

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 42, Issue 3

SHPOA July August 2019

Town Hall Meeting with State Senator Anthony Portantino and Supervisor Kathryn Barger was a Huge Success

*By Marjorie Maxon (resident) and
Cindy Bloom, SHPOA Board*

On May 4, 2019, State Senator Anthony Portantino and Los Angeles County Supervisor Kathryn Barger treated the N.E. San Fernando Valley communities to a very informative and organized Town Hall meeting at the Elks Club in Tujunga. Both representatives stated they meet on a weekly basis to address state and local needs. Some topics were addressed in opening comments and again in the "question and answer" portion of the program. Supervisor Barger noted that she serves on the Metro Board and Senator Portantino mentioned that he is chairman of the State Senate Appropriations Committee.

Issues

AB 1788 (the partial ban on anti-coagulant rodenticides) Senator Portantino supports this bill which would expand the prohibition against the use of a pesticide containing specified anticoagulants in wildlife habitat areas to the entire state.

SB 50 (state imposed high density housing along transit corridors and "jobs rich" areas which would override all local zoning controls) (Editor's note: This bill was pulled from consideration for this fiscal year by the Senate Appropriations Committee chaired by Senator Portantino on May 16th.)

Portantino: He does not support bill in its current form. Concerns: 1) the original idea was to have the density limited to areas near commuter rail, opposes expanding this to bus routes; 2) opposes having bill override historic preservation areas 3) concerned the bill will be a dis-incentive to expand commuter rail. He gave an example of a township that otherwise would like to have Metro expanded to their area but if they are forced to allow high density housing along that route, they may decide against expanding the commuter line. Most local representatives in Los Angeles County oppose this bill as written. He thinks this bill is "coming to a head" in the next 3 weeks. He prefers tax incentives to encourage landlords to rent to Section 8 tenants. He opposes any high density bonus that overrides earthquake or other local safety standards.

Barger: The Metro Board is working on a reconfiguration of the bus lines, and is concerned that SB 50 might impact this. She is also concerned that new construction by these transit corridors would increase--rather than

(Please see "Town Hall" on p.2)

Save the Date!

SHPOA* Meeting, Wednesday, July 10th

Office of Public Accountability(OPA)/DWP Ratepayer Advocate (City of LA)

Keynote speakers:

Fred Pickel, Ratepayer Advocate and Exec. Director

Camden Collins, Ratepayer Advocate and Dep. Dir.

Place: Tierra del Sol, 9919 Sunland Blvd., 7:00 pm

*this meeting is co-hosted with Lake View Terrace Improvement Association, La Tuna Canyon Community Association, and Rancho Verdugo Estates



Sen. Portantino and Sup. Barger explained in detail their thoughts on important issues impacting the NE San Fernando Valley.

SHPOA Pancake Breakfast was a Hit - Thanks to YOU!

By Cindy Bloom, SHPOA Board

After 7 years, due to popular demand, SHPOA reconvened its annual pancake breakfast on April 28th. Held at Tierra del Sol, breakfast-eaters were treated to fluffy pancakes, sausage, fruit, orange juice, and coffee (oh, and whipped cream). The iconic horse trailer (special thanks to Corral 20, Linda Fullerton, Andrea & James Gutman) provided the equipment and the cooks. Walt Conner and Patty Munson provided the culinary skills that fed over 130 hungry mouths.

We sold a significant number of newly designed SHPOA t-shirts and held a raffle of donated items. Best of all, we got to meet and mingle with our neighbors in a relaxed and beautiful environment. The weather was perfect, and it's a "go" for next year.

Based on the turnout, it was clear that it was time that our community and the SHPOA Board did some fun stuff. While holding candidate forums and fighting the high-speed

(Please see "Pancake Breakfast" on p.3)

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At large rep: Cindy Bloom
cindy.bloom@ftdnc.org

("Town Hall" cont'd from p. 1)

decrease--housing prices around them as this has been a problem around the Expo line. She mentioned that this bill would have unintended consequences. She believes that getting rid of regulations that make building needlessly expensive a better way to go.

Homeless Issues:

Barger: She sees mentally ill people on the street as biggest problem. Olive View is going to have a new urgent care facility to take care of 5150 calls. This will help the police who now are reluctant to pursue these matters because they take them off the street for long periods for processing the individuals. The facility can also be used to help mentally troubled youth. She believes that Prop. 47 has enabled, rather than helped the drug abuse problem by not forcing people to choose between jail and rehab.

Portantino: \$4 billion has been allocated for Veteran's housing.

Former Verdugo Hills Golf Course:

Barger: Has \$1.7 million reserved for this project and will work with the Santa Monica Mountains Conservancy and the City of Los Angeles to address. She drove by the area today and agrees it needs to be maintained and thinks the space would be better utilized as open space. She suggests that concerned residents attend the Planning Commission meeting since area is in the City of Los Angeles.

Devils Gate Reservoir:

Barger: She opposes the use of Roundup and it is on moratorium until May. She does not want Roundup used at any county park. The reservoir has to be cleaned out due to the station fire. Barger plans to be present when they start the clean out project. They are going to use zero emission vehicles and the sediment is going to be tested so it is handled appropriately. They are using vehicles that meet 2010 emissions standards, the cleanest available at the time of the EIR. They will continue to hunt for availability of even cleaner vehicles.

SB 307 (Mojave Desert adjacent groundwater pumping)

Portantino: (co-author of this bill) He is concerned that pumping groundwater near this area will cause environmental damage.

High Speed Rail:

Barger: Favors using the existing Metrolink tracks and thinks a separate route will damage too many existing residential areas. She feels that Metrolink needs to be updated and there is already money allocated for Southern California. The Palmdale to Burbank segment is one of the most used segments in the system. She feels it is positive that the project is now focused on Northern California as it gives Southern California an opportunity to plan a "shovel ready" project that can be approved for this area. She believes there may be a high speed rail line from Burbank and Palmdale to Las Vegas.

Portantino: Opposes high speed rail.

(Please see "Town Hall" on p.4)

I Got My SHPOA Newsletter So I Must Be a Paid Member, Right? Eh, No

By Cindy Bloom, SHPOA Board

Howdy, Shadow Hills Neighbor! You may think because you received this newsletter, that you're a paid SHPOA Member. Not so, and before I joined the board, I thought the same thing! Everyone in Shadow Hills and the Stonehurst area gets a newsletter regardless of paid status. Advertising only covers 80% of the cost (which has gone up substantially over the past few years and while we've slightly increased our ad rates, we haven't increased our membership dues), so we rely on your generous support to help our volunteer-staffed community service organization cover the recurring costs associated with our website, Daily Fodder, Neighborhood Watch/emergency notifications, cleanup projects, trail maintenance, newsletter, community meetings and events, insurance, and other expenses.

SHPOA was formed in the mid-1960s and remains committed to preserving our rural community. We continually work with other community leaders throughout the northeast San Fernando Valley, meet with elected officials, attend and testify at government meetings/hearings, write letters, monitor legislation and ordinances, and keep you informed about important issues affecting Shadow Hills. Besides knowing that you're helping your community with your membership payment, you also get voting rights for electing your board (1 vote per paid person in your household) and if you provide us your email address, a membership card. Don't forget to sign up for Daily Fodder by texting 22828 or going to the SHPOA website and signing up in the green box under "Resources."

PLEASE PLEASE PLEASE JOIN OR RENEW TODAY. It's only \$25 (7 cents a day). See membership form



("Pancake Breakfast" cont'd from p. 1)

train was essential, sometimes you need to have some good old-fashioned playtime. SHPOA will be having an evening recreational event in a few months, perhaps a spaghetti dinner, line dancing, or something else. We encourage you to share your ideas by sending an email to board@shpoa.us.

Thanks to all who attended--hope we see you again soon!



Neighbors enjoying a nice breakfast and conversation



SHPOA volunteers Jacqy Gamble, Lynne Toby, Carlos George

Shadow Hills Property Owners Association

SHPOA

Membership Form

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

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

Membership only = \$25

Newsletter only = \$10 (non-Shadow Hills area)

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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
- ✓ Assisting families impacted by fires or other natural disasters

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
- ✓ Leading the fight to defeat the high speed train proposals

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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- Visit in person: East Valley Animal Control located at 14409 Vanowen Street, Van Nuys CA 91405
- For more information call: 888-4LAPET1 or 888-452-7381.

(**"Town Hall"** cont'd from p. 2)

Illegal Dumping:

Barger: Illegal dumping is a huge problem on the 14 freeway and Agua Dulce. The County prosecuted a land owner who knowingly allowed this on his property in Brown's Canyon. She intends to strictly enforce anti-dumping ordinances with everything the county has to deter this activity. There is a county app to report dumping on county land.

Camp Louis Roth:

Barger: This camp has suffered massive damage and the county is in the midst of demolition because she does not want to attract transient campers. She is looking to use this property for open space and promises to seek local input when the time comes.

210 Sound Walls:

Portantino: He is pushing to get state to have a dedicated sound wall fund and thinks this will happen in next two years.

Barger: Sound walls are very expensive. Metro is looking at more affordable ways to build them.

(Please see **"Town Hall"** on p.5)

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Food for Thought – One Green Step at a Time

By Andrea Gutman and Linda Graves, SHPOA Board

Hard to imagine but that daily cup of java and its single use container can add up to a lot of trash in the city's waste stream. Not wanting to be part of the problem, local merchants have a simple solution—bring your own personal cup or travel mug. Most businesses will be happy to exchange their single use throwaway for your personal cup. They will honor the size of your cup accordingly, be it small, medium or large. Imagine being in a line of customers holding their very own cup, all of us just trying to do our part for the environment.



("Town Hall" cont'd from p. 4)



SHPOA Volunteers (left to right) Linda Graves, Lynne Toby and Susan Wong greeting attendees at the Town Hall Meeting

Education:

Portantino: Supports later start time for high school, scientific studies say it improves student ability to learn and increase attendance. A 1% increase in school attendance means an extra 25 million in school funding. Education is still not at 2007 funding levels. Former Governor Brown's formula for giving low income districts and districts with a higher percentage of non-English speakers more money started with the base too low. Does not favor eliminating Prop. 13 but does support lowering the percent of voters to approve parcel taxes from 67% (2/3rds) to 55%.

Super Scoopers for Fire Prevention:

Portantino: Cal Fire says they don't need their own super scoopers.

Barger: Working with Canada on a super scooper maintenance project.

5G Cell Towers:

Barger: Opposes cell towers near schools or residences but it is complicated because Federal regulations protect their construction.

SB 276 (limiting medical exemptions for vaccine waivers)

Portantino is voting yes. There was a lively discussion about this at the end of the meeting.



"Everywhere is walking distance if you have the time." -Stephen Wright, Comedian

Measure JJJ - Transit Oriented Communities Program – What the Heck?

By Cindy Bloom, SHPOA Board

By now you're probably familiar with SB50, that statewide initiative that would have allowed fast-tracked and unfettered dense housing development along transit corridors and "jobs rich" areas. We were feeling pretty good that SB50 was shoved aside, even temporarily, until we discovered that the City of Los Angeles already has a similarly unpleasant ordinance in place since the fall of 2017.

Let's take a little time travel trip. Remember Measure JJJ that was approved with 64% of the vote during the November 2016 election? Besides setting affordable housing mandates and hiring restrictions favoring local labor for residential projects, it also created incentives for developers to build near transit stops. Sound familiar?

One of those incentives developed by the City of Los Angeles was "Transit Oriented Communities" (TOC) and it is eerily similar to what SB50 would have required. The measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines for all housing developments located within a one-half mile radius (2,640 feet) of a Major Transit Stop (defined as a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods). The stations or bus routes may already exist, be under construction or be included in the most recent Southern California Association of Governments Regional Transportation Plan.

Areas are ranked by Tiers (1-4) based on type of major transit stop (e.g., number of buses, rail, stations, etc.) Depending on the tier, the project is allowed to be within a certain radius from the transit stop, based on the shortest distance between any point on the lot and a qualified Major Transit Stop.

Eligibility Requirements: Based on tiers, developers must provide a minimum percent of total units for Extremely Low Income and Low Income households, must be located within a radius of 2,640 feet of a major transit stop, and if it's replacing existing housing, must comply with California Gov. Code Section 65915(c)(3), and cannot seek or receive a bonus from the state or other local program. There are several other eligibility requirements.

Incentives: Allowed Increases. Number of units: depending on the tier, increases range from 50% to 80%. However, in Restricted Density Multiple Family zones, the increases range from 35% to 45%. Height: Increases ranging from 1 to 3 stories. Floor Area: Floor area ratios for residential projects increases range from 40% to 55%. Allowed Decreases: Required residential parking and non-residential parking spaces, setbacks (front, rear and side yards), open space, lot width.

So, while we were busy balking at the statewide plan SB50, the City of Los Angeles had already approved a similar (and terrible) plan for our communities.

For more information, please go to: <https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf>





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Question: Where is it OK for Your Dog to be Off-Leash?

By Susan Wong, SHPOA Board

Answers: 1. In your own house. 2. Outside on your own private property in a fenced area. 3. In a fenced designated off-leash dog-park where all dogs must be off-leash.

There are many reasons why a dog should be leashed when off his owner's property.

It is the law in LA County: The Leash Law (10.32.010) prohibits dogs from running at large on any public street, park or other public areas or upon private property other than that of the dog owner. A dog must be restrained by a substantial leash not exceeding six feet and be in the control of a competent person when off property.

Safety of your dog. A dog on a leash is less likely to be hit by a car, run off and lost or stolen, less likely to be exposed to Parvo or Distemper (you can control their sniffing other dog's droppings), and less likely to provoke the attention of coyotes protecting their territory. On a leash a dog is less likely to be attacked and bitten by coyotes or rattlesnakes. A dog on a leash can be prevented from eating something dangerous, disease-producing, or poisonous off the ground. A dog on a leash can not run into the street and cause an accident when someone swerves to avoid hitting him. On a leash a dog is less likely to bite someone, which could lead to the dog being removed from your home or quarantined. On a leash a dog is less likely to fall off some of the steep cliffs in Shadow Hills. Unleashed dogs can run into danger if dog owners walking their dogs on a leash wish to protect their dog by using pepper-spray. Dog owners have a right to protect their dog and do not like to hurt an off-leash dog, but may find it necessary.

Being a good neighbor. A dog on a leash will allow you to be able to see and pick up all your dog's droppings. This makes you a good neighbor to your human neighbors, but also a good neighbor to the wildlife in this area. On a leash your dog is less likely to chase and injure other dogs, wildlife, livestock, or people. The owner of the dog would be held liable for these incidents. On a leash you can more likely control your dog if another dog or coyote provokes your dog. A dog on a leash is unlikely to damage a neighbor's property. Your loose dog may cause one of your neighbors walking their dog on a leash to feel anxious and afraid when your unleashed dog bounds towards them. People obeying leash laws have said that they sometimes need to cut a walk short or change the direction of their walk to avoid off-leash dogs.

Consideration of other dogs walking on a leash in the same area. A leashed dog often feels danger when a strange unleashed dog runs up to him. The leashed dog has two choices in the face of danger: fight or flight. A dog on a leash knows he can not flee, so gets ready for a fight. The two dogs are not on equal footing, and the encounter has a good chance of ending badly. Also senior dogs; those recovering from surgery, illness, or injuries; shy pups and fearful dogs may also find the attention of off-leash dogs upsetting or overwhelming. Even friendly dogs may not appreciate interacting with

(Please see "Dog" on p.7)

("Dog" cont'd from p. 6)

another dog in such a socially unequal situation.

Several neighbors have said that unleashed dogs are becoming a problematic issue in Shadow Hills. What should you do if an unleashed dog rushes up to you and your dog? Always know that you are within your rights to protect yourself and your dog. The first thing to do is evaluate the situation and look for an owner. Call to the owner to call his dog; if the owner responds, "Oh, it is OK, he is friendly," respond quickly that "My dog is not; call your dog NOW and leash him." (Some people have had success by saying "My dog is contagious" or other creative white lies.)

If there is no owner, or the owner calls the dog and the



dog ignores him, there are several methods that may work to de-escalate the situation. You may call out "Sit" or "Leave it" or "No" or "Enough" or "Stay." You may throw some treats toward the dog to startle him and get him to start eating the treats off the ground while you exit the area. Some people have resorted to carrying umbrellas to open them at the loose dog to startle them. Others have used a citronella spray product by Premier/Petsafe, which is safe to spray at oncoming dogs. NEVER use pepper spray, which can harm both the unleashed dog as well as yourself and your own dog.

If you see unleashed dogs without an owner, please call Animal Control at 888-452-7381.



HIGH SPEED TRAIN UPDATE

By Cindy Bloom, SHPOA Board

Here are developments since our May-June newsletter.

Background: The federal government issued \$3.5 billion in grant funding for this project. \$2.5 billion of the grants have been expended, leaving around \$1 billion unspent. Two of the three requirements of the total grant funds remain unmet: (1) construction of the Central Valley segment and (2) completing the statewide environmental impact reports (which includes Southern California).

In order of oldest to newest:

February 12, 2019: Gov. Newsom, in his state of the state address, says the project is overbudget and mismanaged and intends to only (1) finish up the Central Valley section and (2) complete the statewide EIRs. Since then, he

(Please see "Train" on p. 8)

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("Train" cont'd from p. 7)

stated that he remains committed to the project.

February 19, 2019: After a brief public twitter spat between Gov. Newsom and Pres. Trump, Ronald L. Batory of the U.S. Department of Transportation-Federal Railroad Administration (FRA) wrote a letter to Brian Kelly, CEO of the California High Speed Rail Authority (CHSRA) outlining in detail their intention to terminate the grant agreement on March 5, 2019. Once the agreement was terminated, the FRA would then de-obligate nearly \$1 million in unspent grant monies. The grounds for such termination include CHSRA's failure to: (1) keep on schedule including non-compliance with their own spending plan, (2) submit grant funding reports, and (2) take corrective actions to ensure project delivery.

March 4, 2019: Brian Kelly responded to the FRA citing various excuses for why the federal government should not terminate the agreement, claiming that no material breaches occurred. He also urged the FRA to not "claw back" the already expended grant funds. While he didn't specify what that amount is, public records indicate it is \$2.6 billion. Over a month has passed and as of this writing, no further updates have been released by either party.

March 7, 2019: Rep. Kevin McCarthy introduced federal legislation (Federal Railroad Act) that, if approved, would repurpose the entire FRA \$3.5 billion for California water storage infrastructure projects.

March 12, 2019: Kern County Board of Supervisors approved 4-1 a resolution that calls for total abandonment of the project even though it would result in repayment/forfeiture of the \$3.5 in federal funding. They consider it just a "bad investment."

March 20, 2019: 18 California Congress members signed a joint letter to Elaine Chao, Secretary of the U.S. Department of Transportation, opposing FRA's attempt to cancel the nearly \$1 billion in funding.

March 26, 2019: The non-partisan California Legislative Analysts Office released an update restating that the total project funding gap remains between \$55-58 billion and that the legislature needs to evaluate whether or not the project should move forward or to modify the scope of the project.

March 27, 2019: California issues an additional \$600 million in Prop 1A bonds, bringing the total amount of issued bonds to \$3.2 billion (of the \$9.95 billion authorized).

(Please see "Train" on p.9)

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("Train" cont'd from p. 8)

March 28, 2019: William E. Eick of Shadow Hills wrote a letter to the FRA in support of their plans to de-obligate the nearly \$1 billion in grant funding, citing additional instances of CHSRA material breaches that were unknown by the FRA.

May 1, 2019: Gov. Newsom announces that he plans to scale back use of consultants.

May 16, 2019: Trump administration (FRA) notifies the CHSRA that it is cancelling \$929 million in grant funding.



May 21, 2019: CHSRA files lawsuit in the U.S. District Court for terminating the \$929 million grant.

Every person I spoke to who is knowledgeable about the project is convinced that if the FRA is successful in recalling their funds, the high speed train project will die. However, in one of the earlier CHSRA-FRA grant agreements, it is noted that in the event that sufficient funding is not secured, the "backup plan" is to use the system for normal passenger service, i.e., Amtrak. This would certainly be the most expensive Amtrak operating segment in the history of our country!



History of Settlers in Our Area

By Marlene Hitt, Sunland-Tujunga Resident

If we were to host a pot luck block party where everyone brought food representing their ethnic background, our plates would be mighty heavy. Our block neighbors would serve dishes from the Philippines, Iran, Germany, England, Quebec, Mexico, American Indian, El Salvador, and Ireland.

The original settlers of the Pueblo of Los Angeles, 1781, were groups of Pobladores, groups of Spanish and those of African descent.

After the census of 1836, required by the Mexican government, the Pueblo of the Angels was declared a city. A large group of people from Mexico was in the crowd. Others were from "The United States," from France, Africa, Canada, Curacao, Portugal, Chile, Germany, Scotland, Columbia, Italy, the Philippines. By 1844, the first Asians arrived. It was noted by the author of the paper I quote, that it was found that one of the Germans was also Jewish.

Even then Los Angeles showed a cosmopolitan picture of people from all over the world. Many traveled to California during the gold rush (which first began in Placerita Canyon). In the census of 1850 the population soared to 3,500 which included even more diversity as other countries were participating in the dream of America.

That cosmopolitan population has been one of the unique characteristics of Los Angeles as the City has grown from a fledgling adobe pueblo to one of the world's major cities. Indeed, the city's mixed population has been a prime factor in transforming Los Angeles from a rural cow town to a metropolis of major world importance.

(Please see "History" on p.10)



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("History" cont'd from p.9)

Those of us who came to live here have contributed from eighty-three distinctive ethnic groups, each contributing to enrich the city's culture which has continued to merge and change. As we look around our own community and neighborhoods we see the same general patterns of settlement as at the beginning of Los Angeles.

Our block(s) parties would be superb! For dessert we'd serve apple pie and vanilla ice cream.

This information was gleaned from A Tribute to the Ethnic Diversity of Los Angeles by Gloria Ricci, PhD, 1994.



The Independence Saddle!

***By The Special Spirit (Eva Lund) and
Danny's Farm Team***

It is finally here! With donations from our great supporters, Special Spirit finally received the Independence Saddle. This saddle will provide freedom and eliminate the barriers that individuals with severe physical challenges experience. Being able to ride on their own will develop a new self-confidence in our riders. The Independence Saddle was developed and patented in 2007, after 6 years of research. It provides riders around the world with more freedom than any other available adaptive technology. We hope to be able to provide therapeutic riding to those who previously thought they might not be able to do it. We all know the special power you feel from sitting on a horse's back, and we firmly believe this should be available to anyone regardless of physical or mental ability. Special Spirit will be doing a demo of the Independence Saddle (among other things) at the Equine Fair at Hansen Dam Equestrian Park on June 30th.

Since the grand opening of The Trading Post, our used tack store, we have been busy selling saddles, bridles, clothing, footwear, and more. Recently, The Trading Post received a huge donation of brand new dog supplies from Ann Masterson, a fellow Shadow Hills property owner. Ann ran "Casa Canine" for many years, rescuing and placing dogs that would not otherwise have a chance for a good life.

The Special Spirit greenhouse, an Eagle Scout project, was built by Jake Reynolds. Jake is the reason we started Special Spirit in 2008. Jake is a young man with high-functioning Autism. We noticed how relaxed he became around the horses. In the greenhouse, we now grow different types of fruits and veggies that will be for sale in the store.

Salar runs both the Trading Post and the garden under supervision of his job coach, Johnny. Salar treats the plants with love and care, just as they should be treated. Every day the plants are watered and checked. Salar loves sports and enjoys his job. Every day when he comes into work he's got a smile on. Salar explains, "What I like about this garden is planting vegetables, fruits, and plants such as zucchini, strawberries, watermelon, pumpkins, and carrots. The name of the garden is Salar's Garden. It's a very pretty garden." About the Trading Post, he said, "I think people should come to the store because we have used equine items that are of good quality for a great price."

(Please see "Saddle" on p.11)



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("Saddle" cont'd from p.10)

We would love it if you all would come visit the tack store, greenhouse, and Salar at the Farm. The Trading Post and garden is open Mon - Fri, 10:00 AM until 2:00 PM, 9889 Helen Ave. Shadow Hills.

All proceeds from the store go to the non-profits Special Spirit, Inc, and Danny's Farm. The Trading Post is always accepting donations of used and new horse tack, clothing, and accessories. www.specialspirit.org and www.dannysfarm.org



Noah (left) and Ava (right) trying the Independence Saddle

Speed Kills

By Cindy Bloom, SHPOA Board

Within the period of 3 short weeks, Shadow Hills was home to two devastating accidents.

On April 15th, a mother and daughter were out riding their horses. Another mom with her 4 children were out for a walk and enjoying the day. Without warning, a speeding Shadow Hills resident hit the mother's horse from behind, breaking 3 of its legs, and severely injuring the rider. The mother and her 4 children watched in horror as they witnessed the incident, while the daughter who was in front on her horse, had to see the horrific aftermath. The motorist was a longtime Shadow Hills resident and knew that the roads must be shared with equestrians. The psychological effects of seeing the entire scene will be etched into everyone's memory who witnessed the accident and/or the aftermath.

A couple of local residents recently met with Assemblywoman Luz Rivas to look into updating the vehicle code to increase protections for horseback riders, and also ways to educate the public on driving safely around horses.

On May 9th a man driving under the influence was arrested after a hit and run accident which caused another vehicle to overturn resulting in severely injuring a male pedestrian and his dog while they were out taking a walk. Both the pedestrian and the dog later died. The crash occurred about 10:55 p.m. Sunland Boulevard near the Stonehurst Avenue intersection. The reckless driver was apprehended a short time later as he attempted to flee the scene.

Our community is NOT a race track. It is an equestrian community where motorists MUST SHARE the road with horses, joggers, pedestrians, dogs, and the occasional peacock. Very few of our streets have sidewalks and/or bridle paths, so it is imperative that motorists exercise caution at all times while driving throughout our neighborhood. While it may be understandable for someone from another area who is unfamiliar with Shadow Hills to speed, there is no excuse for residents who live in Shadow Hills or in our adjacent areas not to yield to horses. Even if we weren't an equestrian community, there is no excuse for driving recklessly. We have "Share the Road" signs all over Shadow Hills. We have posted speed limits. We have

(Please see "Speed" on p.13)

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FTDNC Equestrian Committee Mtg Notes – 5/9/19
Hansen Dam Adv Committee Mtg Notes – 5/28/19

By Rosey Payne, SHPOA Board

FTDNC Equestrian Committee:

-The lighting and timing improvements are in the works at the Wentworth crossings at Wheatland and Marybell.

-Discussed having a horse procession on Wentworth/Foothill, an educational event to be sponsored by the CD7 Council office to promote safety for equestrians on the road and the possibility of more signage entering Shadow Hills to inform drivers they are entering an equestrian community. One idea was to perhaps getting such as Waze to inform users they are entering a horse area and getting DMV involved in equine etiquette education.

-Equine Fair! 6/30/19 Gabrieleno Park 10:00am - 3:00pm.

-As requested, Stallion Estates kindly repaired the switchback trails and are optimistic they will continue to maintain their trails.

-Will request that Councilwoman Monica Rodriguez & CD7 run a campaign via their website and newsletter regarding horse etiquette for drivers.

-Requesting from Councilwoman Rodriguez & CD7 funding for mounted patrolling in Hansen Dam & Gabrieleno Park during the summer months.

-Requesting from Supervisor Kathryn Barger and LA County for Sheriffs to patrol the mitigation area.

-A CUP (Conditional use permit) was approved for "Ahead With Horses" to be located across from All Nations Church.

-Mr. Larry Langer of Hansen Dam Horse Park will water the public arena and un-rock the area.

-The LA County mitigation area seems to be equestrian friendly and is taking care of problems promptly.

Highlights from the Hansen Dam Park Advisory Board meeting 5/28/19:

-Hansen Dam is placing signs around the area "Caution, Thick mud, Do not enter."

-Chief Nick Ferarro and Mike Horst of the LA City Fire Department were on hand to speak about the continuing danger of mud in the Hansen Dam area due to the heavy winter rains. They have responded to an unusually number of highly technical rescues this year. They stress to the community to be cautious, use the buddy system if possible and that even if the ground looks dry, it may not be under the surface. The Fire Department will continue their collaborative effort with other agencies to provide their best possible response to an emergency.

-Marijuana No Smoking signs to be delivered to Hansen Dam from CD7 office shortly.



CD7 is Providing Excellent Customer Service

By Cindy Bloom, SHPOA Board

Since becoming SHPOA President, I have been very impressed with the responsiveness of Monica Rodriguez's office, especially Eve Sinclair and Dominique Vitti. Eve spent over an hour with some SHPOA volunteers to assist with a specific grant application, and when we didn't get it, she provided links to organizations offering grants. When she read a Daily Fodder about our organizing a Shadow Hills cleanup day, Eve proactively sent an email offering supplies and even a dumpster for our efforts. There was one instance where some dumping occurred at a location with no address, and Eve went above and beyond and performed detective work to pinpoint the exact location and opened a separate case file for reporting and

(Please see "CD7" on p.15)

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("Speed" cont'd from p.11)

speed humps. We have stop signs. We have traffic signals. We have marked cross walks and flashing lights. LAPD patrols as much as they can, but what is the answer? Until people decide to drive responsibly, no amount of signage, speed humps, etc., etc., etc., will stop these deadly accidents. SHPOA did a quick analysis of accidents on Sunland Blvd. from 2010 to April 19, 2019 and the results are staggering: An average of 7 accidents per month! One only has to drive down Sunland Blvd. to see long lengths of fencing that has been taken out by careless drivers. If you see damaged white trail fencing, please send an email to board@shpoa.us. If you can get the license plate number of the vehicle, that is very helpful so that we can submit a claim to the insurance company.

I don't know about you, but I find these preventable accidents caused by speeding drivers completely unacceptable. SHPOA is working with LAPD and the community on a plan on how to reduce these deadly statistics.

SO, PLEASE: SLOW DOWN AND SHARE THE ROAD!



Tips on Getting the Most from LA City Services

by Steve Toby, SHPOA Member and Retired City employee

Navigating the City's bureaucracy can be a daunting and sometimes frustrating task. Having worked in several departments over many years, I want to share some of my experiences in how to get the response you need.

First, let me say that contrary to popular opinion, most City employees really do want to do a good job to get you what you need. The challenge in many cases is finding the right person to connect you with the service you require. Calling 311 can be the first step. Their operators are well trained in getting you in contact with the right department (most of the time). Be as brief and precise as possible. They don't need all the details to steer you in the right direction.

When you reach the right department, please be patient. Understand that most City employees are constrained by many factors, including what they can and can't do as part of their job description, regulations and ordinances, budget and staffing concerns (resources are much more limited than most people realize), and access to the data on your specific issue. Please don't tell them how it should work, they are trying to explain how it does work. Just like in the military, there's the right way, the wrong way, and the City's way. They should also be able to give you some idea of how long your request may take. Never ask, "Then what am I paying taxes for?" Save that question for the elected officials.

In recent years the City's website: www.lacity.org has improved, with much more useful information, and it's much easier to navigate. Most pages have "Contact Us" and "FAQ" links, and phone and email icons that can save you a lot of time. Very often, a brief email will get you a quicker response than voice mail and you won't be playing phone tag with the wrong number (which often happens and is hugely frustrating). Remember, the right person can address your issue much faster in writing than if you're calling them in the middle of their busy workday.

Call 911 for EMERGENCIES ONLY. Give them the facts without the backstory. PSR's (Police Service Representatives) are highly skilled in getting the information they need to get the right help to you ASAP. Stay calm and answer their questions as accurately as you can. If you have a fire or need an ambulance, they will immediately transfer you to LAFD to dispatch those resources. For non-emergency complaints, comments and concerns, consider calling (877) ASK-LAPD or visiting: www.lapdonline.org.

I hope this has been of some use to you all. If you have any questions, please do not call me, I'm retired!



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What are They Smoking up in Sacramento? AB 516 is Yet Another Unacceptable Piece of Pending Legislation!

By Cindy Bloom, SHPOA Board

On May 23, 2019, SHPOA sent a letter to Senator Portantino with a cc: to Senator Hertzberg as follows (the bill will be heard soon in the Senate and the Appropriations Committee which is chaired by Sen. Portantino):

"Dear Senator Portantino:

The Shadow Hills Property Owners Association (SHPOA) is opposed to AB 516 which would remove peace officers' ability to request towing of vehicles where the owner has 5 or more unpaid parking tickets, the car registration is more than six months out of date, or when a car has been legally parked for more than 72 hours.

Proponents of this bill say it unfairly targets low-income vehicle owners who cannot afford to pay impound fees when they attempt to retrieve their vehicles from impound yards.

We oppose this bill because it would give vehicle owners free rein to park their vehicles anywhere for over 72 hours without any repercussions. In commercial areas, allowing parking spaces to be used as "storage" negatively impacts restaurants, businesses, and retail as these vehicles are taking up precious space that could and should be used for paying customers. Additionally, it enables drivers who have failed to timely pay their vehicle license fees or racked up parking tickets to avoid having their vehicles rightfully impounded. California's VLF revenue fund is a major revenue source for California and it is imperative that fees are paid in a timely fashion to accurately meet revenue projections.

If you have ever experienced having another person's vehicle parked in front of your residence or business for more than 72 hours, you would find it to be annoying, irritating and frustrating, especially when you cannot park your own vehicle in front of your own residence or business. Public parking spaces are intended to be for temporary parking, and this bill would effectively turn them into permanent vehicle storage areas.

Therefore, we strongly urge you and the Appropriations Committee to reject this bill when it comes before you for consideration. Thank you for your continued thoughtful representation of your constituents.

Warm regards,

Cindy Bloom

President, Shadow Hills Property Owners Association"

With that being said, I get it. I know this bill's underlying purpose is to provide relief to homeless people who live in their vehicles but this bill just goes too far. To allow anyone and everyone to park anywhere at any time and to fail to register their vehicles with no repercussions is unfair to everyone. Simply put, our streets cannot be turned into storage yards. There must be a better way such as allowing low-interest payment plans for parking tickets and impound fees. If the IRS can work with delinquent taxpayers and offers to compromise, certainly the state can work with people who can't afford lump sum tickets, registration fees, and impound/tow fees (which can cost hundreds).

When the city tows a vehicle from a public area, it is impounded in an Official Police Garage (OPG). These garages have a contract with the city and the LA Police Commission regulates (Please see "**AB516**" on p.15)

("AB516" cont'd from p.14)

the towing and storage rates. Towing fees, which go to the OPG, range from \$130 (standard vehicle) to \$364 (heavy duty truck) and storage runs from \$41 (standard vehicle) to \$72 (trucks, RVs over 40'). In addition, the person reclaiming their vehicle must pay \$115 to the city, and 10% transient parking tax. The registration must be current and the owner must prove they are the registered owner. So, if your 40' RV gets towed, your bill for just one day could be around \$600, and it will go up \$72 + 10% per day. Because of the costly nature of retrieving one's vehicle from impound, it makes sense that if a low income person cannot afford to pay parking tickets or the registration fee, it follows that they certainly cannot afford to reclaim their vehicle from the impound yard. If the vehicle remains unclaimed after a certain period of time, the OPG may take title to the vehicle and sell it to cover the towing and accrued fees. However, since many of these vehicles are in terrible condition, the OPG can't sell them so they lose money.

Again, AB 516 goes too far and our legislators must find a middle ground that is fair to all. **UPDATE:** The LA City Council voted on 6-11-19 to OPPOSE AB 516 (12-1-2) (yes-no-absent).



In the Weeds

By Thom Depres, SHPOA Board

Shadow Hills and surrounding areas need a hair cut!!!

Taking a drive up and down Sunland Blvd through Shadow Hills to Sunland can be a frustrating experience if you find overgrown weeds to be unattractive. Stopping at a red light near the 210 on ramps, for instance, you can take a look at the street dividers and marvel at the overgrown weeds and brush protruding through the cement. I love Shadow Hills and have lived here since 1997, but when the public spaces in our neighborhood are not maintained it works against us. There are members of our community who continue to make an effort to volunteer their services to pick up trash and perform other maintenance and we should all be grateful for their efforts. The problem with the aforementioned weeds is that they are in very dangerous locations in the center or the edges of Sunland Blvd. The constant traffic and excessive speed of passing vehicles pose too much of a danger to private citizens. We believe that the Bureau of Street Services is lagging behind in our area. Take a drive through Thousand Oaks or La Crescenta or Pasadena and you will notice a difference. As of this writing, on June 29th SHPOA volunteers will be doing their part along Sunland Blvd, with trash clean-up and weed/brush mitigation.

We thank them in advance but we need the municipality to do its share as well.



Homeless Count Findings are Discouraging

By Cindy Bloom, SHPOA Board

On June 4, the 2019 homeless count was released and it was dismal. LA County's homeless population increased 12% and the City of LA's increased 16%, to 36,300. Even after billions have been approved for housing, very little has been built. The first building funded by Measure HHH (\$1.2 billion bond) approved by voters in 2016, opened in June 2019—though construction is now underway on 1,347 affordable units which will hardly make a dent.

Surprisingly, CD7's homeless population decreased to 907, or 28%. For more info go to <https://www.lahsa.org>.



("CD7" cont'd from p.12)

her own monitoring. Yes, of course we expect our council office to help us because that is their job, but I have witnessed numerous instances of them going that extra mile. While we tend to complain when we don't get service, I strongly feel that alternatively we should give recognition when it is earned--and the Sunland-Tujunga office definitely gets kudos for helping Shadow Hills.



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Next SHPOA General Meeting: Wednesday, July 10th, 7pm, Tierra del Sol

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Key Community Locations & Contact Information

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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: Council Member
Monica Rodriguez, District 7, 7747 Foothill Blvd., Sunland
(818-352-3287)

Community Calendar

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
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