

SHHOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 38, Issue 3

May-June 2015



High Speed Rail Update – Appreciation for Volunteers and “Activist” Residents

By Dave DePinto

The date of the California High Speed Rail Authority Board Meeting, June 9th, was a special day for our Foothills Communities in our fight against high speed rail. Thank you to everyone who helped plan the day, made the trip, testified, were with us in spirit, donated to help defray various costs, have written letters and watched on various websites.

The turnout from the Foothills area and other affected communities far exceeded our expectations given the meeting was held in downtown Los Angeles on a work day. Most of us left this area at 7:30 for a meeting that lasted until 4:30 and did not get home until after 6 pm. Over 400 people attended and more than 150 people testified, including at least 50 people from our Foothill communities alone. The meeting room overflowed the entire day. The poise, intelligence, community-spirit, compassion and brilliance displayed by our residents and others throughout the region, demonstrated that unity is the best and only strategy against this “big government”

(See “HSR Update” cont’d on pg. 2)

Why Bother Fighting High Speed Rail?

By Dave DePinto

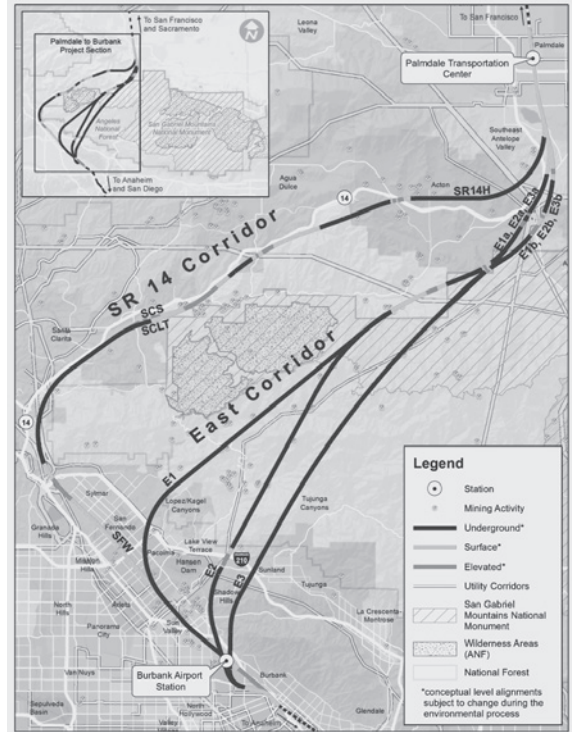
Some people say it is going to happen no matter what. Some people feel it will run out of funds and die a slow death. If only we knew the answer—but we don’t.

The reality is probably somewhere in between, unfortunately. While the demise of HSR is possible, it won’t happen for a few years at least. That means every aspect of high speed rail is in play right now. So we cannot afford to be apathetic and exhibit wishful thinking. Those who do not engage on this project in some helpful form are hurting themselves and their community.

To beat high speed rail requires a multi-faceted strategy:

- Ongoing input and protest into the public, environmental review process
- Ongoing communication to and dialogue with local elected officials

(See “Why Bother Fighting HSR” cont’d on pg. 4 & 5)



What Progress Has Been Made Fighting High Speed Rail?

By Dave DePinto

1. Lobbying for Elimination of Proposed Routes

- a. E1 has been moved further away from most of Kagel Canyon, and plans for above ground portions of E1 have been replaced by tunneled routes.
- b. E3 has been moved slightly to the east toward Angeles National Golf Course, and plans for above ground portions of E3 have been replaced by tunneled routes.
- c. E2 was rumored to have been eliminated; yet remains under consideration. S.A.F.E. is very focused to force removal of E2 as soon as possible.
- d. Nearly all above ground plans for routes through the National Monument and National Forest have been eliminated in favor of tunneled routes;

2. Lobbying for Political/Elected Official and Environmental Organization Support

- a. Congressman Schiff and Congresswoman Chu have called for elimination of all Forest routes, above ground or tunneled.

(See “HSR Fight Progress” cont’d on pg. 3)

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(“HSR Update” cont’d from pg. 1)

boondoggle and the “transportation zombies” trying to impose their view of the world on our communities.

Two special acknowledgments go out to Julie Tarnawsky, Shadow Hills, who despairingly asked the CHSRA Board “Are you just completely uncaring?” and to Kelly Rose, Lake View Terrace, who gave probably the most difficult presentation of all with her 5-year old daughter standing at her side. Kelly’s words to the CHSRA Board linger, “When you go home, I hope you think of us, because we think of you.”

To many of us, the following things are becoming clear:

- First, our most urgent, short-term strategy is to make sure this project is not studied and/or built above ground in densely populated or sensitive environmental areas.
- Second, it must not be allowed to put any of our water resources or communities at risk during either construction or operations phases.
- Third, it must not damage our natural and cultural resources - the National Monument, National Forest, Rim of the Valley, Big Tujunga Wash, Cesar Chavez Memorial, Bike Paths, Horse Trails and more.
- Fourth, it is going to collapse of its own weight as opposition grows and it will die a slow death in the years ahead.

Everyone who attended and supported our community’s efforts should know that CHSRA Chairman Dan Richard called the downtown meeting the “biggest protest rally” to date and he called it the “high-water mark of all the communities affected.” He’s not seen anything yet; wait until he schedules a meeting in the San Fernando Valley! But first, we must continue to work with our local electeds to host their own community input meeting, one that the high speed rail organization does not control. Only by removing control of the meetings from the High Speed Rail Authority will our electeds, the press and our communities, themselves, witness the true anger and opposition in our communities to high speed rail.

We have listed the media coverage on the “S.A.F.E.” website (www.dontrailroad.us) for anyone who wants to read, view or listen. Also, the CHSRA website has video of the meeting. There are two segments that include testimony from your friends and neighbors from our Foothills communities:

- segment that starts at 35:06 - <http://www.ustream.tv/recorded/63415007>
- segment that starts at 74:47 - <http://www.ustream.tv/recorded/63412968>

We urge you to be ready to help out in any way you can as this battle moves forward. Whether it’s volunteer time writing a letter, attending a hearing or donating to either our legal or public education/information fund, your help is needed. Please visit our website.

Thanks again.

S.A.F.E. Coalition

Visit our website at: www.dontrailroad.us 

(See "HSR Fight Progress" cont'd from pg. 1)

b. LA City Councilman Fuentes, County Supervisors Antonovich and Kuehl, Senator Liu and Assemblymember Lopez have expressed support for elimination of E2 and other above ground high speed rail routes.

c. Local Sierra Club members overwhelmingly support S.A.F.E. despite its Transportation Committee's support for High Speed Rail.

3. Lobbying for Independent, Upfront Environmental Studies

LA City Councilman Fuentes, County Supervisors Antonovich and Kuehl, Senator Liu and Assemblymember Lopez have expressed support for advance/upfront, independent environmental studies of water resources, tunneling phase construction impacts and seismic conditions so that major impacts for proposed routes are studied as early in the process as possible.

4. Building a Regional Coalition to Increase S.A.F.E.'s Strength

a. S.A.F.E. includes about 50 actively involved community leaders and residents who work on this issue on a daily basis to plan strategy and execute all aspects of our community's opposition to high speed rail.

b. S.A.F.E. has joined with communities including Acton, Agua Dulce, Santa Clarita, Sylmar, San Fernando, Pacoima, Sun Valley and Burbank to oppose high speed rail. Unity is the best strategy in dealing with both the high speed rail Authority and local elected officials.

5. Fundraising

a. S.A.F.E. has leveraged donations of time and materials from dozens of residents, local businesses and generous donors so that local funds for community organizations are not depleted.

b. S.A.F.E. has successfully raised thousands of dollars to support a legal defense fund and a public information/education fund.

6. Providing Information to Residents and Businesses

a. Information related to high speed rail is distributed regularly via:

- i. Website – www.dontrailroad.us
- ii. SHPOA's Daily Fodder
- iii. Email to residents
- iv. Email to elected officials
- v. Email blasts from Neighborhood Councils
- vi. Speaker's Bureau appearances at many community meetings
- vii. Social Media/Facebook

b. S.A.F.E. has garnered extensive media coverage in the LA Times, Daily News, news radio and TV news.



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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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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(*"Why Bother Fighting HSR" cont'd from pg. 1*)

- Ongoing communication with the media
- A strong legal strategy
- Support of legislation and ballot measures that would replace high speed rail
- Support of elected officials who OPPOSE high speed rail
- Fundraising to sustain the opposition effort
- Most importantly, unity with surrounding impacted communities. No one community can go it alone against the high speed rail Authority.
- A mature, community-minded and big picture perspective of not trying to dump high speed rail into other communities.

Unfortunately, the irresponsible behavior of state legislators, the Governor and various special interest groups duped voters into supporting a ballot measure in 2008 which has now been reconfigured by politicians and bureaucrats into a financial and environmental disaster. The environmental benefits touted early on are a complete sham; supporters hide behind the veil of those false claims, along with baseless claims of local job creation and local economic stimulus. We have to treat it as real and we have to fight it as hard as we can.

Why?

Because the project represents a HUGE threat to the day-to-day life of our region as well as its long-term survival. This is not a case of paranoid people crying that the "sky is falling." High speed rail is real, it's very well funded (right now), it's got big political support, and their mindset is to push aggressively forward. If we do nothing, we'll get railroaded. Count on it, and if you do nothing this region will be destroyed.

Before reviewing the damaging impacts, let's get one thing clear. There is NO benefit to the Foothills area presented by high speed rail. No jobs, no economic stimulus, no transportation relief, no air quality improvements, no funding....NOTHING!

Let's review the damaging impacts. This just an overview and not all inclusive:

• Quality of Life

- a. The decade-long environmental and construction impacts are already sucking the energy out of your community leaders and community organizations, many of which are devoting a significant amount of their volunteer time to fighting high speed rail at the expense of projects that help our communities.
- b. The ongoing ruckus and chaos of any construction activity will be far worse than anything we are presently experiencing with 210 freeway construction. The Foothills will resemble a war zone for nearly a decade during testing and construction even if tunneling is the only option developed.
- c. Creates massive construction phase noise and visual blight, as well as ongoing daily noise and visual impacts when operational. This is government intrusion into our daily lives at its worst.
- d. Outdoor activities – equestrian, biking, hiking, etc.

Membership Reminder!

By Eric Stein

The year is nearly half over so we wanted to remind everyone who has not renewed their SHPOA membership to do so right away. We will be launching reminder phone calls and letters, so you can save our volunteers time and money by renewing your membership by mail or on our website today (www.shpoa.us).

There's a SHPOA Membership Form on page 3 for your convenience!



– will at the least be significantly inconvenienced and, at worst, will be eliminated by construction activity.

• **Environmental**

a. Rail construction and operations would forever alter the character of our region. Whether it's E1, E2 or E3, or the SR14 route, all proposals will create huge visual, aesthetic, economic, environmental and quality of life impacts. The train would be the equivalent visual/character changer that the windmills are out near Palm Springs. Huge infrastructure, huge blight right in the face of hundreds of thousands of people a day.

b. Threatens water supply in the mountains, in the Big Tujunga Wash and along San Fernando Road.

c. Creates massive construction phase noise and visual blight, as well as ongoing daily noise and visual impacts when operational.

d. Threatens air quality due to construction phase dirt excavation, truck movement and conveyor movement.

e. Creates untenable risks for wildlife, horses, birds, fish and other living species.

• **Economic**

a. Already, property values, real estate investments, real estate transactions and business investments are being negatively affected by high speed rail. Your wealth is being diminished DAILY by the threat of high speed rail.

b. Your tax dollars are being wasted on this boondoggle. In addition to the billions of federal and state dollars originally earmarked for the project, thanks to the Governor and our state legislators, every time you put gas in your car, about 10-15 cents of what you pay for each gallon of gas goes to the State Cap and Trade program, 25% of whose funds serve as the lifeline of funding for high speed rail.

c. Far more important local and state needs, such as water supply solutions, education, health care, etc. would benefit greatly if high speed rail funds were repurposed.



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- Register online: www.laanimalservices.com/Laws_Policies/Dog_License.htm
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City Dumping Water in Midst of Drought?

by Elektra Kruger

In mid-March 2015, thousands of gallons of water was intentionally being drained into the storm drain system and eventually into the ocean as part of a DWP water pipe repair project in Eagle Rock - the Project being part of planned improvements to the Eagle Rock Reservoir. This was not a unique incident, it is standard DWP policy and happens everywhere, but this particular incident did arouse enough ire among the public that it served as a wake-up call to our City fathers.

Some 70,000 gallons of water was drained from a corroded pipe. A portion of that water was ultimately captured by DWP for reuse in response to complaints by the public and the Council Office. Residents made every effort to recapture the pouring waters by any means possible including buckets for use to irrigate their lawns or wash their cars. In response to the drastic drought conditions that have plagued us for several years and now threaten the City's overall water supply, the City has administered emergency water conservation measures and has widely promoted a conservation ethic that apparently does not apply to DWP, but to private citizens only.

Councilmember Jose Huizar felt this practice must be addressed by the DWP immediately to avoid this senseless policy of water waste and in mid-March 2015 submitted a Motion to City Council asking that they request the DWP to report to the Council just exactly what its standard procedure is in regards to water system maintenance and upgrade projects. He further asked that the City Council call upon the DWP to establish a policy to capture and reuse water that must be drained as a part of water system maintenance and upgrade projects as well as to report on strategies that would conserve otherwise unused non-revenue waters for reuse and recharge of the City's water supply.

In early May 2015 they presented their newly established policy to the City Council's Energy and Environment Committee. Enter Star Wars (or maybe a Fantastic Voyage - how many of you are old enough to remember that one?). Remotely-operated submersible vehicles may be utilized to perform inspections minimizing the need to drain pipes, reservoirs and tanks. If, however, water will have to be drained as part of repairs, improvements, creating connections, relining water mainlines, trunk lines etc, in an effort to conserve as much water as possible, the new DWP policy will plan on:

- Diverting the water to groundwater recharge basins/ settling ponds or underground cisterns connected to above-ground irrigation systems
- Discharging to a sewer which will divert the water to a reclamation plant
- Collecting the water into tankers for reuse elsewhere such as parks, golf courses, roadside irrigation, dust mitigation at equestrian centers, habitat restoration areas and even for seasonal ice skating rinks at Venice and Pershing
- Incorporating intersystem and intrasystem pumping for reuse
- Filling park and golf course lakes
- And only as a last resort sending it to a storm drain.

Well, it's on paper. Let's see if it actually becomes departmental policy. 🐼

Shadow Hills Presbyterian Church Update

PAWS is Back

Calling all animal lovers! Shadow Hills Presbyterian Church is thrilled to announce our "Pets Are Welcome Services (PAWS) are set to begin every Sunday at 5 p.m. starting in May. Our community's love of animals is quite unique. What better way to celebrate the love we have for our fine feathered, pawed, hoven and scaly friends than gathering together for a casual time of music, fellowship, prayer and stories of how God's creatures touch our lives? You do not have to be Presbyterian to come. All people and their pet companions are welcome to this family friendly gathering. Don't have a furry or scaly friend? That's not a problem. Just bring your enthusiasm. Remember, teddy bears are always welcome too!

Shadow Hills Presbyterian Church Welcomes Pastor Arlo Tysinger

Pastor Arlo Tysinger was born and raised in Southern California. Growing up she spent her free time on the stage, at the beach, camping and at Church. She attended the University of California in Santa Barbara and majored in acting and playwriting. During summer breaks, she worked at Ecke YMCA in camp programming and volunteered at Calvin Crest. Calvin Crest is a beautiful Presbyterian Camp & Retreat Center located right outside of Yosemite. At Calvin Crest, one of the leaders encouraged her to consider going into ministry.

After a year of discernment, she attended Columbia Theological Seminary near Atlanta, Georgia and spent two years serving at StandUp For Kids in the heart of downtown Atlanta. Stand up for Kids is a non-profit that works with America's street kids and children who have been forced into prostitution. She then served at Old First Presbyterian Church in San Francisco as the Pastoral Intern. After Seminary, she accepted a call as the Associate Pastor at the First Presbyterian Church of Metuchen, New Jersey. While on the East Coast, she met and married Zach Tysinger in August 2014. They have a miniature schnauzer named Bellatrix. Pastor Arlo stated that at that time she and Zach felt lead to pursue a call at a Church that was dedicated to worship, mission and the community.

They found that call at Shadow Hills Presbyterian Church. She looks forward to getting to know Shadow Hills, engaging in community outreach, preaching the Gospel, enjoying potlucks and celebrating the life of Christ with you! 🐾



Single-Use Plastic Bag Referendum by Elektra Kruger

On August 1, 2013, the City's Ordinance banning single-use plastic carry-out bags went into effect. Since that time certain retailers, both large and small, banned the use of single-use plastic carry-out bags and required a 10 cent fee on each paper carry-out. On September 30, 2014, Governor Brown signed the first statewide ban on single-use plastic bags as a way to address litter - especially in our waterways. However, opponents of this Statewide Ordinance qualified a Referendum in late February 2015 putting SB270, the statewide ban on single-use plastic bags, on hold until voters can vote on the State measure in November 2016. While that Referendum puts the statewide ban on hold, the Los Angeles City ban is still in effect. 🐾



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**Need City Services?
There's an App for That – MyLA311!**

By Cindy Bloom

With everyone being on the move so much these days, we rely increasingly on our smart phones for getting things done - from using the phone as an actual phone to sending e-mails to checking the weather to getting driving directions.

Imagine that you're driving around L.A. and see a pothole. No longer do you have to dial 311 and listen to a long or recorded "welcome message" or wait to get home to use your computer to report that pothole.

MyLA311 is an app available for free from iTunes and the Google store. You can submit service requests right from your phone: bulky item pickup, illegal dumping pickup, dead animal pickup, tree trimming, etc. You can even upload a photo to accompany your service request, all with a tap on your phone.

You can also use MyLA311 to pay your DWP bill, find City information (equestrian centers, golf courses, dog parks, etc.) and get City Hall News. At the bottom of the app is a twitter feed of items of interest.

Lastly, it has a link to call customer service - just in case you want to use your smart phone as a phone. Oh, and don't forget—don't do any of this while you're driving! 🚗

Major Changes for 2015 "Spirit" AWARDS!

By Mike Carpenter

The 13th Annual "Spirit of Johny Carpenter" Awards have become a local tradition in the Foothills since the very first one in 2003. From its humble beginnings, where 115 attended, to 2010, the last year it included the bbq, where 500 attended. This year will see major changes to the nomination and voting process. The 2014 "Spirit" honorees, chosen by a vote of those who attended the 3rd annual Summer BBQ, were Katherine Carpenter (right) and Phil Tabbi Sr. (left). Prior to that, the NHOER Board of Directors chose the honorees.



In the future, between 13-15 community groups will be identified by NHOER and each will be asked to nominate someone, a member or person from the community, whose works and life best reflects that of Johny Carpenter. There will be a nomination packet sent for each group to fill out and submit with all the details. Then a voting period will ensue, allowing the community to vote for their choice. Everyone will have one last opportunity to vote at the 4th annual

Summer BBQ September 12th, 2015. Then the one with the most votes will be revealed at the 13th annual "Spirit" Awards Saturday November 21st, 2015, as this years "Spirit of Johny Carpenter" honoree.

All the nominees will be invited to the "Spirit" Awards, which will take place after the 3rd annual Community Food Drive that same day. We hope it will increase participation in both the BBQ and "Spirit" Award and give recognition to all the nominees, whose bios will be in the program. The timeline is as follows:

- Organizations will be contacted in May and asked to submit their nominee in June
- Voting will begin July 1 and conclude September 11th
- A final day of in-person voting will take place at the BBQ. The results will be tabulated, but not revealed.
- Details on how and where to vote and about the actual "Spirit" Awards will be forthcoming.

New "Heaven on Earth" Ranch (NHOER) is a CA based 501 c(3) public charity, located in Lake View Terrace. Tax ID# 27-2613489, all donations are tax deductible. 9845 Foothill Place, Lake View Terrace, CA 91342. 818 470-5235. Email lamikec@nhoer.org. Like us on facebook under New Heaven on Earth Ranch. Watch for the facebook events page for the "Spirit" Awards. 🐾

Adding Grey Water to Green Building Codes by Elektra Kruger

The State of California is facing one of the most severe droughts on record. In January 2015, Governor Brown declared a Drought State of Emergency and in early April 2015 issued an Executive Order requiring a statewide reduction in urban potable water usage, as well as prohibiting outdoor use of potable water for irrigation purposes in newly constructed homes and buildings that is not delivered by drip or micro-spray systems.

Los Angeles has remained a leader in water conservation using the same amount of water it did 40 years ago in large part through the use of incentive/rebate programs promoting the increased use of reduced water consuming appliances and landscapes. Despite these efforts, the City still faces increased pressure to conserve even more. Responding to these pressures, Mayor Garcetti released a Sustainable City Plan which calls for a per-capita water usage reduction of 20% by 2017 and 25% by 2035. Technology bringing a sustainable water source into our homes by utilizing filtration systems for the production of "grey water" that could be used in on-site landscaping is available by recycling waters from showers, sinks, bathtubs, (not toilets), laundry machines, etc.

Recognizing this, in mid-April 2015, Councilmember Paul Krekorian submitted a Motion to City Council asking that all relevant City Departments report to the Council with recommendations for revisions to the Green Building Code establishing standards for grey water treatment systems which, in time, are to be incorporated as a requirement for new construction. The Motion was referred to the City Council's Energy and Environment Committee for their review and recommendations. SHPOA will keep you abreast of any progress on this Motion in future issues of the SHPOA newsletter. 🐾

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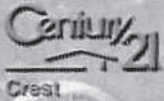
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Elimination of Grey Water System Installation Fees

by Elektra Kruger

The State of California is in the midst of an historic drought. Any and every water conservation program possible needs to be undertaken by residents of the City of Los Angeles. Serious consideration is being given to endorsing use of "grey water" for irrigation rather than potable water, which is becoming a precious and limited resource. "Grey water" is untreated wastewater from showers, laundry machines (as long as no soiled diapers have been washed in those machines) and bathtubs. Water from toilet systems, kitchen sinks or dishwashers are not classified as "greywater".

Grey water systems range anywhere from "clothes washer systems" which do not require permits to "simple" systems which do require permits and discharge up to 250 gallons/day to "complex" systems discharging over 250 gallons/day. "Treatment systems" are currently not permitted in Los Angeles. The average cost of a permit is \$507. Only 13 permits were issued in a one-year period.

In an effort to encourage residents to more seriously consider installing "simple" grey water systems, in mid-April 2015, Councilmembers Mike Bonin and Paul Krekorian co-presented a Motion to City Council asking that the City Attorney prepare and present a Draft Ordinance amending the Los Angeles Municipal Code to eliminate any fees associated with the installation of approved "simple" grey water systems.

The Motion was referred to the City Council's Energy and Environment Committee for their review and recommendations. Any progress on this Motion will be reported in future issues of the SHPOA newsletter. ♡

Preservation of Street Trees

by Elektra Kruger

The City of Los Angeles has a large urban forest providing improved quality of life, aesthetic, environmental and ecosystem benefits for our communities. An average of 2,000 street trees are removed annually because they are dead/dying, unsound/damaged or are obstructing public infrastructure. Additionally, many more trees are being removed annually due to private development/construction which, with better design and greater consideration for the street trees, could be saved.

Current permitting policies allow for street tree removal when permits are being granted for installation/expansion of driveways, installation of curb cuts, etc. Recognizing this, in mid-April 2015, Councilmember Paul Krekorian submitted a Motion to City Council to call upon all relevant City Departments to provide recommendations requiring the location of existing street trees to be taken into consideration prior to approving plans for garages, driveways, curb cuts, etc. by seeking alternative vehicular access.

The Motion also calls upon the Bureau of Street Services Urban Forestry Division to revise tree replacement policies for any trees that must be removed requiring replacement trees to be a minimum of one new 15 gallon tree per diameter inch of street tree removed or an equivalent fee. Personally I would like to see the part making "an equivalent fee" a viable option eliminated because, just as with the Quimby fees, it becomes easier to pay a fee than to provide the item the fee compensates for and those very important items never happen and the quality of life for the community continually diminishes.

The Motion also asks that all relevant City Departments collaborate to provide recommendations for increasing

penalties/fines for street tree removal without permits. One recommendation I have is an increased outreach to a public that has no knowledge that a permit is even required for removing a tree that he/she considers to be on his/her private property in their own yards. The concept and provisions of public right-of-way are poorly understood. The Motion was referred to the City Council's Public Works Committee for their review and recommendations. Any progress on this Motion will be reported in future issues of the SHPOA newsletter. 🐾

Removal of Private Property from our City Parks

by Elektra Kruger

In the last couple of SHPOA newsletter issues, there have been articles related to the attempt to amend the Los Angeles Municipal Code related to issues of storage of "private property" on our public streets and sidewalks. A Motion presented to the City Council relating to this amendment did not include storage of "private property" in our City parks because an earlier Motion had been submitted in early May 2014 asking that the Office of the City Attorney be requested to draft an Ordinance which would provide notice that any "personal property" left in the park after the park closes may be subject to removal and short-term storage by the City.

The Motion was approved by the City Council in late January 2015 and the request to have an Ordinance to this effect drafted was forwarded to the Office of the City Attorney. In mid-May 2015, the office presented a draft to the City Council which articulated the process by which unauthorized property may be removed which would require both pre- and post-notification to the owner of said property, the process by which the owner may reclaim the property, the length of time any impounded property must be stored by the City and conditions under which the City may eventually destroy the property.

Per the Draft Ordinance in any City park with at least one conspicuously posted sign indicating that "personal property" left on park grounds after park closure, the City will have the right to impound the property without individual pre-removal notice provided to the owner or attached to the property itself. Just as the Draft Ordinance relating to storage of private property on sidewalks, the Draft Ordinance relating to storage of private property in City parks included a prohibition against the erection of tents, although it never addressed sunshades or umbrellas open on all sides and as such these would remain permissible even if the Ordinance were to be approved by the City Council. The Draft Ordinance was forwarded to the City Council's Parks Committee for their review and recommendations in mid-May 2015. To be continued in a future issue of the SHPOA newsletter. 🐾

Update: City Council Tentatively Approves Removing Personal Property Left on Sidewalks and in Parks

At the June 16 City Council meeting, the Council tentatively approved rules for dismantling homeless encampments. The two new ordinances would shorten from 72 hours to 24 hours the notice before removing personal items, and the city would be required to store the belongings for 90 days. If the items are not claimed, the property may be discarded. Or, if the items are a health or safety risk, they may be discarded immediately. No notice would be needed for the removal of bulky items from sidewalks and city parks under the rules. Further, the sidewalk ordinance, bans tents from 6 a.m. to 9 p.m. but would allow the homeless to set up tents to use as shelter at night.

The ordinances are being considered as city officials work to reach a settlement in an ongoing lawsuit filed against the city by several homeless people.

THIS UPDATE applies to the article above, plus the one on p. 13 dealing with property removal from sidewalks and streets.








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Increase House Cats from 3 to 5? Continued...

by Elektra Kruger

The current Los Angeles Municipal Code limits the number of residential house cats to three. In an effort to increase the adoption rate from City shelters and reduce the number of euthanizations, in early November 2013, Councilmember Paul Koretz submitted a Motion to City Council asking that they consider increasing the number of permitted residential cats from the currently Code restricted three to five.

In mid-January 2015, the Department of Animal Services prepared a report stating that following research into the impact of allowing an increased number of residential cats, they not only agreed with the proposal to allow for an increase in the number of residential altered cats to five, but further recommended a new provision in the Code permitting a private, registered "clowder" (a clowder meaning a "group of cats") of an unlimited number of altered indoor pet cats. YOU HAVE GOT TO BE KIDDING ME!

The Department felt that removing limits to the number of allowable residential cats would not lead to an increase in hoarding incidences based on findings that the City and County of San Diego have no limits on the number of household residential cats, though limiting the number of dogs to six, with San Diego Animal Control Officers believing that pet limits should be a function of living conditions and not an arbitrary limit. They found the City of Santa Monica to have no limit on the number of allowable indoor cats with that City claiming not to have had a hoarder bust in the last five years and only two or three in the last fifteen.

The Los Angeles Department of Animal Services proposed that up to three cats could be indoor or outdoor requiring no annual fee or inspection. Four or more cats (an unlimited number of cats) would be limited to being indoor cats, require annual inspections and a tiered annual clowder permit fee based on the number of cats in residence. This is really ludicrous.

Enforcement is similar to that of LA City Animal Services in that initial violations result in the issuance of a Notice to Comply with continued violations observed in follow-up investigations resulting in the issuance of a citation. The Burbank Municipal Code defines a kennel as "any lot, building, enclosure or premise wherein four or more dogs, cats or combination thereof four months of age or over are kept". "No one shall engage in the operation of a kennel without first obtaining a permit to do so from the license Division". As in the City of Los Angeles, permits to operate a kennel are not granted in residential areas. And again, enforcement is similar to that in the City of Los Angeles with initial violations resulting in an Order to Comply and citations being issued upon failure to do so.

In the City of Burbank, Animal Control is a division of the Burbank Police Department. Animal care and control services as well as enforcement procedures also mirroring those of the City of Los Angeles for the seven communities of Pasadena, Glendale, La Canada/Flintridge, San Marino and Arcadia is provided by the Pasadena Humane Society. The number of allowable residential cats are limited to three, four or five depending on the Code of these respective municipalities. The South East Area Animal Control Authority (SEAACA) located in Downey provides animal care and control services for twelve contract Cities with Code limits for residential cats ranging from two to four depending on

the City, also with enforcement procedures mirroring those of the City of Los Angeles. Codes of a range of municipalities as they relate to the number of household cats permitted in residential areas were reviewed in an effort to grasp the feasibility of raising the number of permitted household residential cats to five in the City of Los Angeles.

First of all, with City resources stretched thin as it is, do you really believe an adequate program of annual inspections can be maintained? And a tiered annual clowder permit fee - who is going to determine (or fess up to) the total number of cats in residence to establish the amount of fees due? This is totally infeasible. Don't get me wrong. I have no problem with increasing the allowable cats per household to five, but don't tell me anyone can maintain litter boxes for 20 or more indoor cats as well as making sure that each and every one of them get their fair share of food and water, that none within this mass are suffering from health issues and that all are routinely vaccinated.

This Motion and the variable options it has precipitated are a heavily debated issue within City Departments and the City Council so there certainly will be more to report in future issues of the SHPOA newsletter. 🐾

Removal of Private Property from Sidewalks and Streets

By Elektra Kruger

Our courts have hampered the City's ability to enforce its Code relating to the prohibition of leaving "private property" unattended on public sidewalks or parkways. Among other things, the courts have ruled that notice must be provided prior to removal of these items and arrangements must be made for interim storage. And, if "personal property" has been impounded due to violation of this proposed amended Code, the owner may repossess the items if they can provide satisfactory proof of ownership.

In early May 2015, the Office of the City Attorney prepared an amended Draft Ordinance for City Council consideration and vote by adding to the provisions of the initial Draft Ordinance which covered issues of pre- and post-notification of removal, the removal process itself, property impoundment and storage and ultimate destruction of those impounded items if they are not retrieved within a 90-day period.

The amended Draft included a provision prohibiting individuals from erecting tents and requiring removal of tents in public areas between the hours of 6 a.m. and 9 p.m. It further added the provision that no person may erect a barrier around his personal property and any public property such as buildings, bus shelters/benches, light/telephone poles, trash cans, mailboxes, newsstands, bike racks, signs, trees, bushes, shrubs or plants, nor in any way may attach the "personal property" to any public/private property in a way that obstructs a street or sidewalk. Any violation of these amendments, along with that of codes related to illegal dumping, would constitute a criminal offense.

The amended Draft Ordinance was again sent to the City Council's Public Works Committee for review of the amended portions relating to tent structures and attaching "personal property" to any public structure/item. The proposed Ordinance came with a severability clause and urgency clause. At a Committee meeting on this matter, testifying in favor of the Ordinance was SRO Housing, the Midnight Mission and a private property owner. Testifying

in opposition of the Ordinance were a representative of the Venice Community Housing, five representatives of the Community Action Network (CAN) and one private individual on his own behalf. This Motion/Ordinance affects only streets/sidewalks, not our City's parks, for which a separate Motion has been proposed.

We will report on further status of this item in future issues of the SHPOA newsletter. 🐾

Stormwater Management Guidelines Update

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 that it call upon a number of 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 about 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 and greener LA River waterway providing new recreational communal gathering places along the river.

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 that having been seen as 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, the City's Bureau of Sanitation and Bureau of Engineering jointly offered 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 updates in the establishment of, and implementation of, these Stormwater Management Guidelines in future issues of the SHPOA Newsletter.

Update: On March 5, the City Council adopted and filed away a report relative to stormwater management guidelines for public street construction and reconstruction. But that is it - a piece of paper. No action - no Ordinance. Let's see where they go with this or if it gets lost in a file cabinet somewhere. 🐾

Keep It Clean – Update

by Elektra Kruger

Clean communities contribute to the economic vitality of, and signal the overall livability of, a neighborhood. Council member Cedillo initiated a pilot program in his Council District, CD 1, entitled “Keep It Clean” - a program designed to combat blight along the CD1 streets and alleyways and to deal with abandoned waste. It was a program from which a more Citywide data-driven program could be developed called SANSTAT that would better allocate resources for trash pick-up in the future by facilitating broader collaboration among various City departments and exploring regulation and enforcement opportunities to help fulfill the City’s livability goals.

In late October 2014, Councilmember Cedillo submitted a Motion to City Council asking that they instruct the City’s Administrative Officer to develop a “CleanStreetsLA” (CLA) strategy on how to clean up our neighborhoods by better coordinating City services, improving communication and engaging communities. A Mr. Mark A. Thomas was given a one-year appointment to analyze and study how such a strategy could be designed and put into place.

The first three months of the appointment was spent conducting field observations, talking with civic and community leaders and learning how the various City departments assigned the task of keeping the City clean operate. Thereafter Mr. Thomas evaluated other programs and models across the country researching the “best practices” in their respective municipal managements. And after all that, Mr. Thomas and his study team developed a list of recommendation to incorporate into a CleanStreetLA strategy.

First was to identify opportunities to improve livability and cleanliness by launching a Street Conditions Observation Unit (SCOUT) program in which the Board of Public Works would work with the Office of Community Beautification to proactively expand the scope of identifying and reporting Quality of Life issues to the 311 system. This would also require a re-evaluation of the City’s Street Sweeping program that would maximize compliance with the City’s Water Quality Compliance Master Plan urban run-off and trash removal goals.

Second would be to evaluate and measure the effectiveness of any CleanStreetLA program by putting in place a City “cleanliness rating” index. And of course the biggy - propose funding options to implement improvements in bulky item pick-up, illegal dumping clean-up and even an enhanced curbside trash receptacle program.

Third, raise awareness, provide education and enhance local community pride and engagement in clean-up programs. And fourth, re-evaluate enforcement activities by coordinating and implementing an effective system of enforcement for the City’s Quality of Life laws including ensuring that private properties fully comply with existing Ordinances. (Hey, if they manage to get a handle on enforcement of “Quality of Life” laws as they relate to Citywide “cleanliness” let’s hope they can use that as a “pilot” to get enforcement of all other City laws, ya think.)

Progress will be challenging. Los Angeles follows only New York and San Francisco as a U.S. City with the highest human population density level with more than 90,000 residents per square mile in its densest census tracts. Over the past 15 years, multi-unit buildings have predominated housing construction compromising 85% of recent unit

growth. The City now has the nation’s highest percentage of residents living in apartments and the highest number of “crowded” single family residences.

Los Angeles and New York are the two U.S. Cities with an average concentration of businesses running ten times the national average at nearly seventy per square mile. The City’s population migration patterns have also changed in recent years with “out-migration” of young adults declining by 80% since the recession and the concentration of young professionals living in the City’s core neighborhoods doubling since 2000. Needless to say, the greater challenge for a CleanStreetsLA program to be successful lies in the more urban parts of the City, but it is no less important - and needed - in our semi-rural communities in the NE oasis of Los Angeles. To be continued in future issues of the SHPOA newsletter. 🐾

Lopez Canyon Landfill/Bartholomew Canyon Trailhead and Staging Area

by Elektra Kruger

After more than two decades in operation, the Lopez Canyon Landfill closed in 1996. State law requires the City to monitor the landfill for gas and liquid production from decomposing material as well as post-closure land-settling resulting from settlement and compaction of landfill material as it decomposes. This is anticipated to take a period of 30 years during which time unsupervised public entrance to the site is forbidden. There is however a mulch and compost give-a-way to local residents with proof of local residency at the Paxton entrance gate if you bring your own shovel and are willing to break your back a little.

The Lopez Canyon Landfill Closure Agreement does state that at the end of those 30 years, the land is to be opened to the public for passive recreation. Keep on the alert. We have already had to thwart several commercial enterprises attempting to set foothold there and it will not be the last effort. In my opinion, 30 years of slowly encroaching commercial enterprises will eat away at that promised for-public use land and that passive recreation park will be a pipe-dream.

All this aside, this State law does not prohibit public use of buffer-lands surrounding the landfill. To this end, several years ago the Bureau of Sanitation developed preliminary plans for an equestrian staging area and trailhead for riding and hiking along those buffer-lands to and through Bartholomew Canyon. The plans, since their introduction, have been stalemated with claims of budget constraints.

Councilmember Felipe Fuentes believes that being able to open some of the landfill buffer-lands for recreational use to surrounding communities would, in some small measure, repay nearby residents who have had to live with the negative impacts of living adjacent to an operating landfill. Thus, in Mid-March 2015 Councilman Fuentes submitted a Motion to City Council asking that they call upon the Department of Building and Safety to report to the Council on the status of the preliminary plans for the Staging Area and Trailhead along with a timeframe for its potential implementation. Additionally, the Councilmember would like a report on the projected timeframe for full post-closure settling of the Lopez Canyon Landfill site.

The Motion was referred to both the City Council’s Energy and Environment and Parks Committees for their respective review and recommendations. SHPOA will update you on any further action on this Motion in future issues of the SHPOA newsletter. 🐾

Water Pipe Hydroelectric System?

by *Elektra Kruger*

A state-of-the-art environmentally impact-free method of producing hydroelectric power, in-pipe hydroelectric generation, has been claimed to be highly successful in cities such as Portland, Oregon and Riverside, California. It uses small turbines located inside a City's water pipes which generate electricity as the turbines are turned by flowing water. This electricity is then used to power street lights. Surprisingly, City's Department of Water and Power has been studying two forms of in-conduit hydroelectric systems since 2010.

Though on too small a scale to allow for total reliance on this technology, the Los Angeles Department of Water and Power program to replace and upgrade its aging pipes and water infrastructure (which, unbelievable as it may seem, is really happening - it is happening right in front of my house - no more 15 foot geysers treated with a band-aid - we only had six of those over the years) offers a unique opportunity to evaluate the application and potential benefits of such a system in Los Angeles without having to dedicate limited resources and materials to a pilot program which would disrupt an otherwise active water infrastructure that is not yet scheduled for replacement/up-grade.

In late February 2015, Councilmember Mike Bonin filed a Motion with the Los Angeles City Council asking that the Los Angeles Department of Water and Power investigate the possible application of this technology in the City of Los Angeles and present a report of their findings to the City Council along with any recommendations for developing a pilot project in the City. The Motion was forwarded to the City Council's Energy and Environment Committee for their review and recommendations. As it turns out, the LADWP has already been evaluating two types of in-conduit hydroelectric generation systems since 2010, the first being an in-pipe turbine system and the second being a "regulator station bypass system".

The in-pipe turbines are designed for use with pipelines ranging in size from 24 inches to 72 inches in diameter. The amount of power generated is small ranging from 30 to 400 kilowatts. The regulator station bypass system is a turbine that serves two functions, one being a modulation of water pressure, the second of generating hydroelectric power. This system generates anywhere between 1 and 5 megawatts of power (1,000 to 5,000 kilowatts).

Following the Motion presented by Councilmember Bonin, the LADWP contacted the Portland Water Bureau and the Riverside Public Utility after which they elected to implement only the regulator station by-pass system because the risk of service outages and interruption are minimized and due to reduced cost with a sufficient size and scale to help the LADWP meet its Renewable Portfolio goals - something that in-pipe turbines are unable to do.

The LADWP currently plans on including regulator station by-pass systems with two of its planned capital improvement projects, one being the Headworks Reservoir Project scheduled for completion in 2019 with this system expected to generate 4 megawatts of hydroelectric power. The second project is planned for Coldwater Canyon and is expected to generate 1.5 megawatts of power. The DWP Planning Staff is evaluating other potential sites for installing more of the by-pass systems. While DWP had elected to go with the regulator

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station by-pass system when evaluating it versus the in-pipe hydroelectric turbine system, they remain in communication with utilities of other jurisdictions to monitor the development of, and testing of, other technologies as they appear. The DWP themselves intend to participate in industry research projects in new technologies as they appear. To be continued in future issues of the SHPOA newsletter. 🐾

Emergency Animal Hospitals

Animal Specialty Group www.asgvets.com
4641 Colorado Blvd. (off 5 Fwy), Los Angeles 90039
(818) 244-7977 Mon–Fri: 2pm–8am
Weekends: 24 hours

Animal Emergency Centre www.valleypet911.com
11730 Ventura Blvd., Studio City 91604
(818) 760-3882 Mon–Thurs: 6pm–8am
Weekends: Fri 6pm–Mon 8am

East Valley Animal Shelter
Needs Blankets, Towels,
Toys And Treats For Cats And Dogs
Please Bring Items To
East Valley Feed & Tack

Mark your calendar . . .

SHPOA Regular Meeting, Tuesday - July 14, 2015 - 7:00 pm • Tierra del Sol

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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 Jul-Aug '15 Newsletter: July 17!

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

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)