

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 40, Issue 1

SHPOA July-August 2017

NEW! Sunland Farmers' Market at Tierra del Sol!

By Anna Serridge

We are so fortunate to now have our very own farmers' market here in Shadow Hills and I hope that we, as a community, can support the good work and wonderful, wholesome foods they are bringing virtually to our door.

Most, not all, produce bought at a grocery store is several days old and comes from large, corporate farms that are highly subsidized. Fruits and vegetables are picked when they are not at their peak and many times, the consumer never experiences the true flavor of the produce they are eating.

When we support our farmers' markets, not only are we getting produce that's been picked several hours before, at its peak of freshness and flavor, we are supporting the small business person and their families. We are also supporting farmers who do not spray pesticides on the food we eat. Many of these farmers are not subsidized and the costs that are passed on to the consumer are the real cost of producing this kind of quality.

Over the years, I've heard people complain about the prices of farmers' markets being more expensive, but in reality what you lose by buying at the grocery store cannot really be measured. Supporting the farmers' market is also a way for us to reconnect to the natural growing seasons and eating items that are not imported from other



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9:00am - 1:00pm**

Tierra del Sol Foundation
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countries, but on our local soil. We live in a wonderful rural setting and I know many in our community grow some of the food that they eat. They can tell you first hand the dedication, hard work and daily attention it takes to produce even the tiniest amount of food from our gardens.



Those of you who were there during the first market may have experienced some backup in the parking lot. These are just growing pains, please be patient and understanding. Those issues have been addressed and access and parking are becoming easier and easier.

Supporting the farmers' market is also a wonderful place to meet your neighbors, find out what's going on in the community, get a good walk or horse ride in, and enjoy the beautiful campus of Tierra del Sol, 9919 Sunland Blvd., between Johanna and Wheatland, our wonderful host for this new weekly event. Hope to see you at the Sunland Farmers Market! Saturdays from 9 a.m. to 1 p.m. 🐾



HOT ITEMS IN THIS ISSUE...

- **Great new Sunland Farmers' Market – See cover & p 2.**
- **Homeless/Transient Issues, see pp. 2-5.**
- **High Speed Trains Update, pp. 7-8.**
- **SHPOA needs YOU in 2017! JOIN or RENEW NOW! SEE p. 3.**
- **Community & Environment : Parking Regs., Coyotes, Pet Supply Issues, Sidewalks, Speed Humps, more, pp. 8-15.**

Renew Your SHPOA Membership for 2017

By Katherine Dayen

It's time to renew your SHPOA membership for 2017 for only \$25. Please use the enclosed envelope or pay electronically on the SHPOA website: www.shpoa.us.

Services provided by SHPOA include: Informational Meetings, Election/Candidate informational events, Newsletter, Daily Fodder, Neighborhood Watch, Website, Land Use and Political Advocacy, Equestrian and Trails Improvements and Advocacy for Street Improvements. For the past two-and-a-half years, SHPOA has provided leadership to the SAFE Coalition to fight the damaging high speed train proposals. **Thank you.**

2017 SHPOA Board Members

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Membership:	Jacqy Gamble jacqyagamble@gmail.com
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Sun Valley/Shadow Hills West

Rich Wall 818-634 -0755
30204@lapd.lacity.org

Foothill Trails District Neighborhood Council (FTDNC): www.ftdnc.org Info. below from their site.

FTDNC Area 4

Michael N. Carpenter 470-523
treasurer@ftdnc.org
Terry Kaiser terry.kaiser@ftdnc.org

FTDNC Area 5

Robert (Bob) Bell bob.bell@ftdnc.org
Tamara Loperfito
tamara.loperfito@ftdnc.org

WEEK 2: The Sunland Farmers Market is Up and Running. by Jacqy Gamble

Of course they have all kinds of fabulous southern California grown fruits, nuts and vegetables. They also have several types of fresh eggs, lamb, chicken and fish. You can get your fresh coffee and hot breakfast too. There are also other items like hummus, candles and ceramics. After the first week, they managed to resolve some parking issues by moving the market back further into the Tierra del Sol Campus where it is now in the shade and easier to access. They have five more vendors joining in July and plans for an active petting zoo. So bring your grocery tote bags or a wagon, and check out the Sunland Farmers Market at Tierra del Sol on any Saturday from 9 to 1. The LA Health Dept. says please don't bring dogs to a market. 🐕



The Fond Land Foundation By Bill Eick

The Fond Foundation owns about 600 acres of open space between Sunland Blvd and La Tuna Canyon. Some of that property is adjacent to the east bound entrance to the 210 freeway on Sunland Blvd. and is marked with the Fond Family Open Space sign. The sign recently was knocked off its posts and the post was also knocked sideways so that they both have to be fixed. Additionally, homeless people have once again started to inhabit the property, although some of the encampments cannot be seen from the road. After much discussion the board of directors has decided to fence the open space and place no trespassing signs on the fence. That will provide us with the legal means to have the homeless people evicted from the property.

The board realizes that the homeless people will just move to a different part of the Sunland area, but the fire hazard they create in the brush in the Fond Park is such that we have no choice. By the time you receive this article, the fencing will have already begun. Please note that the Foundation will spend over \$30,000 on the fencing. This is in addition to the approximately \$20,000 per year the Foundation spends on brush.

If you have questions please send an email to Bill Eick whose address is bill@eickfreeborn.com. 🐕



Homeless/Transient Issue – Magnitude of the Challenge – June 2017

By Cindy Bloom

**Homeless Liaison,
Foothill Trails District Neighborhood Council**

Next to the high-speed train threat, homeless and transient peoples have been identified as critical issues facing all of the greater LA area. Homelessness/transients in our district, Council District 7 (CD7), are recognizable by encampments around town, in the Tujunga Wash, and in the Fond Family Open Space areas. These encampments have led to fires from careless campfires, trash, increase in theft, blight, discarded drug paraphernalia, debris on horse trails, etc.

Each Neighborhood Council has designated one or

more members to be a Homeless Liaison with City Hall. There have been four Homeless Liaison meetings to-date, with the first meeting being held on November 30., 2016; meetings are scheduled on a bi-monthly basis. Liaisons from neighborhood councils across the city attended and watched various presentations as well as voicing their concerns about the homeless/transient situation in their respective communities. The concerns ranged from how to handle "tent blocks" (Venice) to creating a boon for developers to what funding sources will be used to provide utilities, services, and other recurring costs.

In late January 2017, hundreds of volunteers conducted a count of homeless/transient persons across the City and surrounding areas (up through the Santa Clarita Valley). It was strictly visual, i.e., volunteers were not to interact with the homeless population. The results were published on May 30, 2017; in one short year, homeless/transient identifications increased by 23% countywide.

Area	Sheltered	Unsheltered	Total	% Change
LA County	14,966	42,828	57,794	+23%
LA County District 5	1,837	5,898	7,735	+26%
City of Los Angeles	8,952	25,237	34,189	+20%
Council District 7	199	999	1,198	-1%

There are a total of 34,178 homeless/transients in the City of Los Angeles. CD7 contains 1,198 or 4% of the total, and ranks 10 of 15, i.e., there are 9 council districts with more homeless than we. 7,386, are in Council District 14 (Jose Huizar: Boyle Heights, Eagle Rock, Highland Park, Downtown). The fewest, 746, are in Council District 3 (Bob Blumenfeld: Canoga Park, Reseda, Tarzana, Winnetka, Woodland Hills).

In CD7, most are White or Hispanic males between the ages of 25-54. Serious mental illness, physical disability, and substance abuse are the top three underlying conditions (and are not mutually exclusive) found in the 18+ years old homeless/transient population.

Note from the Editor: We've edited this article to place the word "transient" next to nearly every reference to "homeless." Unfortunately, the City consistently refers to the "homeless" issue or challenge. I believe this is misleading and needs to always include the term "transient" as many of the population accessing services and using our tax dollars are NOT in the sympathetic category of homeless, they may have a myriad of other issues. 🐾



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Shadow Hills Property Owners Association

SHPOA Membership Form

Shadow Hills area residents, it's always
time to join SHPOA! We're here for you!

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

Membership = \$25

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Name: _____

Address: _____

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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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Funding for Homeless/Transient Population

By Cindy Bloom

In November 2016, Los Angeles City voters approved Measure HHH that will impose an average \$9.64 per \$100,000 assessed value for property owners for 29 years (e.g., if assessed value is \$400,000 the amount will be \$38.56). However, the amount will change annually (ranging from \$.60 to \$18.54 per \$100,000 of assessed value) as additional bonds are issued and as property values increase under Prop 13. These proceeds will be used to issue and repay \$1.2 billion in general obligation bonds to provide funds for building 10,000 housing units. The bonds will be issued on an "as needed" basis so that property owners' property tax bills are affected only as the bonds are issued. The City is hoping to leverage this \$1.2 billion to secure additional funds from the State, County, and Federal governments. As of now, no outside matching funding has been procured but it is still early in the process.

Then, in March 2017, voters also approved County Measure H that will increase the County sales tax by ¼ cent on July 1, 2017. These county funds will provide (1) outreach teams comprised of case workers and health specialists to address the immediate needs of homeless/transient residents to eventually get them housed; (2) development of bridge housing which will house residents temporarily, providing in-house services to ensure they are ready to move on to permanent housing when they are able to do so; (3) a rapid re-housing program in which the county partners with cities to provide temporary rental assistance to homeless residents moving back into housing and to families, older adults, and others at risk of falling into homelessness; and (4) providing supportive services like job training, substance abuse counseling, and mental health treatment to residents of permanent-supportive housing developments.

The strategy is to transition homeless/transient persons from emergency housing (provided on a day-to-day basis) into long-term housing.

In late May 2017, the Los Angeles City Council unanimously approved a \$9.2 billion citywide budget for Fiscal Year 2017-18 (July 2017 through June 2018). The FY 2017-18 homeless/transient budget is \$176 million, an increase of \$38 million (28%) from the previous year's allocation of \$138 million. However, critics point out that only \$65 million of FY 2016-17's budget of \$138 million has been spent. Of this amount, the largest share — more than \$50 million — went to the Los Angeles Homeless Services Authority.

The majority of the revenue to fund the expenditures will be generated by Measures H and HHH. Measure HHH (LA City-bond) provides for capital expenditures/projects and Measure H (LA County-sales tax) provides support services. Measure H specifically will provide rapid re-housing vouchers, shelter beds, winter shelter beds, sobering beds, domestic violence shelter beds, three outreach coordination sites, resource centers (storage, showers, services), 4,000 spay/neuter certifications for low-income pet owners, training and job placement, expanding cleaning services for parks and encampments, and affordable and permanent supporting housing. Recurring expenses such as utilities, repairs, and maintenance will be paid in part by the federally funded Department of Housing and Urban

Development (HUD) and administered through the local Housing Authority Section 8 Housing Vouchers program.

Citywide, there are 12 sites currently identified for affordable housing/homeless construction. In CD7, a hillside parcel located 11681 W. Foothill Blvd., Sylmar/Lake View Terrace, across from Hansen Dam recreational area is identified but no funding has been approved. The current developer is LA Family Housing/Many Mansions.



Parcel Identified in Lake View Terrace
(across from Hansen Dam Rec Area)

In late May 2017, \$90 million of Measure HHH bonds was approved for construction of 600 units in Council Districts 4, 6, 8, 9, and 14; construction will start as early as July 2017 in some areas. 🐾

Contact Information for Homeless/Transient Issues

For further information or to report concerns related to homeless/transient persons:

- Homeless/transient family: 211 or 818-255-2766
- Homeless/transient individual: 818-255-2703
- Homeless/transient youth (ages 14-24): 818-755-8786
- Rachel Brashier, Policy Director from Councilmember Marquee Harris Dawson's office (Rachel.brashier@lacity.org)
- Meg Barclay, Homeless Coordinator, Office of the Administrative Officer (meg.barclay@lacity.org)
- Alisa Orduna, Homeless Policy Director, Office of LA Mayor Eric Garcetti (alias.orduna@lacity.org)
- Thomas Soong, Project Coordinator-Leadership Development Strategist, Department of Neighborhood Empowerment, 200 N. Spring Street, Suite 2005, Los Angeles, CA 90012 (213) 978-1551 thomas.soong@lacity.org
- Housing Authority City of Los Angeles www.hacla.org
- Los Angeles Homeless Services Authority, <https://www.lahsa.org>
- Los Angeles County Services: Dial 211
- Los Angeles City Services: Dial 311.
- Fiscal Year 2017-18 Project Expenditure Plans/Programs for Next FY http://clkrep.lacity.org/online/docs/2017/17-0090_rpt_CAO_05-16-2017.pdf
- Eight City-Owned Properties Included in the Affordable Housing Opp Sites http://clkrep.lacity.org/online/docs/2016/16-0600-s145_rpt_CAO_11-18-2016.pdf
- Chart of estimated HHH assessments: <http://documents.latimes.com/proposition-hhh-assessment-schedule/>
- 2017 Greater LA Homeless Count: <https://www.lahsa.org/homeless-count/reports>
- CD7 2017 Homeless Count: <https://www.lahsa.org/documents?id=1362-2017-homeless-count-results-council-district-7.pdf>

Also, contact Cindy Bloom at cbloom571@gmail.com. 🐾

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- Register online: www.laanimalservices.com/Laws_Policies/Dog_License.htm
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Good Vibrations (Not)

By Lynne Toby

On May 18th, more than a dozen concerned Shadow Hills residents met with Waste Management of Sun Valley representatives to hear answers to questions posed at a previous meeting. In January, a relatively wide range of residents and property owners reported experiencing weak to very strong vibrations that rattled their windows and nerves for varying amounts of time. The intensity varied but the dates were the same.

We learned at the earlier meeting that underground pipes at the closed landfill (which closed in April 2007), which are part of the landfill's methane gas collection system, pulled apart due to settling of underground trash, likely due to the larger amount of rainfall this past winter, which caused an uneven flow of methane gas into the flare system (burners), causing the vibrations. Flares are used to rid the site of methane and produce carbon dioxide. A very simple analogy of why the flares "rumbled" is the fuel mixture in your car. If the fuel is balanced and consistent, your car runs smooth. If the fuel is old or if moisture or other elements are mixed in, your car runs "rough." Same thing with the methane that is collected from the decomposition of trash in the landfill, and then flared. If it's consistent the flares run smooth. If the gas mix is variable, the flares will "rumble." We had asked who, what, where, when, why and how and this issue and nuisance occurs. Waste Management representatives came prepared with information and some solutions.

At the first community meeting, much brainstorming and trouble-shooting was done by both community representatives and the Waste Management staff. Among the changes that have been implemented:

- The methane collection pipes were previously underground but have been brought to the surface to facilitate inspections and repair.
- 80% of the pipes so far have been replaced with new sun-resistant and flexible pipes.
- New vibration sensors were installed at the end of April on both the main flare and the back-up flare. If the shaking reoccurs and lasts for more than 2 minutes, an alarm goes off, the system will shut itself down and personnel will be notified by a "black box" system that's already sending continuous data to the technicians.
- A new electrical panel was installed and tested by putting it in failure mode, simulating a power failure. The new system started right up.

The flares burn emissions within the temperature range allowed by the permit (1,620-1,645 degrees). This is evaluated every year and the Southern California Air Quality Management District standards must be met. The Federal guidelines require a minimum 30-year monitoring permit and process; this facility has a 50-year permit. The methane emissions peaked on the day the landfill closed and have been going down ever since. The flares should be operational through the life of the permit and are very standard in the industry. Future system improvements may be added over time. Earthquakes? CAL Recycle standards say the facility must be able to withstand a 6.5 quake but they're not over a known fault. There's a fault nearby but not underneath.

If anyone has any questions or concerns, the Waste Management hotline is 818-252-3107. It was good to

meet with industrial neighbors who took our concerns seriously and addressed the situation immediately. We thank Waste Management staff Phil Perley, Lily Lee, Travis Williams and Doug Corcoran for their responsiveness. We hope other businesses follow their lead in transparency and responsiveness. 🐾



High Speed Trains Update

By Dave DePinto

For the past year, with the abundance of local elections and campaigns, the SAFE Coalition focused its efforts on gaining political support from local elected officials for our mission of removing above ground routes such as those proposed through Lake View Terrace and Shadow Hills, as well as those through Sun Valley, Pacoima, San Fernando and Santa Clarita (routes E1 and E2). Election season is a good time to inform and solicit potential elected officials/candidates for support (when they want your support!). **Note:** in mid-August, our communities will have been confronted with the high speed train threat for a full three years. Please read *Daily Fodder* and check the *SAFE Website* for information about related activities.

We've had tremendous success and it will go a long way to making sure above ground trains NEVER destroy our communities, homes, businesses and open space. While the environmental studies drag on, wasting our tax dollars and holding us hostage, we can take solace in the fact that nearly every elected official supports our position which, along with nearly unanimous public opposition, will make it extremely difficult for high speed train staff and board members to ignore in the selection of the preferred or ultimate route.

As stakeholders and voters, I believe you have a right to this recap of which elected officials stand with us in strongly and publicly opposing above ground high speed train routes, and those that don't. You can help by contacting these elected officials in writing, by phone, or by bringing up this issue whenever you encounter them in public. Contact information for local elected officials is on the *SAFE website* (www.dontrailroad.us).

Elected Officials and Community, Union and Environmental Organizations Positions re: Support of SAFE Coalition and Opposition to Above Ground High Speed Trains			
Strong and Early Supporters	Strong, More Recent Supporters	Recently Elected Supporters	Non-Supporters or No Position
Shadow Hills Property Owners Assn. Lake View Terrace Improvement Assn. Kagel Canyon Civic Assn. Sunland-Tujunga Neighborhood Council Congressman Adam Schiff Supervisor Mike Antonovich Supervisor Sheila Kuehl Supervisor Don Knabe Supervisor Mark Ridley-Thomas Supervisor Hilda Solis Supervisor Kathryn Barger Councilman Paul Krekorian Councilman Herb Wesson Councilman Mitch O'Farrell Assemblywoman Patty Lopez Senator Carol Liu Assemblyman Raul Bocanegra Senator Anthony Portantino School Board Member Monica Ratliff San Fernando City Council Santa Clarita City Council Hillside Federation	Assemblywoman Laura Friedman Senator Bob Hertzberg Sylmar Neighborhood Council Foothill Trails District Neighborhood Council Pacoima Neighborhood Council All Candidates for LA City Council District 7 All Candidates for State Assembly District 39 All Candidates for State Senate District 18 All Candidates for LA County 5 th Supervisorial District	Councilwoman Monica Rodriguez School Board Member Kelly Gonez	Mayor Eric Garcetti Councilwoman Nury Martinez Sun Valley Area Neighborhood Council (no position) Teamsters Union Laborers Union Sierra Club

Update on New Councilmember Monica Rodriguez – time will tell as far as whether we can count on her on this issue or not. She was difficult to work with and a poor
(See *Trains Update* cont'd on pg. 8)



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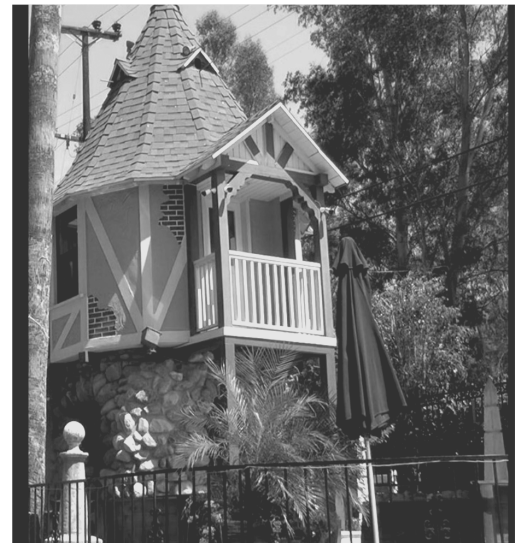
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"FAILING to Plan is planning to FAIL!" - Ben Franklin



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(Trains Update, cont'd from pg. 7)

communicator during the campaign. She was the last of the nearly 20 primary candidates to sign the "Pledge" opposing above ground high speed train routes, and did so, according to one of her supporters, only after the supporter insisted she sign the pledge. In addition, she nearly refrained from participating in the "Challenge" the SAFE Coalition created during the run-off campaign, only meeting several days after the Challenge officially ended, being non-responsive to most of the "Challenge" questions, and she was not forthcoming at the face-to-face meeting regarding campaign contributions from high speed train supporters such as engineering contractors and a high speed train board member. While she is on the record as opposing the above ground routes and supporting a non-high speed train alternative from Palmdale to Burbank, she has accepted contributions from groups that support high speed trains and stand in opposition to our community. As a result, we are concerned about the potential conflict that represents. We have yet to see her fight for our community or show passion on this issue, nor has she followed through with the Mayor and labor unions to seek their support for our position of opposing above ground routes. Thus, the jury is out on our new councilmember.

Update on Mayor Eric Garcetti – A source of concern among local elected officials is Mayor Eric Garcetti. On one hand, after delaying meeting with us for more than a year (and allowing the threat of high speed trains to remain on all of our communities), the first thing the Mayor said to us in a face-to-face meeting in February was that he was a BIG supporter of high speed trains. Not the best way to start a meeting! On the other hand, giving us hope, he took the initiative of speaking with the CEO of CHSRA, Jeff Morales, about several of our issues, and his staff attempted to author a letter supporting several positions of the SAFE Coalition. Problem is, the letter from the Mayor's office was not disclosed to the the SAFE Coalition or the public until nearly two months after it was written and the letter contained confusing and controversial language related to "improving the Metrolink Antelope Valley Line and using it as the High-Speed Rail right-of-way between Palmdale and Burbank..." The SAFE Coalition tried diligently and unsuccessfully for nearly four months to meet and talk in-person with the Mayor's office to clear up what is either a misunderstanding or a mistake....and we were ignored. To date, the Mayor's office has not taken us up on our offer to meet face-to-face in the District near impacted communities and the potentially mistaken letter authored by the Mayor remains his only public statement related to his position. ♡



No Parking on the Parkway by Elektra Kruger

A great play on words. A "Parkway" is the area in front of your home between the sidewalk and the street reserved for trees, landscaping and utilities - it is not intended as a place to "park" your vehicle - which would not only appear unsightly, but can be dangerous to pedestrians and drivers. In April 2017, Councilmember Mitch O'Farrell submitted a Motion to City Council asking that they request the City Attorney to prepare and present an Ordinance amending the Los Angeles Municipal Code making it illegal to park any vehicle in the area of the right-of-way

between the sidewalk and the curb.

At the mid-May 2017 meeting of the City Council's Transportation Committee, one public stakeholder spoke in opposition to the Motion. Let me guess. Either he lives in a portion of the City where the City approves ever-increasing density while reducing required on-site parking that a developer must provide - so what is left but the parkway - or this is a person illegally running an auto repair business on his residential property and needs the extra parking space. As much as I do not approve of cars parking in the public right-of-way, I most certainly do not forgive the City for creating the situation which often leaves this as the only option. And I do not forgive the City for failing to cite someone illegally operating a business in residentially zoned areas. 🐾



Farmer's Markets in Residential Zones? by Elektra Kruger

The public often enjoys the option of having access to fresh produce available from Farmer's Markets. These, however, do require a public hearing process to permit them which can be very cumbersome especially for non-profit entities that neither have the time to deal with a bureaucratic process nor are even familiar with land-use application processes.

In recognition of this, in mid-November 2010, Councilmember Herb Wesson submitted a Motion to City Council asking that they review the process to enable streamlining the Farmer's Market permitting process to allow non-profit organizations to provide these Markets by-right in R (residential) zones. This is intended to expeditiously provide fresh food and vegetables to all communities especially those that are socially and economically challenged. The Councilmember asked that the City Council instruct the Planning Department, in consultation with the City Attorney, to report on the feasibility of allowing non-profits to obtain a permit by-right for Farmer's Markets in R zones without the need for a Zoning Administrator's Hearing or any other discretionary action.

The Motion was referred to the City Council's Planning and Land-Use Committee for their review and recommendation. In early April 2011, the Planning Department presented a report to the City Council recommending that the Los Angeles Municipal Code (LAMC) be amended to incentivize Farmer's Markets throughout the City but with necessary land use controls. Current Farmer's Markets are not allowed in any zone by-right. They are permitted in specified zones when approved by a Zoning Administrator which requires a public hearing. The Zoning Administrator Determination (ZAD) process allows Farmer's Markets to be permitted in agricultural zones, commercial zones, most manufacturing zones, church and school parking lots in residential zones and public parks. Any request to establish a Farmer's Market outside these specified zones would require a Variance.

To be continued in a future issue of the SHPOA newsletter. 🐾



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Prohibit Use of Wild Animals for Public Entertainment

by Elektra Kruger

In late November 2016, Councilmember David Ryu submitted a Motion to City Council asking that it request the City Attorney to prepare and present an Ordinance prohibiting the exhibition of wild or exotic animals for entertainment or amusement including circuses, exotic animal shows, exotic animal rentals for house parties, etc. They are only to be exhibited by zoos accredited by the Association of Zoos and Aquariums, used for legitimate filming purposes with strict rules and regulations as to their care and treatment, research facilities (I don't know about this one) and legitimate conservation related programs/presentations.

The Council File is packed with opposition letters to this Motion, but 99% of those all come from trainers, etc. working with the entertainment industry and organizations housing and caring for animals that they use for educational purposes. Don't these people read? Legitimate filming purposes and legitimate conservation-related programs/presentations are to be totally acceptable.

This ban is geared toward circuses and traveling animal shows. Even with the best of intentions, traveling shows cannot provide what these animals need and evidence of physical abuse and deprivation is commonplace. The confinement, a necessary component of extensive and repeated travel, is harmful and inconsistent with the species-specific care and containment prescribed by the Animal Welfare Act.

In 2015, the Federation of Veterinarians of Europe issued a formal recommendation that wild animals cannot tolerate and do not belong in circuses: "There is little or no educational, conservational, research or economic benefit derived from the use of wild mammals in traveling circuses that might justify their use. In addition to the welfare considerations, the use of wild mammals in circuses can represent serious animal health and public health and safety risks".

To be continued in a future issue of the SHPOA newsletter. ♡



Coyote Management Plan

by Elektra Kruger

Coyotes roaming rural, suburban and even urban parts of LA have become a common sight. Our continued encroachment into Open Space once inhabited by coyotes has pushed these animals into our neighborhoods seeking food and water from open trash cans and backyard sources of food and water. Wildlife experts have long advocated that the best approach to deterring coyotes is to secure our trash cans and remove all sources of backyard food and water, especially at night. They have also determined that eradication of coyotes only exacerbates the problem in the long run as new bands of coyotes will simply move into any vacated areas.

It is becoming obvious that the mere public information campaign attempting to change public behaviors that attract coyotes must be supplemented with increased enforcement of existing City laws prohibiting the feeding of coyotes as well as implementing new and improved means of preventing coyotes from reaching food sources

in our City. In late October 2016, Councilmembers David Ryu and Mike Bonin co-presented a Motion to the City Council asking that it instruct the Bureau of Sanitation to report on options for making wildlife-proof trash cans available Citywide to prevent coyotes from accessing curbside collection bins. The Motion also asks the Department of Animal Services report on current enforcement of the LAMC prohibiting the feeding of coyotes as well as other non-domesticated mammalian predators including use of the Administrative Citation Enforcement (ACE) program and any other currently available enforcement options along with a review of their respective success rates and whatever limitations our current laws have binding enforcement efforts.

The Councilmembers also suggested that the Department of Animal Services explore the feasibility of installing wildlife signs throughout the City along with the most productive words/figures to utilize. Opposing this line of thought was Travis Longcore, the Science Director of The Urban Wildlife Group. It is his contention that there is no substantial evidence supporting the idea that re-designing our curbside trash bin lids would make any difference at all but that coyote conflicts are encouraged by deliberate and organized feeding programs for our outdoor stray/feral community cats.

At its final meeting in mid-October, after months of deliberations and testimony, the Animal Welfare Committee declared its recommendation to City Council to be nothing more than the initial Motion presented by Councilmember Joe Buscaino, that being that the Department of Animal Services report on their existing Coyote Management Program, the resources that are currently deployed to implement that Program and recommendations for improvements to that Program that will further control the coyote population in the City's residential neighborhoods including any ordinances or City policies that will support this effort. 🐾

Coyote Management Plan - Update *by Elektra Kruger*

At its November 2, 2016 session, the Los Angeles City Council adopted a Motion first presented by Councilmembers Mike Bonin and David Ryu calling for the enforcement of existing Los Angeles Municipal Codes related to prohibiting the feeding of coyotes and other non-domesticated mammalian predators, reviewing options for wildlife-proof trash receptacles and the feasibility of installing temporary and permanent wildlife signs throughout the City.

In response to this City Council vote, the Los Angeles Department of Sanitation contacted a number of container manufacturers and researched what has been successfully utilized in National Parks and other Cities. The Department found two container models that will prevent coyotes as well as other wildlife from accessing the contents of the bins. The Department checked with the supplier to assure that no small animals such as raccoons and opossums would be capable of opening the lids and getting trapped inside. The manufacturer assured the City that they have distributed thousands of these containers for over 20 years and have never received any reports of small animals being trapped inside.

After consulting with a number of Council Offices, the
(See **Coyote Management** On pg. 12)

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(Coyote Management cont'd from pg. 11)

Department of Recreation and Parks and the Department of Animal Services, it was proposed that a pilot program be implemented in 16 parks throughout the City including our own Lake View Terrace Recreational Center and Hansen Dam Regional Park. A total of 40 containers will be distributed for the pilot study citywide with 2 at the Lake View Terrace Recreation Center and 4 in Hansen Dam. The Department of Recreation and Parks has decided to test both models of the wildlife-proof trash bins in the 16 test parks. The bins will be covered with an anti-graffiti coating.

Once installed, as part of the pilot program, Recreation and Parks will monitor and report coyote activity, receptacle performance and vandalism. In addition to the receptacles, 55 "Do Not Feed The Wildlife" signs and 53 Bilingual Informational Signs will be installed. To be continued in future issues of the SHPOA newsletter. ♠



Remove "Sunset Clause" from Pet Store Sales Ordinance

by Elektra Kruger

In late October 2012, Los Angeles adopted an Ordinance banning the sale of commercially (mill) bred animals in pet stores. The Ordinance did, however, have a "sunset clause" in the event that it failed to meet its objectives of reducing shelter animal euthanasia rates and increased shelter animal adoption rates while damaging the viability of the pet store trade.

Most people view this 2012 Ordinance as having become a nationwide model for jurisdictions seeking ways to combat the often inhumane puppy-mill industry and hope to see the sunset clause removed. As such, in mid-January, Councilmember Paul Koretz submitted a Motion to City Council asking that it instruct the City Attorney to prepare a Draft Ordinance doing just that.

Taking exception to this stand, however, has been the Pet Industry Joint Advisory Council (PILAC) claiming that, despite the belief of the City Council that pet stores could easily transition into a "humane model" providing an outlet for the sale of shelter animals, this did in fact prove unworkable and resulted in numerous store closings. Additionally, stores that are attempting to comply with the new model are being faced with zoning restrictions that limit the number of adult dogs that can be kept in a commercial establishment before having to be licensed as a kennel. The additional cost and associated regulations has discouraged some pet store owners who might otherwise have embraced the intent of the 2012 Ordinance more fully. The final vote of City Council was, despite these oppositions, to instruct the City Attorney to prepare a Draft Ordinance repealing the sunset clause.

In mid-March the City Attorney submitted a Draft Ordinance amending the Los Angeles Municipal Code to prohibit the sale of commercially bred dogs, cats and rabbits in pet stores, retail businesses or other commercial establishments in the City of Los Angeles by deleting the sunset clause of the original 2012 Ordinance banning the sales of same. This Draft is now in the hands of the City Council's Animal Welfare Committee for their review and recommendations. SHPOA will report on the final vote in a future issue of the newsletter. ♠

Retail Sales of Pet Supplies at Animal Shelters?

by Elektra Kruger

In the 2014-2015 Los Angeles Fiscal Budget, \$44 million was allotted to fund Department of Animal Services' programs and services including operation and maintenance of the City's six animal shelters, enforcement, veterinarian services and administration. While every effort is made to provide for enough resources to meet the Department's needs, it goes without saying, the Department could always use any additional resources.

Supplemental revenue is currently acquired through fundraising programs and donations. It would always help to think outside the box exploring for additional ways to generate revenue. In mid-January 2016, Councilmember David Ryu suggested setting up a revenue-sharing partnership under which vendors would be allowed to sell pet supplies and products at the City's six animal shelters which would provide owners of newly adopted pets with convenient access to food and supplies while additionally generating needed revenue for the City's Shelters. The Councilmember asked that the City Council instruct the Department of Animal Services, together with the Office of the City Attorney, report on the feasibility of allowing for the retail sale of pet supplies and products at the City's Animal Shelters as a revenue-sharing operation.

The Motion was referred to the City Council's Animal Welfare Committee for their review and recommendations. In late September 2016, the Board of Animal Services Commissioner Roger Wolfson authorized the Department of Animal Services to issue a Request for Proposals (RFP) seeking vendors to operate retail kiosks at City Animal Shelters. My Masters Best Friend LLC completed a BIP requirement on time but did not submit a proposal. PetCo submitted a written proposal but did not complete the BIP requirement. Both were eliminated from consideration. To be continued in future issues of the SHPOA newsletter. 🐾



Arrest Authority for Street Services Investigators?

by Elektra Kruger

The California Penal Code grants the Bureau of Street Service Investigators the arrest authority of a peace officer for specified illegal dumping crimes. They also have other enforcement responsibilities for which they do not have arrest authority including items relative to environmental issues, the movement of overloaded trucks, the sale of counterfeit or unsafe items on City streets, enforcing public right-of-way laws, etc., all of which can lead to arrests for which the Bureau Investigators must call upon the services of the LAPD, straining their limited resources.

In late November, 2016, Councilmember Joe Buscaino submitted a Resolution to City Council recommending that, were the State of California ever to propose amending the California Penal Code to enhance arrest authority for Street Service Investigators and add vehicles used by these investigators to the list of authorized emergency vehicle as defined in the California Vehicle Code, the City of Los Angeles would not only support but also sponsor this proposed legislation. The proposed increase in Bureau authority would be limited to arrest authority only for laws that the Bureau is already charged with enforcing. The Bureau claims this would not expand their current duties,

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would not require a pay increase, would not mandate the carrying of firearms, etc. The proposed change to the Penal Code would:

- Enable Bureau of Street Services Investigators to seize evidence in plain view when making arrests
- Enhance Bureau Investigator credibility with law enforcement personnel
- Enable Bureau Investigators to conduct complete investigations without the need for LAPD assistance

To be continued in future issues of the SHPOA newsletter. 🐾

Sidewalk Repair Ordinance

by Elektra Kruger

On December 1, 2016, after much haranguing among the walls of City Hall, Mayor Garcetti signed off on a Sidewalk Repair Program that went into effect on January 16 2017. It provides for a "Fix and Release" program for the City's sidewalks in which the City will do the initial repairs and, once repaired, present a Certificate of Sidewalk Compliance to the adjacent property owner who will henceforth be responsible for any future repairs to damaged sidewalks.

The program provides for a Sidewalk Repair Warranty of 20 years for residential property and five for Commercial/Industrial property beginning from the date that the Certificate of Sidewalk Compliance is issued. That Warranty would be deemed waived by any property owner requesting to keep any tree that the City would otherwise have removed to protect the sidewalk from any future root damage.

The City has placed a cap of \$20,000 per lot - regardless of size - for the City's initial repair project. Anything over that will also be the responsibility of the property owner and will be recorded as a lien against the property. The Board of Public Works will administer a Sidewalk Repair Incentive Program which would reimburse, in part (i.e. by as much as the City wants to), an owner of any property who voluntarily undertakes (i.e. pays for up-front) the initial sidewalk repairs **SUBJECT TO AVAILABLE FUNDING ALLOCATED BY THE CITY COUNCIL FOR THIS PROGRAM EACH FISCAL YEAR** - which we all know will quickly dry up if it ever exists at all.

Once being presented with a Certificate of Sidewalk Compliance, responsibility for maintenance of any sidewalk, driveway approach, curb return or curb such that these will in no way endanger any person or in any way violate the Americans with Disabilities Act will become that of the property owner. If the Board of Public Works were to determine that the state of any sidewalk were such that it could endanger a person or in any way violates the Americans with Disabilities Act, a Notice to Repair shall be placed in a conspicuous place on the property itself and a Notice would be mailed to the last known address of the property owner as indicated on the last equalized assessment rolls. The Notice will identify the item requiring repair, designate the type of materials to be used for the repair and specify a deadline for commencing and completing the repairs. If the property owner does not commence/complete the repair within the specified deadlines, the Board of Public Works will be authorized to do the repairs itself at the property owner's expense the cost of which will be recorded as a lien on the property.



Re-Institution of Speed Hump Program? - Part 1

by Elektra Kruger

In early October 2014, the Department of Transportation submitted a report to the Los Angeles City Council in response to instructions that they work with the City's Administrative Officer to develop a funding strategy to restore a program for the installation/removal of speed humps based on traffic/emergency response considerations. Prior to 2009, the Department of Transportation operated a citywide speed hump program including

request processing, speed surveys, data collection, field investigations, planning, construction and community outreach. (Did community outreach get thrown in after-the-fact?).

Reductions in the City's Fiscal Year 2008-2009 Adopted Budget led to the elimination of not only dedicated staff but also contractual services and the speed hump program was discontinued. Since that time there has been overwhelming public demand to re-institute the program. Many residents welcome the addition of speed humps while others complain of the negative aesthetics, inconvenience, vehicle wear-and-tear and increased noise level as cars pass over each hump.

At the time this report was submitted in 2014, it was estimated that speed humps could be installed at 150 locations with the re-hiring of one full-time engineer, two engineering associates, an engineering aide and a contractor for an estimated cost of \$2,080,000. At a late November 2014 hearing of the City Council's Transportation Committee, a representative for Council District 14 testified in favor of the re-instatement. The Committee recommended that, if re-instated, all approved applications should be prioritized according to traffic concerns, vehicle speed, existing traffic control devices present such as stop signs, accident data, etc.

When the Transportation Committee's report was reviewed in an early November 2014 City Council session, Councilmember Nury Martinez presented a Motion that the report be amended to add "The funding strategy to be developed shall ensure an equitable distribution of speed hump installation locations per Council District." The City Council voted to instruct the Department of Transportation to devise a funding strategy and create an application/approval/construction policy for the installation of speed humps. To be continued in a future issue of the SHPOA newsletter. 🐾



Re-Institution of Speed Hump Program - Part 2

by Elektra Kruger

In mid-May 2016, the Los Angeles Department of Transportation submitted a report to the City Council on how a re-instituted Citywide Speed Hump Program would operate and the resources needed to do so - upon instruction by the Council to do so issued in early November 2014. The recommendation of the Department of Transportation was that the Department be authorized to receive private funds to be deposited into the Neighborhood Traffic Management Fund (NTM) for the construction of speed humps and to refund any unused portion of the deposited funds upon completion of installation.

The City Council initially adopted a Citywide Speed Hump program in 1994 under the management of the Department of Transportation. In the approximately 15 years that it was in operation, more than 3,700 speed humps were installed at over 1,450 locations. The program's annual budget relied on State Gas Tax funds which varied between \$330,000 to \$1.1 million per year. In 2009, the Program was discontinued due to permanent budget cuts (so what happened to the State Gas Tax funds?).

Since that time, speed humps that were already in place

have remained in place and have been replaced by the Bureau of Street Services after any street resurfacing activity (always?). Since the program was discontinued, the City continues to receive a significant number of requests from residents complaining of speeding. There have been at least four City Council Motions filed requesting to have the program re-instituted in and since 2014. In early May 2015, the Department of Transportation submitted a report to the City Council's Budget and Finance Committee illustrating two separate funding strategies - one being for localized private funding only and the second being a Citywide program to build speed humps at 150 locations a year at an estimated cost of \$2,080,000/year with an increase in a limited number of dedicated staff. *To be continued in a future issue of the SHPOA newsletter.* 🐾



Re-Institution of Speed Hump Program? - Part 3 by Elektra Kruger

A reduction in the City's 2008-2009 Fiscal Year Budget brought an end to a Speed Hump program that had been active for 15 years. Since that time, there have been numerous and continuous requests by LA residents to reinstate the program leading to a number of Motions being filed to City Council in and after 2014 trying to resurrect the program. For the 2016-2017 Proposed Budget, the Department of Transportation recommended a framework for a Citywide Speed Hump Program that would employ minimal staff and incorporate a private funding mechanism.

This was presented to the City Council's Budget and Finance Committee that made modifications to the recommendations that would no longer provide for the necessary salaries for even a minimum level of staffing. In mid-May 2016, the Department of Transportation sent a report to the City Council describing the minimum resources that would be needed to re-institute the program and also summarized some of the main features of its proposed new program.

As modified by the Budget and Finance Committee, the 2016-2017 Proposed Budget provided for capital funding of \$540,000 from the Local Transportation Fund to construct speed humps in all 15 council districts. The Committee also authorized two new positions - one Transportation Engineer and one Transportation Engineer Aide - without funding. (What are they supposed to do - volunteer?). They also provided for partial funding for an existing but vacant Transportation Engineer Associate position. As modified by the Budget and Finance Committee, the proposed budget would not provide for the necessary funding for even a minimum level of staff.

The program cannot be re-instituted until such time as a minimum level of staff is funded and filled. According to the Department of Transportation, the minimum level of staffing needs to include a Transportation Engineer to handle program management, to develop and upgrade policies and procedures and resolve technical challenges, a Transportation Engineering Associate to manage each speed hump request/project, conduct feasibility analyses and determine speed hump configurations and a Transportation Engineering Aide to assist with engineering studies and to perform field inspections and data collection such as speed and volume data. On June 15,

2016, the Mayor approved authorizing private citizens to deposit their own monies into a City Neighborhood Traffic Management Fund to construct speed humps if they really want them that badly. He instructed the Los Angeles Department of Transportation to implement new speed hump evaluation criteria and instructed the Department of Transportation to develop a new approval process. 🐾



Removal of Private Property from Public Areas by Elektra Kruger

On November 17, 2015, the Los Angeles City Council requested that the City Attorney prepare an Ordinance to amend the Los Angeles Municipal Code as it relates to the storage of personal property in public areas. In late January 2016, the City Attorney's Office submitted two versions of a Draft Ordinance for the Council to consider. The two versions present differing policy options, one addressing the "volume" of personal property that a homeless person may rightfully store in a public area and one to arrange access to public storage through subsidized transportation.

The reason for the code amendment was for the City to balance the expectations of City residents to have clean and sanitary public areas with the needs of homeless individuals who have no access to private storage facilities. The City Council directed the City Attorney to amend the current code to allow for individuals to maintain a specified amount of personal belongings in public areas. All I have to say is that Wentworth Street better not be classified as a "public area". The Heaver Retrievers will be very unhappy if it is! Among items to be included in the new amended Ordinance:

- Individuals may store personal property in public areas up to the equivalent of what would fit into a 60 gallon container with the lid closed
- A provision that with 24-hour notice, the City may remove and impound unattended property of any amount
- A provision that the City may impound attended property that exceeds the volume of a 60 gallon container
- A provision that the City must store any impounded property for 90 days during which time it may be reclaimed by its owner and if not reclaimed in that 90 day time period the City may discard it
- Requirements for pre-removal and post-removal notices which the City is to use when impounding personal property
- Designate the Bureau of Sanitation as the Administrative Agency to create rules, protocols and procedures for the implementation and enforcement of the Ordinance.

To be continued in future issues of the SHPOA newsletter. 🐾

WE NEED YOU – JOIN SHPOA IN 2017!!

We demand that our "electeds" represent US, and act with integrity and honesty. Join our watchdog effort to hold them to their words! Sign-up form on PAGE 3!

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

Visit www.shpoa.us

Next Regular Meeting - ANNOUNCEMENT COMING SOON! - 7:00 pm • Tierra del Sol

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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 Arlo Tysinger (818-353-2500)
Stonehurst Park: 9901 Dronfield, Stonehurst/Shadow Hills (818-767-0314)
Stonehurst Elementary School: 9851 Stonehurst Ave., Sun Valley (818-767-8014)
Tierra del Sol: 9919 Sunland Blvd., Shadow Hills (818-352-1419)
Village Christian School: 8930 Village Ave., Sun Valley (818-767-8282)
City of LA North Valley Neighborhood City Hall/Office, CD7: 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

SHPOA ADVERTISING DEADLINE
For Sept-Oct '16 Newsletter: August 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