead Officer. We often find ourselves reacting to the "issue of the day" when it comes to law enforcement and losing track of the broader, overall public safety picture. Also, with the frequent changes in personnel within LAPD and the often sporadic or lack of response from the department during emergencies of all kinds, we need to be vigilant, help our neighbors and keep track of what's working and what isn't.

We introduced this scorecard at our July meeting in human-size poster form and will bring it to every meeting moving forward. We will discuss and issue a grade for each area at every meeting. Our message to our residents and community is this: we cannot depend on state government, city government or law enforcement to do everything for us. Times have changed and an enlightened and activist community/neighborhood watches out for itself and, at the same time, holds local government and law enforcement accountable.

Our Neighborhood Watch program is a step in the right direction. Being organized and communicative is the next. Please let us know how you feel about the issues we've identified and any new law enforcement issues you'd like us to work on.

SHPOA		SHADOW HILLS PUBLIC SAFETY PROJECTS			
Shadow Hills Property Owners Association Dedicated to Preserving Rural Community					
ISSUE	NO PROGRESS	SOME PROGRESS	LOT OF PROGRESS	FIXED	
Drag Racing on Wentworth					
Wentworth Skid Marks, Donuts, Street Graffiti					
July 4 th Fireworks					
Exclusive Senior Lead Officer					
Speeding on Sunland Blvd.					
Speeding on Surface Streets					
Personal Crimes (e.g. burglary, thefts from cars)					
Mail Box Theft					
Recycling Bin Scavenging					
Dirt Bikes on Streets, Trails					
Drug Dealing					
Night Riding Safety					
Wentworth EQ Crossings					
Stonehurst & Stallion Market					
Homeless & Transients					
Other???					

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NHOER BBQ COMING!

By Mike Carpenter

The New "Heaven on Earth" Ranch (NHOER), will be holding its annual BBQ fundraiser on Saturday September 13th, 2014 starting at 6:00 p.m. The hosts are Bill and Gloria McCurdy and they are located at 10025 1/2 Foothill Blvd. (NE corner of Esko) in Lake View Terrace. Proceeds will go for the continued operation of NHOER, including the "Randy Horton" Riding Program, support for community projects such as the food drive and "Spirit of Johny Carpenter" Awards.

Last years BBQ saw over 120 attend, great food cooked by Phil Tabbi and his famous BBQ, music from the Reel Cowboys, silent auction, and program ponies available to ride. We will again have Phil Tabbi, the ponies and our silent auction will include family portrait sittings from the renowned Halper Fine Arts Studio in Los Angeles.

The theme is "Keep the Legacy of Johny Carpenter" alive. We encourage you to come in western cowboy attire. Tickets are \$25.00 advance purchase, \$30.00 at the door. \$40.00 a couple advance purchase, \$50.00 at the door. Sponsorships begin at \$100.00.

To purchase tickets, secure a sponsorship, donate to the silent auction, or for questions about the riding program, food drive and how you can participate, please call 818 470-5235, email: lamikec@yahoo.com. Visit us on our website: www.NHOER.org and see our new Facebook page (, New Heaven on Earth Ranch and indicate you like us. We hope to see you at the McCurdy's on September 13th!

NHOER is a CA based 501 c (3) public charity dedicated to the spirit of Johny Carpenter. All donations are tax deductible. ID# 27-2613489. Make all donations out to NHOER; 9845 Foothill Place, Lake View Terrace, CA 91342. 🐾



(High-Speed Rail, cont'd from p.5)

informed, to write letters, to attend meetings, to join SHPOA, to support Neighborhood Watch, to vote, and more? Thankfully, there is a core group of residents who do respond and become engaged when needed. Our residents must understand that broader involvement is needed and that we CANNOT depend on the State, we cannot depend on the City and we cannot depend on LAPD.

We may ask you to write letters or to attend hearings. However, I assure you that in the long run, you need not worry about this rail line coming through Shadow Hills. Together, we won't let it happen. We just have to play the game, attend lots of hearings, send lots of letters and this bad alternative will go away.

So, when you vote in November, while the Governor's re-election is virtually assured, if the State does not listen to us in the interim, you might consider a protest vote in the name of "No High Speed Rail through Shadow Hills." That might get the Governor's and the High Speed Rail Authority's attention. 🐾



Update on Possible Mandatory Reports by Vets - Part 1

by Elektra Kruger

One of the budget recommendations adopted as part of the Mayor's 2014-2015 Budget was to instruct the Department of Animal Services to report to the City Council's Animal Welfare Committee on the ramifications of requiring veterinarians to notify the Department when he/she has treated an unlicensed dog. The Department of Animal Services reminded the City Council in mid-August 2014 that the Los Angeles Municipal Code Section 53.53 requires a veterinarian who has vaccinated a dog for rabies to sign a certificate containing the owner's and dog's information and send it to the Department of Animal Services at the end of the month.

This essentially already addresses the issue of veterinarians having to notify the Department of unlicensed dogs because the Department checks the owner/dog information contained in the certificate against information contained in its own animal management database called "Chameleon". If there is no record of the owner/dog, the Department will send the owner a letter informing him/her that they must secure a dog license. The Department of Animal Services will be sending a letter to all veterinarians encouraging them to sell dog licenses which is a practice permitted by the LAMC. Veterinarians may purchase \$20 dog licenses for \$18 which they could then sell for the \$2 retaining the \$2 difference for themselves.

The budget recommendation also instructed the Department to include in its report the possible implications on spay/neuter exemptions from the license requirement. The Department of Animal Services intends to send letters to all veterinarians in the City encouraging them to participate in the Department's spay/neuter program by entering into Letters of Agreement (LOA) with Animal Services. Veterinarians with these LOAs will be paid the \$70 free certificate/\$30 coupon to eliminate or reduce the cost of sterilization surgeries. These veterinarians will be encouraged to assist in the spay/neuter of animals adopted at shelters. Increasing the number of veterinarians using the Animal Sterilization Fund will help reduce the number of animals finding themselves impounded and will help the Department achieve its "no kill" goal.

However the Southern California Veterinary Medical Association - a professional association for veterinarians in Los Angeles and Orange Counties expressed concern as to unintended consequences any requirement of this nature may have not the least of which is that pet owners will lose trust in the veterinary profession which will begin to be perceived as policing on behalf of the Department of Animal Services. To be continued in future issues of the SHPOA newsletter. 🐾



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Certification of the LA River Trail?

by Elektra Kruger

The 1,200 mile Juan Bautista de Anza National Historic Trail commemorates the 1775-1776 Spanish expedition from New Spain (Mexico) to Alta California (San Francisco). The trail was designated to be part of the National Trails System in 1990 to be administered by the National Park Service. Of that 1,200 miles, 250 miles so far have been "certified" by the National Park Service along the length of the trail. This "Certification" includes maintenance agreements, assuring unlimited access for all visitors and creating opportunities for hiking, biking and equestrian activities.

Within the City of Los Angeles, a seven mile stretch of the trail from Griffith Park to Downtown Los Angeles is known to us as the Los Angeles River Trail. The National Park Service, along with other partners, is in the process of certifying this Los Angeles River Trail section of the Anza Trail to provide a contiguous multi-use recreational area. Certification makes it easier for a trail to seek out grants and funding making it possible to serve and improve the River physically and historically. Certification will help ground significant historic events into the City's local history.

In early March 2014 Councilmember Mitch O'Farrell submitted a Resolution to the City Council to support National Park Certification of the Juan Bautista de Anza National Historic Trail along the Los Angeles River Trail within the City boundaries to promote shared recreational and educational objectives. The City Council approved the Resolution on June 27, 2014 and the Mayor approved it on July 2, 2014. 🐾

Funding for a Police "Party Car"

by Elektra Kruger

The Lopez Canyon Community Amenities Trust Fund provides funding for community amenities in the vicinity of the Lopez Canyon Landfill in Council District 7. The LAPD needs funding to deploy a "party car" during the summer months in the Foothill Division area and funds are available in the Lopez Canyon Amenities Fund.

In mid-June Councilmember Felipe Fuentes submitted a Motion to the City Council recommending that the Council resolve to transfer \$26,667 from the Amenities Fund to the Police Overtime Fund to support overtime costs associated with maintaining a "party car". Although speakers testified against the proposal, it was adopted in City Council on June 20, 2014, and approved in final by the Council and the Mayor in early July. 🐾

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Michele Purpora-Tardi
Owner & Trainer of Robele Farms

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Disclaimer- Michele Purpora-Tardi is not a DVM. Veterinary advice should always be sought at the onset of any injury or illness. © 2014 GSSM. All Rights Reserved.

(Record Drought, cont'd from p.1)

vote on whether it supported funding for a variety of water supply solutions.

Did you know it took last minute negotiations and deals to have water storage systems as part of the Water Bond.... in the midst of one of the most serious droughts in California's history? Did you know that part of that Bond might help fund a new, badly needed water treatment facility in the San Fernando Valley that would lower our need for expensive imported or recycled water? Did you know that the Water Bond, which will be Proposition #1 on the ballot, will also help fund water conservation, recycled water and storm water capture programs?

The Water Bond is a good idea that you should become more informed about and consider supporting. Water is far more fundamental to our well-being than High Speed Rail, so please get informed and vote!

Snip off the page at right and post it in your home as a reminder for your family members to use water wisely.

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