

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 38, Issue 2

March-April 2015



High Speed Rail – *P-r-o-c-e-s-s* This!

By Dave DePinto

"It's a p-r-o-c-e-s-s...." Those are the three most frequently heard, numbing and expensive words you'll ever hear high speed rail and government officials say about our present dilemma.

High speed rail still hangs over our heads as Spring nears. That's 6 months and counting of uncertainty, frustration, fear, anger and disappointment in our State and local governments. Regardless of how you voted on high speed rail back in 2008, there is no doubt the version of high speed rail facing impacted communities right now is not what was voted for and needs serious revision and attention. But we keep being told there is a p-r-o-c-e-s-s.

The few supporters we find for high speed rail tout the program's potential for reducing air pollution and for creating jobs. And HSR advocates tout the project's ability to reduce asthma along the San Fernando Road corridor. However, we've seen studies that show it will take anywhere from 30-70 years for the air quality benefits to outweigh the construction and operations impacts, and the jobs benefits are simply non-existent in our area. Not one local job has been created to date and none will be in the foreseeable future. Why are we talking about jobs creation by a project that was originally funded for about \$10 billion will cost over \$100 billion? That's a jobs and taxpayer "killer" and there are far better returns on investment than the current high speed rail boondoggle. Yes, that p-r-o-c-e-s-s costs a lot of taxpayer money, your money!

High speed rail officials, and some electeds, talk about studying alternatives and routes for high speed rail under

(See "*HSR-Process*" on page 2)

WANTED:

New Neighborhood Watch Coordinator

By Sue Mansis

SHPOA now is seeking a new Neighborhood Watch Coordinator. Since its inception, Shadow Hills' volunteer Neighborhood Watch program has worked diligently and conscientiously to garner the respect and trust of residents and local law enforcement agencies alike. We have gained over seventeen official Neighborhood Watch block captains and many more who unofficially get involved to help their neighborhood and report crime or suspicious behaviors on a regular basis.

LA Police Department, LA Sheriff Department and LA Valley Traffic have pointed to SHPOA's Watch program as a model of an exemplary Neighborhood Watch program. On a recent meeting at the Foothill Division with our Senior Lead Officers, we were pleased to see maps showing low incidents of crime in the preceding weeks.

LAPD provides Shadow Hills with TWO Senior Lead officers, each with their own "Areas": SLO Rich Wall serves Stonehurst, Sun Valley and Shadow Hills residents on the south side of Stonehurst (all with zip codes 91352) and on the east side of Sunland Blvd., up to Green Verdugo Road and Sunland Way. SLO Cesar Contreras serves the rest of Shadow Hills from the north side of Stonehurst, to the west side of Sunland Blvd., to Wentworth Street, up to the 210 freeway and into Sunland.

Senior Lead Officers are responsible for all that is reported from their areas, so it's critical that the Neighborhood Watch Coordinator and block captains work closely with their two SLOs to report crime or suspicious behavior and aggressively pursue follow-up where needed. Law enforcement agencies appreciate our organized Watch program because they can count on us in real time to be responsive, reliable and resourceful when they need to alert our residents, solve a community issue or track

(See "*Neighborhood Watch*" on page 8)

SHPOA Community Meeting
Wednesday, April 22, 2015 – 7:00 p.m.
Tierra del Sol – 9919 Sunland Blvd.

ON THE AGENDA:

- **Q & A with Councilman Felipe Fuentes**
- **Updates on CAHSR Issue**
- **Neighborhood Watch Block Captains Needed! Starts here, then pp. 8-9...**

REFRESHMENTS PROVIDED

2015 SHPOA Board Members**Executive Officers**

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	Tamara Loperfito	
	reddogs3@ca.rr.com	
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	36373@lapd.lacity.org	
	LAPD Foothill Div. Front Desk	
	818-756-8861	
<i>Sun Valley/Shadow Hills West</i>	Rich Wall	818-634 -0755
	30204@lapd.lacity.org	
Foothill Trails District Neighborhood Council (FTDNC):	www.ftdnc.org	
<i>West Shadow Hills/ Stonehurst:</i>	Terry Kaiser	
	hdconcerns@ca.rr.com	
	Robert (Bob) Bell	
<i>East Shadow Hills/East LVT:</i>	Dale Gibson	968-8670
	Mike Carpenter	470-5235
	lamikec@yahoo.com	

("HSR-Process" cont'd from page 1)

the presumption that it has to happen. As Congressman Schiff stated in his letter calling for all the Forest and East Corridor routes to be "scrapped," they are starting with the conclusion and working backwards. That p-r-o-c-e-s-s is similar to that which dozens of impacted communities have been living for the past decade related to the 710 freeway extension project. The "scoping" phase of that project was in early 2011 and the 2,260-page draft EIR (Environmental Impact Report), which was budgeted at over \$37 million, was recently released on March 5, 2015 and the final Environmental Document is still at least 4 months away...more than four full years of p-r-o-c-e-s-s! That p-r-o-c-e-s-s is going to be replicated here in the northeast San Fernando Valley unless we fight and unite and get action from our government representatives.

Fortunately, more than 2,000 of our united Foothills communities made an emphatic statement on January 13th by turning out to All Nations Church to learn more about high speed rail and what we can do about it. This meeting was a key moment in the history of this area as leaders from many communities with decades of service to our communities spoke out in unity against high speed rail. Many stood and applauded, and laughed and cried when an emotional video highlighting the beauty of our area was shown in the jam-packed All Nation's Church (view the video: <https://www.dontrailroad.us/videos/>).

Coupled with near unanimous opposition from residents and businesses along the San Fernando Road corridor, you'd be hard pressed to find anyone in Council District 7, Assembly District 39, Senate District 25, Supervisorial District 5, or Congressional District 28, let alone the entire northeast San Fernando Valley, who supports current plans by the high speed rail Authority. Yet, despite all our letters, all the meetings we've been to, and all the voices that have spoken in opposition, too few of our local elected officials are supporting us and the p-r-o-c-e-s-s drags on.

Communities are stressed not to oppose one another as they seek relief from the damage imminent with existing proposals and property values are held hostage by the threat of 10-15 years of environmental studies and negative construction impacts. Significant amounts of time and focus from many community leaders and organizations such as SHPOA and our Neighborhood Councils are away from normal community improvement work and toward participating in this p-r-o-c-e-s-s.

Maybe HSR's strategy is to p-r-o-c-e-s-s us to death. To wear us out. To outlast us with the billions of dollars they will spend. But we are digging in to fight. As our popular Op-Ed stated clearly (read the Op-Ed: <https://www.dontrailroad.us/hsr-dead-in-its-tracks/>), this p-r-o-c-e-s-s of community meetings, tours and feedback may be high speed rail's last chance to succeed, lest it be "dead in its tracks" right here in the northeast San Fernando Valley because people are waking up and organizing to protect their homes, businesses and communities.

We are uniting, not only within the Foothills communities, but with residents along the San Fernando Road corridor. Partnering with residents in Burbank and the Santa Clarita and Antelope Valleys could be next. We're not taking anything for granted. As we've said from the start,

("HSR-Process" cont'd, text column at right)

Membership Reminder

By Eric Stein

Time for spring cleaning! For some of that means taking the SHPOA membership envelope included in the January newsletter off of your desk and placing it in the mail along with your \$25 dues payment. Please do us the favor of sending in your renewal or new application soon to spare us the cost of re-mailing the information later this year. You may also visit our website www.shpoa.us.

Your donation helps support all of SHPOA's activities including this newsletter, Daily Fodder, Neighborhood Watch, S.A.F.E. Coalition, advocacy on land use issues, bi-monthly meetings and more.

Thank you.

high speed rail needs to be done right nor not at all. We'll be challenging all of their assumptions such as even having a station in Burbank. We're studying every legal avenue open to us.

It's been 6 months. It's interrupted our summer vacations. It's ruined our holiday period. It's cast a dark shadow over the beauty of our communities, open space and National Forest on a daily basis. Everywhere you walk, ride or travel in our communities you are haunted by the specter of the train, the tunnel openings, the bridges, the threat to our water, the noise, the vibration and the permanent change to this area's outstanding character and quality of life. It's taking volunteers away from good work and many of us away from our families and our employment.

The entire northeast San Fernando Valley has stated repeatedly to high speed rail and our elected officials that we do not want the project, that proposed alternatives are not acceptable and we want our peace of mind and vision for our shared future returned to us. The p-r-o-c-e-s-s continues with tours, community meetings, legal letters, tracking every step HSR makes, working with elected officials, working with the press and doing our own environmental and scientific research.

Right now, we are asking you to remain informed and to be ready to take action. We have created a very comprehensive website that will keep you up-to-date (www.DontRailroad.Us). We have about 40 volunteers who meet every other weekend to plan and strategize. Many of us have been appointed to or have been attending community advisory meetings that feature a semblance of two-way communications with high speed rail representatives. They are starting to present new concepts and new routes for our consideration, some of which show some improvement. It's a start, but we are far from satisfied and we are reminded it's a p-r-o-c-e-s-s.

Soon, we will again be asking you to write letters, make donations to our legal fund, or attend meetings, rallies and special events. Our short-term goal remains to remove current proposals from the environmental review p-r-o-c-e-s-s. If that leads to efforts to kill the project completely in the San Fernando Valley and the State of California remains to be seen.

Volunteers are always needed and you can contact us at safe@dontrailroad.us. Thank you. ♡

Shadow Hills Property Owners Association

SHPOA

Membership Form

Shadow Hills area residents, it's time to join SHPOA for the 2015 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: _____

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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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Updated High Speed Rail Timeline

By Dave DePinto

As we go to print, the most important activity occurring is ongoing, in-depth review of (with the intent of disqualifying) proposed high speed rail routes as well as research of potential new routes for inclusion in the environmental review p-r-o-c-e-s-s. Here's a sampling of what's happened since the large community meeting on January 13th at All Nations Church, as well as what lies ahead.

- Saturday, January 24 – S.A.F.E. Coalition leaders met with Congressman Adam Schiff
- Monday, January 26 – S.A.F.E. Coalition update provided to FTDNC Equestrian Committee
- Tuesday, January 27 – S.A.F.E. Coalition update provided to Hansen Dam Advisory Committee
- Saturday, January 31 – S.A.F.E. Coalition working group met at Sun Valley Community Church in Sun Valley
- Tuesday, February 3 – KCRW airs feature story about S.A.F.E. Coalition on "Which Way LA" with Warren Olney and Saul Gonzalez
- Saturday, February 7 – S.A.F.E. Coalition presentation at Sunland/Tujunga Neighborhood Council Town Hall meeting
- Tuesday, February 10 - S.A.F.E. Coalition presentation to Crescenta Valley Chapter Sierra Club
- Wednesday, February 11 – S.A.F.E. Coalition attended Pacoima Neighborhood Council meeting
- Monday, February 23 – Tour East Corridor Routes with California High Speed Rail Authority Chairman, Dan Richard
- Monday, February 23 – attend first community advisory committee meeting organized by CHSRA at Sun Valley Community Church
- Tuesday, February 24 – S.A.F.E. Coalition presents real estate information meeting for residents at All Nations Church (view the video: <https://www.dontrailroad.us/videos/>)
- Thursday, February 26 – small group meeting with CHSRA representatives re: route updates
- Thursday, March 5 – small group meeting with CHSRA representatives re: route updates
- Monday, February 23 – Monday, March 9 – attend various community advisory committee meetings organized by CHSRA in Santa Clarita, Sylmar, Shadow Hills, Sun Valley, San Fernando and Burbank
- Saturday, March 8 – S.A.F.E. Coalition working group met at Dexter Park in Kagel Canyon
- March, April, May and June – S.A.F.E. Coalition meetings with CHSRA and working group continue on regular basis
- April 2015 – next round of CHSRA community advisory meetings to occur
- May/June 2015 – next community meeting at All Nations Church in Lake View Terrace
- June 2015 – CHSRA staff plans to present route alternatives to be considered in environmental studies to CHSRA board of directors
- June 2016 – Draft Environmental Document to be released (likely to be delayed)
- June 2017 – Final Environmental Document to be released (likely to be delayed) 🐢

Stormwater Management Guidelines

by Elektra Kruger

When it rains, large volumes of water flow onto our streets ultimately being carried through a number of waterways to our ocean taking street pollution and debris with it. In early July 2014, Councilmember Felipe Fuentes submitted a Motion to the City Council asking City departments to work collaboratively along with the City Attorney to develop a Draft Ordinance that would require all public street construction/reconstruction projects to incorporate Stormwater Management Guidelines. Numerous organizations submitted letters to the City supporting this Motion among them being the LA River Revitalization Corporation.

Over 300 neglected street-ends abut the LA River resulting in wet-weather run-off of debris and pollutants into the LA River requiring water treatment downstream in Long Beach. Improving the infrastructure of these street-ends along the river would not only benefit the local streets overall, but would lead to a cleaner, greener and more usable LA River waterway. The Los Angeles River Corporation envisions addressing this environmental impact by creating street-end pocket parks called Rio Vistas which, aside from serving as neighborhood gathering places and River access points, would contain wet-weather run-off infiltration areas to help sustain water supply to the local watershed thereby reducing our dependence on imported water.

Currently, instead of being viewed as a resource, run-off is seen as a problem that must be pushed "out of my backyard" as quickly as possible as that has historically been the function of the LA River -- get it out to the ocean ASAP. The Los Angeles River Corporation feels that the "green street infrastructure" of the Stormwater Management Guidelines would provide the tools needed for them to bring their visions to reality.

In mid-February 2015, at a joint session of the City Council's Public Works and Energy and Environment Committees, an organization known as the Tree People also testified in favor of having this Ordinance drafted. At this same session the City's Bureau of Sanitation and Bureau of Engineering jointly presented a Green Sustainable Streets presentation. The overall goals noted in this presentation included conversion of public right-of-ways and parkways into multi-beneficial open space areas to be used for the improvement of stormwater quality, augmentation of our local water supply by harvesting rainwater and improvement of our flood management systems.

SHPOA will provide you with further up-dates in the establishment of, and implementation of, these Stormwater Management Guidelines in future issues of the SHPOA Newsletter. 🐾

How To Register Your Horse

- **East Valley Feed and Tack** has licensing forms and will submit checks on your behalf to the City (they do not handle credit cards).
- Register online: www.laanimalservices.com/Laws_Policies/Dog_License.htm
- Visit in person: East Valley Animal Control located at 14409 Vanowen Street, Van Nuys CA 91405
- For more information call: 888-4LAPET1 or 888-452-7381.

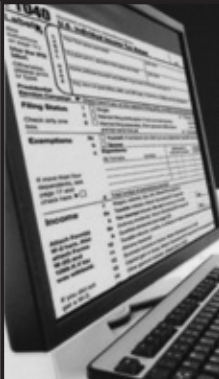
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From the SHPOA Board of Directors:

Dear Readers and Advertisers:

We want to thank you for your ongoing support and ask for your understanding. This is a very hard time for SHPOA and surrounding communities due to high speed rail. No less than half our board is integrally involved in the high speed rail fight. A typical week has us out at meetings 2-3 nights a week and on most weekends. As you can see from the number of meetings shown in the article in this newsletter, the time away from normal personal and SHPOA business is extraordinary.

We are doing our best to keep this newsletter, Daily Fodder, Neighborhood Watch, Meetings and other SHPOA services going. This is an unfortunate consequence of the high speed rail debacle – SHPOA and many other community service organizations are dipping deeply into their reservoir of volunteer hours and goodwill. We are close to burnout. New volunteers would help, so please consider volunteering your assistance.

The other cure is to win the battle against high speed rail in the short term. So when we ask, please give it all you can in the hope of seeing life return to normal here in Shadow Hills and our Foothill communities.

Thank you.

Easiest Way to Make a Difference

By Mike Carpenter

New "Heaven on Earth" Ranch (NHOER) has just become part of the Ralphs Community Contribution Program. Anyone with a Ralphs Club Card can participate. A one time scan of the bar code on the letter provided by Ralphs is all it takes. When you do any future shopping at Ralphs, they will donate 5% of your purchases to NHOER.

It will not cost you anything extra. It is confidential, NHOER will never know that you are registered, only receiving the results from Ralphs. It is a great way to help. To receive a copy of the letter, you can go to www.NHOER.org and go to the DONATE link and click on the Ralphs Program to download the letter. You can go to our Facebook page under New Heaven on Earth Ranch and scan the letter from the posts or you can email; lamikec@nhoer.org, to have the letter attachment emailed to you in a "pdf" format.

This program is ongoing. Your support is much appreciated! "New Heaven on Earth Ranch" is a CA based 501c(3) public charity. ID# 27-2613489. All donations are tax deductible. 9845 Foothill Place, Lake View Terrace, CA 91342. 818 470-5235. (www.NHOER.org; like us on "Facebook at New Heaven on Earth Ranch."

Important 2015 New Heaven on Earth Dates

JUNE

- 2nd Annual "Johnny Carpenter" Film Festival. Location and Date TBA.

SEPTEMBER

- 4th Annual Summer BBQ. Saturday, September 12, 6:00pm.

NOVEMBER

- 3rd Annual Community Food Drive. Saturday, November 21 10 a.m. – 3 p.m.
- 15th Annual "Spirit of Johnny Carpenter" Awards. Saturday, November 21, 5 p.m.

"RANDY HORTON" RIDING PROGRAM

by Mike Carpenter

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Contact information below.

TO BOOK: email to lamikec@nhoer.org.

Call 818 470-5235.

Location: 9845 Foothill Place,
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Severe Drought Continues – Conserve Now!

By Dave DePinto

The winter is nearly over and water conditions in the state of California remain dire. While precipitation has crept up along with some reservoir levels, the snowpack and groundwater levels are very low. Thus, all of us must help save water. For the City of LA, allowable watering days are based on the last number of your street address:

- Odd Number: Mondays, Wednesdays, and Fridays
- Even Number: Tuesdays, Thursdays, and Sundays

For information about water use restrictions, water conservation, rebates and more, visit DWP's website: <http://www.ladwp.com/WaterConservation>.



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THEODORE PAYNE FOUNDATION SPRING EVENTS



12th Annual Theodore Payne Native Plant Garden Tour

Saturday & Sunday

March 21 & 22, 10:00am-5:00pm

A self-guided county-wide tour of 47 beautiful and inspiring gardens.

Tickets at theodorepayne.org

Poppy Days Plant Sale

Friday & Saturday

March 27 & 28, 8:30am-4:30pm

Discounts on plants, seed and TPF gear

Both days: Members 15% off all day; Non-members 10% after 11:00am

Not yet a member? Join at the door.

Native Plant Week Symposium, Wildflower Show & Plant Sale

Saturday, April 18, 9:00am-4:00pm

At Sepulveda Garden Center, 16633 Magnolia Bl., Encino 91436

Co-sponsored by the Theodore Payne Foundation and the California Native Plant Society, LA/Santa Monica Mts. Chapter

**Theodore Payne Foundation
for Wild Flowers and Native Plants**

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Illustration of Western Redbud © Gene Bauer

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("Neighborhood Watch," cont'd from page 1)

down a time line or pattern for crime in the local area.

The desired Coordinator is an appointed member of the SHPOA board of directors and works closely with the SHPOA Board, our Senior Lead Officers and block captains. A sizable community like Shadow Hills has always benefited from a Watch Coordinator who helps organize communication between agencies, responds with and provides stability for resident concerns and complaints, brings many issues before higher authorities for help and results, answers calls for immediate community alerts and interfaces with local agencies beyond law enforcement when needed.

Training will be provided and no experience is necessary, however, a caring and diligent attitude and heart for the community is a must! Our approach is fourfold: you the Coordinator, our block captains, local law enforcement agencies and SHPOA - joining together to strengthen and increase our effectiveness for all. 🐾

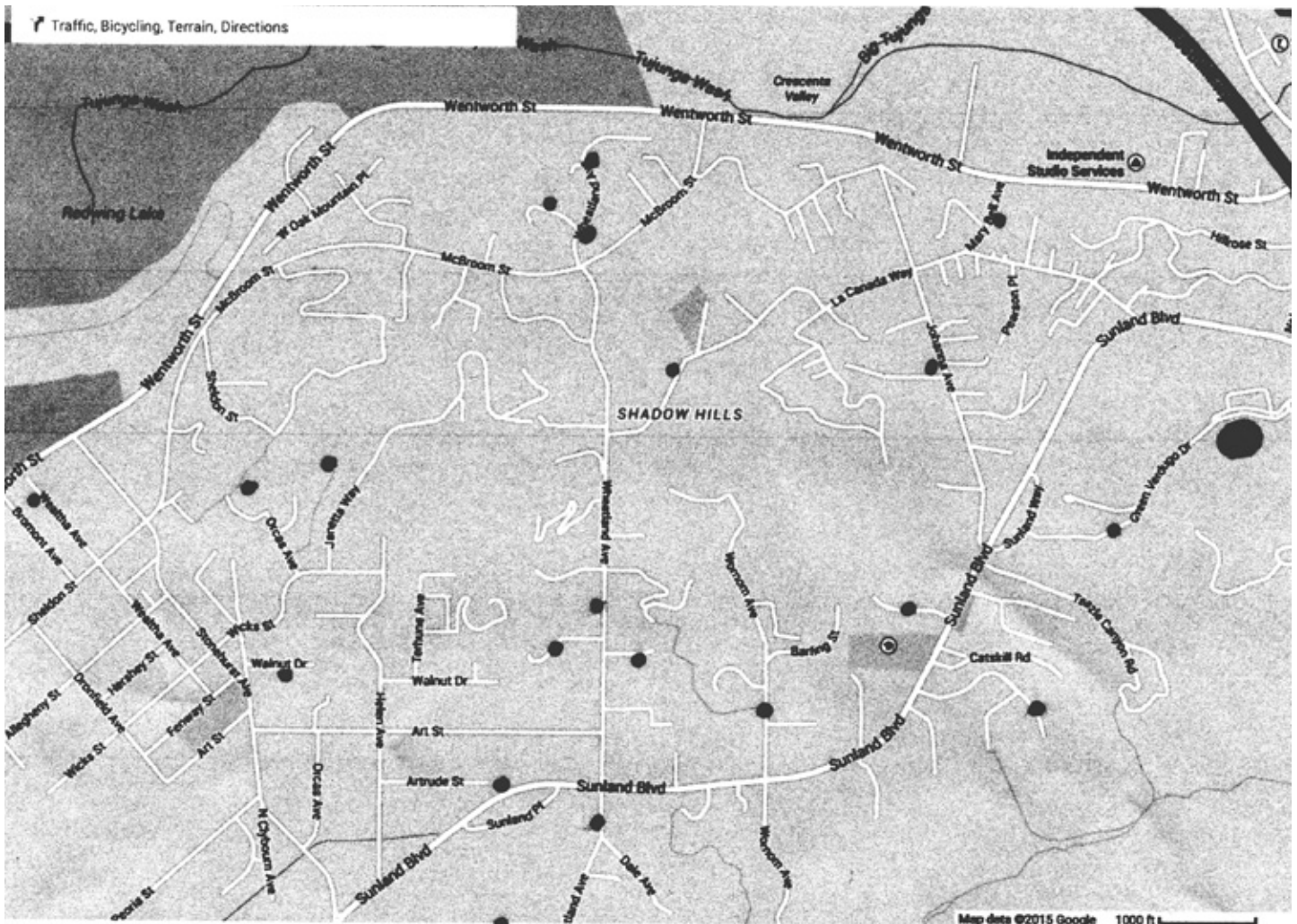


Block Captains Save the Day!

By Sue Mansis

Just recently, two block captains were standing outside talking on their street in Shadow Hills when they noticed a young girl approaching a house down the block. Being naturally suspicious because of a recent burglary on their street, they watched intently as the girl disappeared through a side gate. Exhibiting wise judgment, they phoned the neighbor whose gate it was to ask if she was expecting anyone at that time. When the answer was "NO" the block captains sprang into action: calling 911 to report a "crime in progress." Within minutes, LAPD dispatched two cars and a helicopter for air support. Suddenly an older model large gold car pulled up on the wrong side of the road just as the police rounded the street. The block captains shouted "Go after that gold car!" They instinctively knew it was up to no good and most likely connected with the suspicious girl behind the gate. The police quickly detained the occupants of the gold car and arrested the girl behind the gate. Turns out she had taken a 15 lb. weight to break open the lock on a side door of the house behind the gate, and one of the accomplices in the gold car was a recent parolee who police recognized. The girl is serving time in jail; charges for the occupants of the gold car are unknown at this writing. Less than two weeks prior to this one, there was another burglary several streets away, and LAPD detectives are further investigating any similar connections. A happy ending for the homeowner and a successful foil because of watchful and quick thinking Block Captains! Imagine what your street could do with a block captain or two!

"...the block captains sprang into action: calling 911 to report a "crime in progress." Within minutes, LAPD dispatched two cars and a helicopter for air support."



Volunteer Job Description: Neighborhood Watch Coordinator

- Coordinate with and continue to seek new block captains
- Organize meetings for the public and with block captains
- Interface with local police, sheriff, traffic and fire departments as needed
- Present brief updates at 5-6 SHPOA meetings annually
- Respond to emails/phone calls re: neighborhood issues and distribute to correct authorities
- Provide follow up & report on various issues
- Write update article for each SHPOA newsletter
- Time output varies: minimum 1-4 hrs weekly

If you are interested in learning more about this opportunity, please contact Sue Mansis (818-554-8113; suemansis@shpoa.us).

“Your SHPOA Neighborhood Watch is grateful for the many block captains who have volunteered time and effort to help keep their street informed and unified against crime. The small dots on the map indicate a street or area where there is an active block captain. Please note areas that are not yet covered and consider stepping up to join Neighborhood Watch or create one on your street. The time commitment is easy but the rewards are tremendous!”

“We are not afraid to follow truth wherever it may lead, nor to tolerate any error so long as reason is left free to combat it.”

*Thomas Jefferson
Letter to William Roscoe
[December 27, 1820]*



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Increase House Cats from 3 to 5?

by Elektra Kruger

Over the years, the City has undertaken many efforts to reduce the number of stray cats and increase the number of cat adoptions from its shelters. In February 2008, the City adopted a Spay and Neuter Ordinance that requires all cats in the City to be spayed or neutered after the age of four months. The City also sponsors numerous "Adopt a Pet" programs along with other rescue organizations.

The latest effort has been the enactment of a City Ordinance prohibiting pet shops from selling dogs or cats that have not been provided through City shelters or legitimate rescue organizations thereby eliminating support of the puppy/kitten mill trade. Currently the Los Angeles Municipal Code prohibits a resident from owning more than three cats at any one time. To have more than three cats, the resident must qualify to be, and obtain a permit to be, a kennel. This does limit somewhat the number of everyday "forever homes" available to shelter cats and puts them at greater risk of being euthanized.

One possible means by which the number of euthanizations might be lowered in our City shelters is to increase the number of cats that may find everyday "forever homes" to call their own. To implement this proposal, Councilmember Paul Koretz has sought a plan that would implement an amendment to the Municipal Code to allow for the increase in the number of cats allowed in a residential home to five.

This is not the first time an effort has been made to increase the number of allowable residential cats. Way back in 2006, the Board of Animal Services Commissioners considered issuing non-commercial "multi-cat" permits for more than three residential cats as long as all cats are spayed or neutered, microchipped and the location is not used for any commercial purpose such as breeding, sales or boarding. These permits would differ from those that would be issued to Cat Kennels whose definition would be altered to read as any commercial facility used for boarding, breeding and/or sales of cats.

The Municipal Code defines a Cat Kennel as any location where four or more cats are kept or maintained for "ANY" purpose and that no such Kennel may be operated without first obtaining a permit to do so from the Department of Animal Services. Requiring a non-commercial multi-cat permit theoretically was intended to insure that animals are provided with proper care - monitoring possible cruelty, being provided adequate/proper food and water and maintaining a sanitary environment. Perhaps given the possibility of permitting an unlimited number of cats it might make sense to require a non-commercial multi-cat permit

Further information related to the possible increase in the number of allowable residential cats in the City of Los Angeles from three to five will be further investigated in future issues of the SHPOA newsletter. 🐾

"Among the three or four million cradles now rocking in the land are some which this nation would preserve for ages as sacred things, if we could know which ones they are."

Mark Twain (Samuel Langhorne Clemens)
Answering a toast "To the Babies" at a banquet honoring
General U. S. Grant [November 14, 1879]

LA's Tree Trimming Services

by Elektra Kruger

The City of Los Angeles has a huge and growing urban forest that needs constant maintenance. The current climate conditions as well as the continuous growth of our urban forest raises the need to revisit funding sources as well as possible changes to the policy of the Bureau of Street Services street tree trimming cycle. The City funding of the Urban Forestry Division has been greatly reduced cutting tree trimming resources to a minimum. Tree branches however do continue to grow and have become an issue as they cover street signs and traffic signals.

In mid-February 2014, Councilmember Tom LaBonge submitted a Motion to City Council asking that it call upon the Department of Public Works to report on the status of the City's Street Tree Policy and to provide recommendations for revisions to the policy to meet the City's changing street tree needs and challenges. The Motion also asked that the City's Administrative Officer be directed to seek funding sources to pay for needed tree trimming services to ensure public safety along the City's roadways. The Motion was referred to both the City Council's Public Works Committee and Budget and Finance Committee for their review and recommendations.

When brought before the City Council's Public Works Committee for their review and recommendations in early May 2014, the Committee added two further recommendations. One was for the City's Administrative Officer to report with an analysis of direct and indirect costs of using contract crews as opposed to city crews to undertake responsibility for meeting the ever increasing needs to maintain the City's Urban Forest. The second was to call upon the Bureau of Street Services to report on the feasibility of consolidating all tree trimming services including those performed by the Department of Recreation and Parks, the Harbour Department, the Department of Water and Power into the Urban Forestry Division of the Bureau of Street Services.

This would certainly make sense since currently each of these Departments have different goals when it comes to their pruning activities. I do remember one time when Water and Power came through pruning street trees to protect power lines from damage by street tree branches. It was not too many weeks later that Street Services came through the very same streets making the 15' cuts of branches overhanging the roadways. These two activities could certainly be consolidated into a one-time pruning/cutting cycle and handled by a single crew made up of members trained in pruning techniques needed for clearing power lines and members trained in cutting/pruning branches hanging low over roadways and blocking street signs and traffic signals.

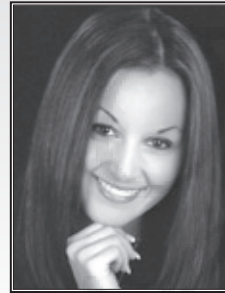
Also in early May 2014, The TreePeople submitted a letter to the Public Works Committee which fully supported any and all efforts to increase funding for the Urban Forestry Division and more frequent maintenance of Los Angeles street trees, however they also emphasized that, if not done correctly, pruning activities could actually be

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(See "Tree Trimming" on page 14)



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Removal of Private Property from our Sidewalks

By Elektra Kruger

The LAMC states that "no person shall leave or permit to remain any merchandise, baggage or any article of personal property upon any parkway or sidewalk. Provided that boxes, barrels and other receptacles for merchandise may be unpacked and their contents removed upon parkways or sidewalks." However, we are all aware that "personal items" are being stored on our public sidewalks for extended periods of time causing visual blight to our neighborhoods as well as impeding ease of use for pedestrians.

But recent Court actions have been significantly hampering the City's ability to enforce this code blocking its ability to remove these "personal items" from sidewalks and parkways. The courts have stated that prior to removal of personal items there must be notification of pending removal and arrangements made for interim impound storage.

In order to abide by these recent court rulings, in early December 2014, Councilmember Mike Bonin submitted a Motion to City Council asking that they request the City Attorney prepare an amendment to the Los Angeles Municipal Code regarding leaving personal property on public sidewalks or parkways to also include a provision for requiring notification of pending removal and interim storage. The Motion came before the City Council in late January 2015 and the City Council did adopt the Motion at its January 20, 2015 session. In mid-February 2015, the Office of the City Attorney requested a closed session with the City Council to discuss the issue with legal counsel and obtain advice regarding any potential litigation that might arise as it relates to storage of personal property on City sidewalks, as well as to discuss the overall validity of the Los Angeles Municipal Code itself.

In preparation for this closed session, the City Attorney's Office did prepare a Draft Ordinance for review which would amend the Los Angeles Municipal Code which would regulate storage of unauthorized personal property in public areas, allow for impoundment of these items after sufficient pre-removal notice and lay out provisions for post-removal notification. Also included would be conditions upon which such property may be destroyed. The Draft Ordinance prohibits the unauthorized storage of personal property on any property that is owned, managed or maintained by the City including sidewalks, streets and buildings.

This Ordinance will not cover City parks because there was a separate Motion submitted asking that a Draft Ordinance be prepared by the City Attorney's Office relative to unauthorized storage of personal property in City parks. City Council adopted that Motion in early November 2014 and the City Attorney's Office is working on that as a separate Draft Ordinance as well.

Now back to the proposed amendments to the Los Angeles Municipal Code as it relates to unauthorized storage of personal property on public sidewalks. First, there must be a 24 hour pre-removal notification after which, if the items are not removed, the City may impound them. Moving the property to another public location will not constitute "removal" by the owner any more than moving your car parked on a public street three feet after

the legal three day stationary limit would be considered moving your car.

Once impounded, the City must store the private property items for 90 days after which, if not picked up, may be destroyed. The Draft Ordinance does have provisions that would allow for immediate impoundment and even immediate destruction without notice if it is determined that the items harbor immediate health and/or safety risks such as vermin infestation, potential to spread disease or contains evidence of a crime or contraband. Additionally, bulky items may be immediately removed and discarded. If the private property has been left within 10 feet of any operationable entrance, exit, driveway or loading dock, it may be removed without prior notice, but these items must still be impounded for 90 days and post-removal notification must be provided. The proposed Items presented in the Draft Ordinance will be reviewed in greater detail in a future issue of the SHPOA newsletter.

Pre-Removal Notice for Removal of Private Property from Public Sidewalks

By Elektra Kruger

What constitutes "pre-removal notice" per the Draft Ordinance? The pre-removal notice shall be deemed to have been served if a written notice is either handed to the person storing the "personal property" or a written notice is posted conspicuously on the personal property itself. Well, given all the information that a pre-removal notice is supposed to list per this Draft Ordinance has to be "conspicuous" - it would almost fill the pages of a novel. But I can appreciate why. Every attempt is being made to avoid any loopholes the courts can grab hold of to still essentially invalidate the essence of Section 56.11 of the LAMC. The pre-removal notice has to list:

- A general description of the personal property to be removed and the location from which it is being removed
- The date and time the notice was posted
- That the personal property is in violation of LAMC Section 56.11 Subsection 3(a)
- That the personal property will be impounded if not removed from public areas within 24 hours
- That merely moving the personal property to another location in a public area will not be considered "removing" personal property from a public area
- Where the removed personal property will be stored along with a telephone number and an internet website (do all our transients have computers in their shopping carts these days?) through which a person can get information as to where impounded properties are being stored.
- That impounded personal property may be discarded if not claimed within 90 days after impoundment.

Whether this Draft Ordinance amending the Municipal Code as it relates to unauthorized storage of personal property on public sidewalks is successfully adopted by the Los Angeles City Council or will face legal challenge will be explored in a future issue of the SHPOA newsletter. 🐾



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("Tree Trimming " cont'd from page 11)

detrimental to the health of trees. This could include such things as:

- Faster, cheaper pruning is, more often than not, incorrect and damaging
- Communities often expect trees that have a fancy "well-pruned" look to them which may actually be hazardous to the health of the tree. Each tree should be individually assessed and have only truly necessary pruning cuts made
- Because there is no guarantee when the tree will next be on the list to be pruned, more "live wood" gets removed during any given pruning cycle.
- All trees in the path of a defined pruning cycle are pruned whether they need it or not. Each tree should actually be individually assessed for its specific pruning needs and be pruned only if needed to provide clearance or to remove potentially hazardous branches.

Pruning activities that do not follow scientifically-based Best Management Practices could easily subject trees to increased occurrence of disease, vulnerability to pests and weak branch structures/attachments increasing the chance that the tree may actually become a liability to the City. To be continued in future issues of the SHPOA Newsletter.

The Public Works Committee then forwarded the Motion to the Budget and Finance Committee for their additional review and recommendations. There was actually a two year hiatus of all street tree trimming activities during the recession and a limited program was re-instituted for the 2011-2012 fiscal year and each fiscal year after that, but due to inadequate staffing this work had already been CONTRACTED OUT - and that was not particularly successful. Councilmember Jose Huizar reported that in his Council District - CD14 - over 2,500 trees had been approved and funded for trimming over a three year period and as of late March 2014 still had not been trimmed. To be continued in future issues of the SHPOA newsletter. 🌳

Toyon and Mexican Elderberry to be Protected

by Elektra Kruger

In December 2013, the Public Works Committee of the Los Angeles City Council recommended the Council approve a Motion directing the Department of City Planning and the Bureau of Street Services to prepare and present a report relative to the feasibility of adding the Toyon and the Mexican Elderberry to the Los Angeles Protected Tree List. There are currently four trees classified as protected trees - the Oak, the Southern California Black Walnut, the Western Sycamore and the California Bay.

Any removal of a protected tree in a project requiring an environmental review requires mitigation of the tree's removal. In 2012, the Toyon was designated as the City of Los Angeles' official native plant. The Toyon attracts butterflies and was, and still is, a popular food source for local Native Americans. The Mexican Elderberry is native to California as well as elsewhere in North America. Its fruits serve as a food source for over 50 species of

songbirds, upland game birds and small mammals. Deer browse on the twigs, foliage and berries.

The shrub provides excellent nesting cover for small birds. It has been a while since the Committee submitted its recommendation to the City Council - at long last the Motion was placed on the January 27, 2015 City Council agenda for a final vote and was adopted. This approval however does not mean that the Toyon and Mexican Elderberry have yet made it to the Protected Tree List, it means only that the City Council has directed the Department of City Planning and the Bureau of Street Services to report on the "feasibility of" placing the Toyon and Mexican Elderberry on the Protected Tree List. 🐾



Cash in Your Dead Lawn?

by Elektra Kruger

Up to 60% of an average residential customer's water usage is on outdoor irrigation. In an effort to encourage City residents to replace their water guzzling lawns with either drought tolerant landscaping or decorative hardscape, the DWP created a "Cash-in-your-Lawn" program in which by proving you initially had a green lawn with a photograph of that lawn and then providing a photo of the new landscaping showing a change-over to drought tolerant landscaping or decorative hardscape you would be eligible for a \$3.75 per square foot of green turf removed.

But what about those people who already either allowed their lawns to die due to deliberate failure to water it or already replaced it with drought tolerant landscaping or decorative hardscape - shouldn't these equally conscientious customers be eligible for the newly established rebate program? Councilmembers Felipe Fuentes and Mike Bonin believed they should and presented a Motion to City Council suggesting that a "dead lawn" too could be "cashed in".

In October 2014, the DWP met with the Metropolitan Water District, the source of the majority of Los Angeles' purchased water to support its own inadequate supply, to discuss the possibility of amending the Cash in Your Lawn rebate program to apply equally in cases where grass lawns are dead or dying. The modification of the rebate program was agreed upon. If there is any question as to whether there had been a high water usage in the past due to outdoor irrigation vs. current reduced water usage due to removal of turf, the DWP can review a customer's billing history. (I am not 100% sure whether this will work because the DWP still has not straightened out its long-term messed up billing since incorporating a new difficult and non-user-friendly billing software system that has been driving them and us all crazy for a very long time now. But I will give them the benefit of the doubt :-))

To apply for the rebate go to www.ladwp.com, click on residential rebates, then click on California Friendly Landscape Incentive Program. The City Council's Energy and Environment Committee will be revisiting the status of the program at a later date. SHPOA will apprise you of any changes to the program. 🐾





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Key Community Locations & Contact Information

All Nations Church: 10000 Foothill Blvd., Lake View Terrace

Bolton Hall: 10110 Commerce Ave., Tujunga (818-352-3420)

Lake View Terrace Recreation Center: 11075 Foothill Blvd., Lake View Terrace

Shadow Hills Presbyterian Church: (Johanna/Sunland Blvd. intersection); Pastor Rebecca Prichard (818-353-2500)

Stonehurst Park: 9901 Dronfield, Stonehurst/Shadow Hills (818-767-0314)

Stonehurst Elementary School: 9851 Stonehurst Ave., Sun Valley

Tierra del Sol: 9919 Sunland Blvd., Shadow Hills (818-352-1419)

Village Christian School: 8930 Village Ave., Sun Valley

City of LA North Valley Neighborhood City Hall/Office CD7
Councilmember Felipe Fuentes; 7747 Foothill Blvd., Sunland (818-352-3287)

Community Calendar

Alcoholic Family/Friends Support Group

- Every Monday evening, 7:00-8:15 p.m.
- Shadow Hills Presbyterian Church
10158 Johanna Ave. @ Sunland Blvd.
For Info: (818) 353-2500

FTDNC Land-Use Committee meeting

1st Tuesday, Every Month

- 7 p.m.
- 9747 Wheatland Ave.

Neighborhood Watch

3rd Tuesday, Every Month

- 6:30 p.m.
- East Valley Municipal Bldg.

Hansen Dam Park Advisory Board

LAST Tuesday, Every Month

- 7 p.m.
- Lakeview Terrace Recreation Center

Foothill Trails District Neighborhood Council

3rd Thursday, Every Month

- 7 p.m.
- Lakeview Terrace Recreation Center
- www.ftdnc.org

ETI C20

4th Wednesday, Every Month

- Call Becky Borquez, 818-352-3634

ADVERTISING DEADLINE

For the May-June '15 Newsletter: Apr. 22!

IMPORTANT CITY NUMBERS

Dial 311 – Info on all City Services

L.A. Dept. of Water & Power (800) 342-5397

Street Service (800) 996-2489

Large Item Pickup..... (800) 773-2489

Abandoned Car..... (800) 222-6366