

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 43, Issue 2

SHPOA March-April 2020

SHPOA's Kick-Off Meeting for 2020 By Cindy Bloom, SHPOA Board

SHPOA held its first meeting of 2020 on January 14. It was extremely well attended and we were fortunate to have folks from the Los Angeles County Department of Public Works to speak to our community's concerns about truck traffic due to the Devil's Gate Reservoir Restoration project ("the project"), and Dana Stangel, Owner of Teranga Ranch, to learn about our backyard wildlife.

First, Steve Burger and Brittany Barker of Los Angeles County Department of Public Works gave a presentation about the project. This is a three-year excavation project to remove sediment and debris from the dam in La Canada-Flintridge which currently does not have the capacity for a major storm event. Vulcan Materials' pit at Sheldon and Glenoaks ("Sheldon pit") is one of two sediment placement sites (the other one is in Irwindale). The "hauling season" is April through November and will run 2020 – 2022. There will be a truck going down Wentworth every 30 seconds (both ways) during peak times. Sediment haul trucks meet model year 2010 emission standards.

DEVIL'S GATE PROJECT STATS

	Total	Sheldon
Trucks Used Daily	85	59
Annual Max Round Trips	425	320
Monday–Friday, 7 am to 5pm; last truck leaves Dam at 3:30 pm		
No work on weekends, holidays or major Rose Bowl events		

It was a surprise to Sun Valley and Shadow Hills' stakeholders when, in October 2019, all of a sudden, there were trucks every minute traveling along Wentworth and then lining up on Wheatland/Sheldon awaiting access to the Sheldon pit. SHPOA did some research and found out that these trucks were contractors working for the county on the project. Further research revealed that our area was not included in the EIR process and that the community meetings during the EIR process (2013-2017) occurred near and around the excavation site in La Canada-Flintridge. When publicly asked about this gross oversight at the meeting, Steve Burger admitted that "they did the minimal amount of outreach legally necessary." However, he promised that prior to reconvening the excavation project schedule in April, the county will meet with Shadow Hills and Sun Valley stakeholders to work on a schedule that will mitigate the truck traffic. Currently, they are using only Wentworth/Sheldon to enter and exit the Sheldon pit. However, the EIR does provide an alternate route that would traverse an industrial area instead of our residential Shadow Hills. Some suggestions put forth by community members were: (1) allow the trucks to use Wentworth/Sheldon to enter the pit but have them use the other route to exit; (2) set up a schedule of alternating days or weeks to utilize both routes; (3) incorporate garbage pickup day as a day to use Wentworth/Sheldon since trucks are already using it. Additionally, Vulcan Materials enlarged the Sheldon entrance and paved much of the road inside the pit to allow trucks to enter the pit and park, rather than have them idling in the middle of Wentworth.

(Please see "Meeting" on p.3)

Save the Date!
Tuesday, March 10, 2020
SHADOW HILLS HELPFUL HEROES!!

Learn about our local non-profits that make a huge difference in our community!

Remembering Ryan and Weslee Through Rainbow Halo
By Cindy Bloom, SHPOA Board

On June 20, 2018, a tragic collision occurred at the intersection of Wheatland and Wentworth and two young men lost their lives: Ryan Blanks and Weslee Davis.

Frank Pablano and his daughter Sarah (Ryan's girlfriend) of Glendale decided to not let this crash become just another traffic statistic. They reached out to LADOT Rainbow Halo, SoCal Families for Safe Streets, and Councilwoman Rodriguez's office to pursue getting a traffic light installed at the Wentworth and Wheatland intersection.

On Friday, January 31st, a Rainbow Halo Memorial was dedicated and installed at that corner. Rainbow Halo is a partnership of the Los Angeles Department of Transportation (LADOT), the Department of Cultural Affairs (DCA), and SoCal Families for Safe Streets to commemorate people who died in traffic crashes. These memorials, designed by artist John Morse, are installed around the City of Los Angeles at the sites of these tragedies.

Speakers at the ceremony included John Yi (LA Walks, Families for Safe Streets), Sarah and Frank Poblano (friends of Ryan Blanks), Heather Watkins (friend of Weslee Davis,) Jeri Dye Lynch (Co-Chair of Families for Safe Streets), Eve Sinclair (Area Director for Office of Councilwoman Monica Rodriguez), Lauren Ballard, LADOT) and myself. The common thread of our messages was that these collisions are avoidable.

Even while we were at the ceremony, there were about three near misses! Wentworth's speed limit at that intersection is 50 mph



Sarah Pablano speaks at the memorial for Ryan and Weslee

(Please see "Halo" on p.3)

2020 SHPOA Board Members

Contact

(if no email is listed, please send to board@shpoa.us)

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board@shpoa.us

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Neighborhood Watch: Thomas Despres

Daily Fodder and Lost/Found Pets: Susan Wong
shpoa@shpoa.us

Webmaster: Carlos George
webmaster@shpoa.us

Newsletter Editor and Article Collection: Cindy Bloom 818-445-5602
board@shpoa.us

Newsletter Coordinator and Ad Collection: Linda Graves
invoices@shpoa.us

Newsletter Design/Layout: Cindy Bloom

Hospitality: Lois Dayen

Historian: Gerardo Barrientos

SHPOA's Mailing Address: P.O. Box 345, Sunland, CA 91041

SHPOA's E-mail Address: shpoa@shpoa.us or
board@shpoa.us

Website: www.shpoa.us

Senior Lead Police Officers:

Sunland/Shadow Hills/LVT Cesar Contreras 818-634-0705
36373@lapd.lacity.org

Sun Valley/Shadow Hills West Rich Wall 818-634 -0755
30204@lapd.lacity.org
LAPD Foothill Div. Front Desk
818-756-8861

Foothill Trails District Neighborhood Council (FTDNC):
www.ftdnc.org

President: Kevin Davis
president@ftdnc.org

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

Fond Family Open Space Dedication Speech

May 10, 2008

**Submitted by Bill Eick, Director
Fond Land Preservation Foundation**

Good morning. Welcome to this morning's dedication of the Fond Family Open Space. I am Richard Fond, first cousin to Rosemary Fond and nephew to Charles Fond, known to me as Uncle Charlie. The Fond family lived the American dream that enabled my cousin and my uncle to make this philanthropic gesture that has resulted in today's dedication of the Fond Family Open Space. The Fond family were an immigrant family. They came to America very early in the 20th century for the same reasons that many of the founding fathers of our country came here, because of religious persecution. My grandfather, Uncle Charlie's father, was a barrel maker in Romania. Upon his return from a sales trip abroad, as family history has it, he found that his barrel factory had been burned to the ground and the surrounding lands decimated in an anti-Semitic pogrom. My grandfather, Zeidel Fond, and his brother rounded up their families, plus some members of my grandmother's family and twenty-two people left Romania for Los Angeles via New York. From New York they took a train to New Orleans and transferred to LA. As my father later told me, half the family got split up due to confusion and the language barrier, and ended up taking a train back to NY by mistake. Later, however, all were reunited in LA. My grandfather had been a well-to-do man in his native country, but landed here penniless and unable to speak a word of English. This was 1903, the year they arrived in Los Angeles. So why did they decide to come to LA? My grandmother had a cousin in Bakersfield who had emigrated in the 1880s and, according to family legend, she had once been in love with him. Grandfather Zeidel (whose name I carry as my middle name) had two children from his deceased first wife, and upon his arrival here also brought three sons and two daughters from his second marriage. My Uncle Charlie was born in December 1906, the first and only one of his nuclear family to be born in the New World. The family struggled mightily to get by. My grandfather became an hourly worker in a glass blowing/glass making factory doing unskilled work. Grandmother Rebecca (Rivka) became the businesswoman, taking in boarders to supplement income in order to help feed the clan. They slept two and three to a bed. They lived in the downtown area of LA, just south of what is now the 101 Freeway, and between Alameda Street and the Los Angeles River on Ducommun Street. All the children went to work by the time they were age eight or ten. My own father sold papers near the LA Times building downtown and went to school only through the 8th grade, when at 14 he was apprenticed as a machinist. The family maintained their culture by speaking only the Yiddish language in their home. My own parents would later transmit that to me as I grew up. Uncle Charlie was the only one of his siblings to graduate high school. He was a good-looking man, suave, yet somewhat aloof. My second cousin, Vicky Fond-Miller reminded me today of his great sense of humor. I remember one Christmas he gave my brother and me an electric football game. It was a lot of fun to play with, even though it didn't do much but vibrate. But we were impressed with it. Uncle Charlie followed my Uncle Oscar and Uncle Leo into the retail menswear business, and my father would later follow in their footsteps. World War II came along and Uncle Charlie was drafted at approximately age 36 (during the Vietnam War the maximum draft age was 26) and sent to boot camp in Texas. Before leaving for the army, he made my dad an equal partner so that he could run Charlie's business while he was in the service. That business relationship would last for more than ten years, even though Uncle Charlie would get an early medical discharge because of problems with his feet. The store was called United Shirt Shops and was located in downtown LA at 102 West 7th Street, just two doors west of Main Street. As a young boy of 12, I worked in the store, sweeping out the basement and occasionally I was allowed to sell sport shirts. Uncle Charlie did not marry until he was nearly 40, when he married Naomi, a beautiful, young, tall blond in her twenties. Rosemary was born not long after in 1948. Sadly, Charlie's wife died in her thirties from breast cancer, when Rosemary was not quite eight years old.

(Please see "Fond" on p.4)

("Halo" cont'd from p. 1)

so if you are trying to cross or make a turn at Wheatland (or Mary Bell) it's like attempting to cross the 210 freeway. There are flashing yellow light signals activated by a button at those intersections, but they are not accessible for vehicles trying to make a turn—only equestrians, pedestrians, and cyclists can reach the button. The Wheatland intersection's danger is furthered by a curve so (1) vision of traffic is impaired for a vehicle or horse/pedestrian/cyclist pulling onto Wentworth and (2) a vehicle even travelling at the speed limit would have great difficulty stopping in time if a vehicle pulled out to make a turn. In fact, for nearly 4 miles, there is only one signal from Glenoaks up to Foothill at Coal Canyon Road and it is only activated when a vehicle on Coal Canyon is present.

Councilwoman Rodriguez is getting a more robust signal for one or both of those intersections that will contain a red light which means it is enforceable if someone fails to stop.

Jeri Lynch made the distinction that we should not refer to these incidents as "accidents"; instead, they should be called what they are: "collisions" or "crashes." Lauren Ballard also referred to them as "traffic violence."



**Please Renew Your Membership Today!
By Cindy Bloom, SHPOA Board**

Nag, nag, nag!!! You already know the benefits of joining SHPOA so just like the old Nike ad says, "Just do it!" Your dues help us pay for insurance, website, outreach email (Daily Fodder), meeting expenses, the newsletter, and more. Please take the 2 minutes it will take to fill out the form (to the right) and send in your check for \$25 today (that's 7 cents a day!), or renew online via Paypal at www.shpoa.us and click on the "Online Member Payment" button. **Thank you!**



("Meeting" cont'd from p. 1)

Mike Linton of Vulcan Materials has always been open and forthcoming with our communities and has followed through with outreach and an open door policy to address our concerns and wants to participate in the mitigation effort. Vulcan Materials is LA County's customer, and not a participant of the actual excavation process except to receive the sediment.

Second, Dana Stangel of Teranga Ranch, provided us with a super informative presentation of wildlife here in Shadow Hills. Dana engaged us with her extensive knowledge in a fun educational style which covered everything you need to know about our critter residents. One important takeaway was for us NOT to use rodenticide to eradicate pests—it's a horrible way to deal with deterring pests and only results in terrible consequences for other animals, including pets. Her presentation covered behaviors of local native wildlife as well as humane vs. inhumane backyard wildlife deterrents, including human hazing. I don't want to get too in-depth because her presentations are well worth attending in person. Dana also provides tours and wildlife excursions. Visit her website at www.terangaranch.org for more information.



Dana Stangel educates us in an entertaining way.



Brittany Barker talks about that dam dirt.



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)

Donations are always gratefully received.

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Check one: New Renewal Newsletter Only
For Paypal, www.shpoa.us "Online Member Payment" OR
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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

You cannot train a horse with shouts and expect it to obey a whisper.

- Dagobert D. Runes



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- Register online: www.laanimalservices.com/Laws_Policies/Dog_License.htm
- Visit in person: East Valley Animal Control located at 14409 Vanowen Street, Van Nuys CA 91405
- For more information call: 888-4LAPET1 or 888-452-7381.

("Fond" cont'd from p. 2)

It was a devastating loss for both of them. In some ways, as other family members have mentioned, the death of her mother when Rosemary was so young left her deeply scarred for life. Rosemary received a good education at the exclusive Westlake School for Girls, where she graduated from high school. Uncle Charlie and dad were hard workers. They put in twelve hour days, six days a week, all of those years. But hard work paid off. He saved his money and made some wise investments in real estate. One of the dividends is visible to us here today. At one time, in downtown LA there were menswear stores owned by one of the four Fond brothers on every block from 3rd to 7th Streets, all on or just west of Main Street. Uncle Charlie did recover from the loss of his first wife. He married again, to Faye, someone he had known from high school. They had thirty-seven years together. They were happy years, living the good life, traveling the world and getting together with friends, as well as enjoying the ocean view from their apartment at the end of San Vicente Boulevard in Santa Monica, where they lived for twenty years. In his early years, my Uncle Charlie went deep sea fishing with my dad. This time together likely sowed the seeds of their relationship, which would later bloom into a twelve-year business partnership. Faye died in the year 2000. Sadly, Uncle Charlie's only child, Rosemary, died fewer than three months later than he in 2003. He died at 96, she at 55, her husband having pre-deceased her, she having had no children of her own. The gifting of this land for the benefit of the Los Angeles community has a ring of poetic destiny to me, as if events far away and long ago have come full circle. My grandfather had lost not only his barrel factory, but also the surrounding lands, which contained the trees that were used to make the wine barrels he produced. This gift of a parcel of some 485 acres, which contains many trees of different varieties, will be a recreational area for horseback riding, hiking and picnicking, and will be held in perpetuity for public use while displaying the Fond family name. Bob Humiston has been the Fond family accountant and a good friend of the family for approximately twenty years. I personally would like to thank Bob for helping to facilitate the realization of the vision of Rosemary and Uncle Charlie—this beautiful legacy of the Fond Family Open Space, nearly 500 acres in the Shadow Hills area of Sunland in the City of Los Angeles created for the enjoyment of the people of this city and surrounding communities.



Quickies

By Cindy Bloom, SHPOA Board

1. Burbank Airport Task Force: Last meeting on January 15, 2020. Presentation by HMMH (consultant) and final presentations by community groups were given: Burbank for Quiet Skies; Save Coldwater Canyon; and Valley Village HOA. The next/penultimate meeting is February 19 which will include HMMH's summary of solutions proposed by the community groups along with feasibility of implementation of the proposed solutions in terms of safety, aircraft performance and airspace constraints and an HMMH presentation of flight track analyses for both Van Nuys and Burbank from 2007 through 2019. The last task force meeting, presumably in March, will be comprised of an HMMH presentation of recommendation(s) for the Task

(Please see "Quickies" on p.5)

Cook's Corner
Grandma's Date and Nut Bars
By Bob Renna, SHPOA Board

When my Grandma Millie (her baptismal name was Carmela — she never told us why she changed it and we never asked) didn't bring her cream puffs to a family event, she would make this recipe for us. She would also pack a left-over cookie tin full of the bars and mail it to me when I was away at school — sort of a "Care Package" we called it. It's very easy.

- 2 cups sugar
- 2 cups flour
- 2 teaspoons baking power
- 1/4 teaspoon salt
- 2 cups chopped dates
- 2 cups chopped pecans or walnuts
- 4 large eggs
- 1 teaspoon vanilla
- 2 tablespoons melted butter
- Confectioner's powdered sugar for dusting.

Combine the sugar, flour, baking powder, salt, eggs, and vanilla in a mixing bowl. Add the dates, and pecans (or walnuts) to mixture. Bake in a 350° pre-heated oven for 20-25 minutes until golden brown. Cool, cut into squares, and dust with the confectioner's powdered sugar.

I have suggested the alternate use of walnuts — the original nuts in the recipe. When I complained to my grandmother that I thought they were too bitter for my taste, she changed the recipe to include pecans. She never looked back. That's love. I miss her.



("Quickies" cont'd from p. 4)

- Force to consider for submittal to the FAA (TBD). In December, the City of Los Angeles filed a suit against the FAA.
- 2. **SB50:** This flawed bill which would have allowed the state to override local zoning ordinances to encourage development was voted down in committee for the third time. SHPOA submitted comments in opposition to this bill. Thanks to Senator Portantino and Councilwoman Rodriguez for joining us in our opposition.
- 3. **AB 516:** Signed into law by the Governor a few months ago. Allowed up to 2 accessory dwelling units on properties which could negatively impact horsekeeping rights due to space requirements. However, owners could be stopped from building if the proximity of units came too close to horsekeeping areas by violating the health code.
- 4. **Horse Safety:** Councilwoman Rodriguez has introduced motions to address equestrian safety: #19-1471 requesting a safety study for Foothill Blvd. which would include better lighting, dedicated bridle paths, etc. (there is a public meeting on February 20 at the Lake View Terrace Rec Center); #19-1464 supporting the state setting up a separate classification for tracking accidents involving horses.
- 5. **Cell Tower:** Proposed cell tower height increase at the Sunland Blvd. 210 offramp (located in Sunland-Tujunga Neighborhood Council Boundary): The towers are currently at +/- 35 ft, can legally be as high as 45 feet. Cell tower owner is applying for a variance allowing them to raise the tower to 64 ft. Presentation held on March 2.
- 6. **Street Paving:** Completed in the Stonehurst area and it looks great! The historical area is restricted from being repaved with asphalt. All city councilmembers receive an annual allowance for street repairs in their district so we were very lucky that Councilwoman Rodriguez chose this area for badly needed repairs.

(Please see "Quickies" next column)

("Quickies" cont'd)

- 7. **Illegal Dumping:** Depending on the nature and consequences of illegal dumping, penalties range from \$200 to \$25,000 with the possibility of jail time. Surveillance cameras are installed around the area that will be used as evidence in pursuing criminal cases.

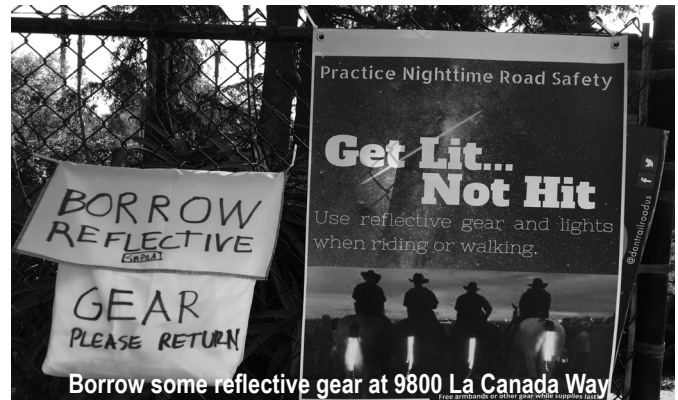


Get Lit, Not Hit Campaign
By Cindy Bloom, SHPOA Board

As most of us are painfully aware, we've had several crashes in our area over the last few years involving equestrians which have resulted in the horses dying and the riders sustaining severe injuries. Two major incidents occurred within the last year with one being at twilight and in a poorly lit area. In both cases, it was the motorist who was at fault but in a vehicle vs. horse collision, the horse is always going to lose so it's important that cyclists, equestrians, and pedestrians make themselves as visible as possible to hopefully avoid future tragedies.

A few months ago, I was driving to the Foothill Trails Neighborhood Council meeting westbound on Foothill in Lake View Terrace when it was fairly dark. I do not speed as I pay strict attention to my gas mileage since I have a Prius. All of a sudden, I found myself in back of three equestrians riding abreast (instead of single file), wearing dark clothing, and no reflectors. This situation was made worse by poor street lighting. I nearly hit them but managed to scoot into the other lane. My heart pounding, I rolled down my window to alert them to the fact that they were literally invisible to motorists. I could not tell if they understood. Even when I'm driving around Shadow Hills, there have been instances where people are cycling, riding horses, and walking, and they are not wearing reflective gear. A flashlight is not good enough as the light is directed in front of the person. In summer, people do outdoor activities at night because it is cooler; in the winter, it gets darker earlier.

SHPOA launched its "Get Lit, Not Hit" campaign in late



January. You will see our flyers and banners around town, and we are offering FREE lighted arm bands as long as supplies last. Email us at board@shpoa.us (they will be available at our meetings as well). Additionally, at the corner of Mary Bell and La Canada Way, if you left your house and then find you need reflective gear, you can borrow it (please return when you're done!). Even the dollar stores carry vests and lights. Also, in response to this latest tragedy, Councilwoman Rodriguez put forth a motion to do a safety study along Foothill. The first community meeting was held on Thursday, February 20th at the Lake View Terrace Recreation Center at 7:00 pm.



St. Vincent Medical Center as a Homeless Facility?
By Elektra Kruger

In 2015, St. Vincent Medical Center, 2131 W 3rd St., Los Angeles' first hospital established in 1856 by the

(Please see "St. Vincent" on p.11)

**Equestrian Safety Meeting Notes Hosted by
Assemblywoman Luz Rivas
By Lynne Toby, SHPOA Board**

On January 25th, a beautiful Saturday morning, over 30 local residents gathered at All Nations Church and were welcomed by Pastor Park. Luz Rivas discussed the 2 local incidents last year where horses and vehicles met with tragic results. She wants to introduce new laws to protect the equestrian community. The deadline for 2020 is February 21, 2020 after which no new laws can be introduced. She wants to know what she and the State of California can do to make our equine experiences safer.

(Please see "Luz" cont'd next column)



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("Luz" cont'd)

Sr. Lead Officer Nunez, who has been at the Foothill Station for 18 years, stated that mounted equine patrols are starting up again in Hansen Dam. Recently, the patrol was responsible for 19 citations and 3 homeless arrests in the first day. There is an off-road unit in HD to move the transients out. Valley Traffic is active near Hansen Dam, hiding to catch speeders. Pressure should be put on Captain Contreras to keep this active to enforce existing rules. To report incidents, text 36373@lapd.online or call 818-756-8866.

The following are questions, answers, and comments from the meeting:

There are no mounted patrols near the ponds. They're staying near the main area. Re: The Foothill Bridge, does Valley Traffic do night patrols? There is a car racing unit, one officer from each division for a total of 7. This is a big problem in the industrial areas. The motor officers don't work at night. The Army Corps areas are harder to enforce. They can only do clean-up at certain times of year. And there are issues with the Edison property. In Shadow Hills, where Clybourn turns into the dirt road, there are off-road cars trespassing because the barriers have been removed. In the local encampments, bikes are being recovered. If identified, they will be returned to the owners. Please make sure you have an ID number etched on the bike or have a picture.

Eve reported that CD7 is in the process of turning the flashing lights into real traffic lights. The bids are out and should be completed by April 2021.

Shadow Hills streets are paved and there is a lot of speeding because there aren't enough bumps. There are e-ticket cars that work in the daytime but not at night.

Jacqy Gamble mentioned the Devil's Gate Dam project which uses Wheatland as the main route. Trucks coming and going equate to 850 trips per day (*Editor's note: 850 is the total for both Irwindale and Sun Valley; 640 is the number figure for our area*). The big trucks don't stop at the lights, they just blow through. When the trucks are empty, they shake and rattle loudly, scaring the horses. This will be going on 7 months a year for the next 3 years. Why can't they approach on the 5 and travel through the industrial area? There have already been two incidents with the trucks.

Luz reported on a Cal-Trans Project on the 210 for pavement rehab. This will go from Wheatland to Sylmar and be completed in 2023. This will mean more traffic on Foothill. We need metal guardrails, more lighting and sound walls, which were promised in the 1970s when the 210 was built but never delivered. Luz will get more info when the traffic study is done and certified in October. Yes, we need noise abatement but need to identify funding. There are no Metro funds, she needs to get this in the budget. There needs to be an allocation at the state level.

Re: Equine Safety, there needs to be changes to the Vehicle Code, which will have 30 day public comment, be heard in the Assembly Committee, voted on in the Assembly, go to the State Senate, be heard by the Senate committee, be voted on the floor and go to the Governor for signature or veto. If she introduces something by Feb 21st, we'll know the outcome by October.

There are already laws that exist that aren't being enforced.

Should there be laws that require reflective gear, especially for minors? Luz thinks that could be proposed.



Assemblywoman Luz Rivas addressing concerns

(Please see "Luz" on p.7)

**Shall We Arm Our Park Rangers?
By Elektra Kruger, Resident**

The Department of Recreation and Parks (RAP) currently has 22 sworn Park Rangers anticipated to expand to 50 by mid-2020. A large portion of a ranger's duties are related to law enforcement. Every sworn Park Ranger is required to complete a six-month Certified Academy Training Course which, among other things, includes firearm training along side our police officers which classifies them as full law enforcement officers. Yet while they have the power to detain, arrest, book, investigate, etc under California Penal Code section 830.31(b), they have no power to carry arms in the City of Los Angeles per LAMC section 63.41. This pretty well makes all other law enforcement powers mute. Who is going to take an attempt to arrest seriously if the law enforcement officer does not carry a firearm to assure compliance? And in saying this, believe me I am by no means an NRA activist. In mid-February 2020, Councilmember Joe Buscaino presented a Motion to City Council asking that they direct the City Attorney to prepare and present an Ordinance amending the LAMC to allow Park Rangers to be armed while on duty in accordance with State law and further to direct the Department of Recreation and Parks and the Los Angeles Police Department to report on policies and procedures to be implemented in a program to arm Park Rangers. The Motion was forwarded to the City Council's Parks Committee for their review and recommendations.



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

There is no category for horses in the Vehicle Code and there are no statistics kept for accidents involving horses.

There are no dedicated trails on Foothill although promised years ago. Easements are being lost as people build to the street. People near the freeways are fencing off the entire property, causing the loss of trails.

People are wearing dark clothes at night. There is not enough lighting.

In Sylmar, all the roads are trails. Owners have blocked access roads with rocks, bushes and trees. Developers should be required to put in trails. Horses are in the streets when they should be safely on trails.

If a horse is hit, nothing is done. It happened in Shadow Hills. The driver who killed a horse and seriously injured two people wasn't even cited. On Foothill, the driver was arrested only because he fled the scene. The horses were in the street with no reflectors.

Per Eve Sinclair, horse fatalities aren't tracked. There's no reporting on the local or state level. There is a "Kill Scenario Report" which tracks vehicles, motorcycles and bike accidents but there's no Horse category.

Someone suggested signage at the edge of the area saying "Entering Horse Area."

We need reflective gear, both on horses and riders. It should be worn day and night.

What are the current requirements on a public road?

Horses have the right of way. We need horses to be the center of the issue. They are living, breathing, and reactive creatures.

La Tuna Canyon has a lot of signage but the cars still go too fast. Drivers don't pay attention to the signs and horse trails.

Easements need to be enforced. Cal-Trans must keep trails where people would build to the freeway.

(Please see "Luz" on p.14)



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Street Lights Out! By Carlos George, SHPOA Board

I am not sure if any of you have noticed that driving at night in some streets now seem darker and the answer is, you are not imagining things! The street lights are out! There are sections of Sunland Blvd. between Stonehurst Avenue and Chivers Street completely out, from Chivers to all of Pendleton Street completely out, on Glenoaks Blvd. from Tuxford to Pendleton Street completely out, and on Wentworth Street from the golf course to Glenoaks, as well as many sections on Foothill Blvd. including the section where the horse riders and auto collision happened. One of the main contributors to this is theft of copper cables.

The presence of valuable copper wire just inches below the surface of neighborhoods with street lamps is a temptation that a growing number of thieves cannot resist, newly released figures show.

Thefts of street lamp wiring in the city of Los Angeles have nearly tripled since the 376 incidents recorded in 2016-17, and are expected to top more than a thousand incidents this current fiscal year, costing the city an estimated \$1 million, according to the city's Bureau of Street Lighting.

Crews assigned to replace the stolen wire are backlogged 2-4 weeks and more.

For neighborhoods and businesses, the impact is an extended loss of lighting on which residents and visitors and workers rely for convenience and safety.

No culprit has been identified.

A decade ago, a spike in copper prices coming after the Great Recession was blamed for a dramatic increase in copper theft, which in turn led to legislation aimed at making it more difficult to sell stolen copper. Recyclers were required to check the IDs of sellers, not pay in cash and delay payment to new sellers for three days.

What has caused the uptick again in recent years is not clear.

Concurrent with the uptick, there is anecdotal evidence of an increase in power theft by tapping into street lamp wiring. In many cases, this is done by homeless encampments, NBCLA's I-Team has found.

"We see more power theft with the homeless population than wire theft," wrote Bulness in an email response to NBCLA.

In residential applications, wires with the power are routed underground to vaults located next to each lamp pole. The vault is covered with a heavy but removable lid. The Street Lighting Bureau has been looking at ways to secure the lids, in some cases cementing the lids to the vaults. The seal could still be broken, but would require greater effort and likely draw greater attention.

There are more than 210,000 street lights in Los Angeles, according to the Bureau. The light is the product, but some covet the electricity that powers it, or the copper that carries it.

If your street lights are out, please call 311 to report it. Make sure that you make note of the request number for future reference. After one week, please refer to this number and call Department of Public Works Bureau of Street Lighting at (323) 913-4744. This is the direct number to the department that handles the street lights that are out. Make sure that you give them the request number, verify that this report (from 311) shows up in their system, and that the particular street light you reported is the correct one. Ask to be notified when a crew will be sent to fix the problem. Also, contact your representative from the council district office. For CD7, this is Councilwoman Monica Rodriguez' representative Eve Sinclair at eve.sinclair@lacity.org or (818) 352-3287. For CD6, this is Councilwoman Nury Martinez' representative

(Please see "Streetlights" on p.9)

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

Alejandro Garcia at alejandro.garcia@lacity.org or (818) 771-0236. The city works slowly, and contacting your local representatives often helps in speeding up the request process.



History of the Tujunga Ponds
By Bill Eick, Resident

Just west of the 210 freeway as it crosses the Big Tujunga Wash, there are two bodies of water which we refer to as the "Tujunga Ponds" or the "Tujunga Ponds Wildlife Sanctuary." Even during the hottest summer months, they are always filled with water and there is a reason for that. When the 210 freeway was first built back in the late 1960s, there were two abandoned gravel pits just east of where the 210 freeway was being built. They were below the water table and were thus always full of water. If Cal Trans had left those abandoned pits where they were, it would not have been possible to build the freeway. Thus, as a mitigation measure, Cal Trans dug two artificial pits on the other side of the freeway (west). In order to keep them full of water, a piping system was run under the freeway to the east side and the pipes were laid to the water table. The water pressure thus keeps the ponds full. The excess water exits the ponds and creates the Haines Canyon Creek that runs down the south side of the wash along Wentworth. This water source is the habitat for several endangered species, including the Santa Ana Suckerfish. Those endangered species are one of the bases for protecting the wash from development such as high-speed rail which threatened to go through the wash and then through Shadow Hills (more on that elsewhere). As part of the building of the freeway, the 13 acres that comprise the Tujunga Ponds



Tujunga Ponds

were deeded to the County of Los Angeles which is responsible for maintenance. These 13 acres were designated as a "mitigation bank" which means it is a sensitive and highly protected environmental area.

The building of the 210 freeway also posed some other issues. One of the main questions was whether there should be one bridge or two bridges for the freeway. Andrea Gutman was one of the leaders for the two bridge proposal and did that ever turn out to be a good choice. With two bridges, the water from Haines Canyon could go down the south branch, while the water from most of the Big Tujunga wash went down the north branch. although there was some overflow to the south. The more gentle water flow to the south allowed for the creation of water flows conducive to the growth of the Slenderhorned Spine flower which is another endangered species. These endangered plants and animals have for the most part protected the wash from development. Thus, ironically the 210 freeway mitigation measures have actually protected the wash from further harm.

Speaking of the ownership of the ponds, the Big Tujunga wash from the 210 freeway to the west is either owned by

(Please see "Ponds" on p.10)

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

the Army Corp of Engineers or the County of Los Angeles. The property furthest to the west of and up to the Hansen Dam is owned by the Army Corps. About halfway from the 210 west, the property used to be owned by Cal Mat but was purchased by the County of Los Angeles as a mitigation bank to be used as credits for projects of the County which were detrimental to the environment. The property was purchased for \$2,000,000 in the late 1990s. The actual purchase does not count as mitigation. The County needs to continue to restore the property in order to earn credits. It is for that reason that the County has yearly meetings in the community to provide a report and make future plans. It also is responsible for remediating the area after the devastating Creek Fire. The existence of the mitigation bank and the ownership by the Army Corps were some of the reasons that High-Speed Rail decided to pick a different route as its preferred alternative.

The Tujunga Wash and the ponds are truly a great resource for our community and need to be protected and enjoyed.

Editor's Note: Mitigation banking is the preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.



**Anson Burlingame
By Bill Eick, Resident**

Often times we forget the people who made Shadow Hills what it is and those who helped preserve it. One of those people was Anson Burlingame who died several years ago. Anson was a member of the community who saw a need and took charge. He came from a family of developers who thought that the area needed to be preserved and not developed (ironic for a developer!). He helped organize the Northeast Valley Coalition which consisted of representatives from Shadow Hills, La Tuna Canyon, Sunland-Tujunga, Lakeview Terrace, Pacoima, and Sylmar. Representatives from each community got together about once a month to discuss land use issues. The communities would write letters supporting each other and travel to City Hall to testify before various committees. Anson taught us how to respond to Environmental Impact Reports (EIRs). If you asked a question the developer would have to answer it. If it were not in the form of a question, the developer would respond with "comment noted" and move on. It was like Jeopardy--everything was in the form of a question. It was during this time that the Shadow Hills Property Owners Association earned its reputation as a fierce defender of the rural lifestyle. They were all volunteers including Anson. Anson taught us that if supported each other the council office would most likely pay closer attention. Anson retired from land use issues shortly after the turn of the century, but the lessons he taught us were invaluable.



**Good Old City Ordinances-Comply or Else!!!
By Marlene Hitt, Resident**

When Tujunga became an incorporated city on April 21, 1925, a board of trustees was elected. Serving were Misters Russell, Zachau, Myers, Filler, and Bodkin. Mrs. Bertha Morgan was city clerk, A. Adams was treasurer.

The first action was to draw up ordinances. Ruling number one decreed that a copy of all ordinances were to be posted three places; the Legion Hall (Bolton), the Tujunga Valley Bank, and the Tujunga Drug Co. These ordinances were for "the immediate preservation of the public peace, health and safety of the people of Tujunga."

Ordinances for compensations amounted to \$25
(Please see "Ordinances" on p.11)








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“Ordinances” *cont'd from p. 10)*

per month for the clerk, \$150 for the marshal, \$1 for the treasurer. Commissioners were appointed; commissioner of streets, sidewalks and parks, of health and safety, of city planning and zoning, and of fire and police. The president of the board was the Commissioner of Finance.

Punishment was fixed for any board member, or any person, for using profane, vulgar, loud or boisterous language, for interrupting the proceedings, for refusing to be seated, or for members who neglect attendance at meetings. The fine would not exceed \$25, imprisonment not exceeding 10 days.

License fees were set for businesses; dance halls \$30 per quarter, billiard balls \$4, traveling circuses \$5 per day. Lumber yards paid \$6 a quarter as did drug stores and sanitariums. The penalty was to be a fine of not more than \$100 and imprisonment not more than 50 days in the city jail.

After a couple of years a new law was fixed. There was to be no spitting on the sidewalk. When the town was first incorporated and the trustees were adopting the health ordinance, this inhibition was left out because Tujunga had no sidewalks to spit on. It was thought that the rocks and dirt were the safest and most sanitary place for a public cuspidors.

Germs were a problem. Many of the rules had to do with communicable diseases. Quarantine rules and disinfection rules for the public, for doctors and undertakers were strictly spelled out.

Ordinance 19, section 16 states that no milkman shall take away bottles or receptacles from any place in which people were ill with contagious disease. This included “scarlet fever, cholera, typhus, diphtheria, plague, membranous croup, leprosy, anthrax, meningitis, whooping cough, typhoid fever, dysentery, trachoma or tetanus”. It was unlawful for such milkman, dealer or distributor to consider any more sales until the health department investigated.

The subjects of cesspools, sewage, and privies were addressed. Even in 1925 no privy or water closet was to be operated without a water-flushed toilet. There were rules about the transporting of steam shovels over city streets, about obstructing streets, of “moving” city property. Two blasts of the policeman’s whistle meant that one must stop. There was to be no driving on sidewalks. Vehicles traveling after sunset must have a lamp on the left side of the vehicle. Dogs which attacked and bit a person were to be killed by their owners. Druggists were not to dispense intoxicating medicines. Guns were not allowed to be fired. There were severe restrictions on fireworks. It was stated that “vehicles may be parked on both sides of Michigan Avenue at an angle of forty-five degrees between Fischer and Sunset”. Let’s not try that. This is no longer the City of Tujunga and we could get into trouble.

We wouldn’t want to place any bets on any game not mentioned in section 330 or we could be fined \$500 and could spend 6 months in the Tujunga jail. We must be sure to check on the latest ordinances posted at the legion ball, the Tujunga Valley Bank or the Tujunga Drug Co. Those were the good old days.



“St. Vincent” *cont'd from p. 5)*

Daughters of Charity of St. Vincent de Paul, became part of Verity Healthcare – a non-profit operating six other hospitals in California which went into bankruptcy in 2018. Although St. Vincent will no longer operate as a hospital, the vacant buildings could possibly help address the homeless crisis by repurposing the facilities thereby

(cont'd next column)

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“St. Vincent” *cont'd)*

greatly reducing the cost per housing unit by taking advantage of existing infrastructure that otherwise would be time-consuming and costly to build. As such, in mid-January 2020, Councilmember Mitch O’Farrell presented a Motion to City Council asking that they instruct the City’s Administrative Officer along with the City’s Chief Legislative Analyst, the Housing Authority of Los Angeles, the Housing Community and Investment Department, the Bureau of Engineering, the Department of Building and Safety and the Los Angeles Homeless Services Authority to explore the feasibility of purchasing and repurposing St. Vincent Medical Center for “wrap around services” including substance abuse assistance, rehabilitation services and interim/permanent housing on-site as well as beginning discussions with Los Angeles County on offering services to this site. The Motion was referred to the City Council’s Homelessness and Poverty Committee to be reviewed at their early February 2020 meeting for their review and recommendations. Over 40 stakeholders testified at the hearing, all in favor of repurposing the St. Vincent facility. The hospital structure could be repurposed to accommodate 366 housing units. The associated medical building could be repurposed to provide the needed wrap-around services such as medical/mental services, substance abuse assistance and rehabilitation. There is a huge parking structure on-site that could be repurposed as a “safe parking lot”. For those of you that are unfamiliar with the “safe parking lot” program, it is a program that locates large unused parking lots to be offered to on-street RV dwellers. They are offered a place on a designated “safe parking lot” where they can park their RVs, the lot has mobile sanitation facilities on-site, mobile shower facilities on-site, homeless services available on-site and security. Apple has offered \$1 billion to address homelessness in the State of California. Let us all send them a letter – we have your site right here. Encouraged by the positive response, Councilmember O’Farrell (Chairperson of the Homeless and Poverty Committee and author of the Motion to repurpose the St. Vincent Medical Center), urged that seeing no significant obstacle or opposition that the Motion be adopted at the Committee level “without objection” and forwarded to City Council for a final vote (no official vote taken at the Committee level) – that was the order.



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High Speed Train Update By Cindy Bloom, SHPOA Board

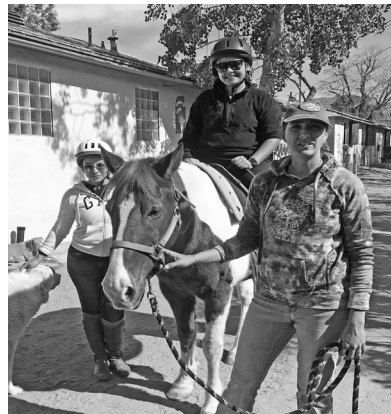
The following are developments since the Jan-Feb 2020 newsletter. For history, please go to www.shpoa.us and click on the newsletters tab. You may also visit the www.dontrailroad.us for a complete library of information.

02-12-20: The bi-annual business plan was released. Overall, the "mid range" statewide capital costs increased \$3 billion from \$77.3 billion to \$80.4 from \$77.3 in 2018. The CHSRA considers this \$3 billion to be an "insignificant" cost increase. The Palmdale to Burbank Operating Segment's draft EIR is now expected to be released in December 2020 after the last expected release date of December 2019 was missed. Deadline for public comment are due April 12, 2020. SHPOA and Save Angeles Forest For Everyone (SAFE) are already reviewing the business plan and preparing comments. You can submit comments at www.hsr.ca.gov.



Special Spirit News By Eva Lund, Special Spirit Director

Special Spirit would like to offer a great big THANK YOU to Lauren Lee! Lauren hosted a Krispy Kreme fundraiser for Special Spirit and was able to bring in a whopping \$1,100 for our scholarship fund. This money will be allocated to providing lessons to participants who need financial assistance. Lauren has been a long time volunteer with Special Spirit and we appreciate her so much. Once again, THANK YOU Lauren! Your generous fundraising effort will provide 3 participants with a package of lessons. Way to go!



Laura and Karina from Stanbridge

Special Spirit was lucky enough to play host to two OTA students from Stanbridge University who were here doing a week of fieldwork. Karina and Laura both learned so much about equine assisted activities and therapies in their time here. They also got to experience first-hand what it is like being on a horse themselves, and were impressed with the three

dimensional movement and how it really simulates a human's motion of the walk. Below we would like to share their thoughts on their time here in their own words. We look forward to working with more students looking to get fieldwork experience!

Karina Gonzalez - Stanbridge Student

Special Spirit has really earned a special spot in my heart. Everyone here has been a pleasure to be around. They really make you feel welcomed no matter what experience you have with animals and horses. They were kind enough to show us around and teach us how to groom horses! This was the best part. As an Occupational Therapy Assistant student, I am grateful to say I got to experience Special Spirit and what they offer. It was nice to see the therapeutic aspect of riding because we were able to see the positive influence each individual received from riding on the back of a horse. The Special Spirit team really shows passion for what they do and you can really sense the compassion they have for each other and their clients. I definitely enjoyed being a part of this team for my week of fieldwork as an OTA student and will definitely

(Please see "Special Spirit" on p.13)

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“Special Spirit” cont'd from p. 12)

come back to volunteer when I can. Thank you Special Spirit!

Laura Limon - Stanbridge Student

My name is Laura Limon and I am a student at Stanbridge University. I am studying to become an Occupational Therapy Assistant. I must say I was very lucky to have the opportunity to do my level 1 fieldwork here at Special Spirit. My experience was amazing, I was able to witness all the great benefits therapeutic riding has. I was shadowing an instructor for one whole week. And I must say that she is truly passionate and cares so much for her clients. She allows us to watch how the clients benefit from therapeutic riding. I myself witness that therapeutic riding has a lot of benefits, not only do they get an emotional wellbeing they also gain physically, riding helps kids with trunk control, balance, and coordination. I also got to witness how it helps individuals with speech delays. It's so beneficial. Special Spirit is a great environment and all the staff were super welcoming and nice, I definitely can't wait to come in my own time to volunteer.



Laura, Stanbridge Univ.



SHPOA 2020 Priorities Part 2
By Cindy Bloom, SHPOA Board

In our Jan-Feb 2020 issue, we listed our “Completed” goals/priorities so here are the ones which are “In Progress” and “Not Started.” These were compiled at our 2019 year-end meeting by attendees and board members. Want to make a suggestion? Email board@shpoa.us.

IN PROGRESS
Ensure LAPD Traffic Division attends every other SHPOA mtg on speeding, obeying road signs, equestrian safety, etc. NOTE: Officer Rich Wall is confirmed for our May 2020 meeting
Utilize social media to post ongoing safety reminders and messaging NOTE: Daily Fodder satisfies this. To sign up, please go to www.shpoa.us and click on green button.
Address perception of increasing truck traffic on Sunland Blvd – contact Sun Valley truck operators such as Athens to re-route trucks to freeways and commercial roadways such as Penrose, Osborne, etc.
Recruit on an ongoing basis for volunteer “pool.” Contact existing members by mail and by phone to recruit and build a database of potential volunteers.
Continue clean ups of trash, but expand beyond “clean up” or “litter” NOTE: Several SHPOA volunteers do this regularly. We have 2 official community cleanups each year so stay tuned.
Update all on status of Studio Project-Sun Valley
Provide leadership and support to efforts to develop maps for the trail system within Shadow Hills and the Big Tujunga Wash
Provide updates to residents about Emergency Response Plans for Big Tujunga Wash area

(Please see “Priorities” on p.15)



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Two Cops and a Coffee
By Cindy Bloom, SHPOA Board

On Thursday, February 6, 2020, Officers Rich Wall and Joel Flores met with residents at Rise N Shine for our monthly "Coffee With A Cop" meeting. Some nice folks from the Stonehurst Park area came with a full agenda of issues that affected their area near and around Stonehurst Park.

A recurring issue that arose was people living in their vehicles. Officer Wall explained that Section 18.02 expired on 12/31/19 which regulated persons dwelling in their vehicles. The ordinance had been extended in 6 month intervals and again needs to be extended. He goes out weekly at 4am to Stonehurst Park to check on

("Cops" cont'd)

the situation but there is little he can do. Another issue was weekend drinking at the park resulting in disruption of baseball games and birthday parties.

When reporting suspicious activity, what information is helpful to the police? Answer: What the suspect looks like, was wearing (e.g., if he's wearing a red baseball cap that is very helpful for id soon after the activity took place), type of vehicle (license plate number is super good).

News:

- In March, All Saints Lutheran Church in Sun Valley will be starting a "safe parking area" through SafeParkingLA where homeless living in their vehicles may park overnight in a safe environment. This program started in Mission Hills and has been successful.
- The bike path running along San Fernando Road from Branford to Hollywood Way will force the current homeless encampments to relocate (to where, we do not know). Vulcan Materials is helping with this project.
- LAPD Task Forces are resulting in hundreds of citations. Shadow Hills was the first community to implement the Equestrian Task Force, and we will be doing another one soon.

Did you Know:

- Rolling through that stop sign will cost you \$238
- Going 20 miles over the posted speed limit will cost you \$330

2020 Traffic Collision Stats for Foothill Division as of 1/25/20

- Total Collisions: 131 (v. 134 this time last year)
 - DUI Related: 6 (v. 5 this time last year)
 - Hit & Run: 68 (v. 70 this time last year)
 - Bicycle Involved: 1 (v. 5 this time last year)
 - Top collision intersections: Foothill & Osborne, San Fernando & Paxton, Glenoaks & Paxton
- For non-emergencies, call 1-800-ASKLAPD



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

These are building and safety guidelines but they're not enforced. Report on 311 and Building & Safety should order the lawbreakers to comply. Go to: www.ladbs.org to report online.

The public right of way can't be blocked. There must be access around property and utility lines.

Oregon paints bike lanes green. Could there be something like that for horse trails?

Cal-Trans is its own little kingdom and doesn't feel responsible to the public. They leave gates open and don't respond to complaints.

Homeless gangs are organized. On the 210 offramps, they're setting up camps on public property and going in front of cars when there's a red light. They're intimidating and threatening. Highway Patrol is in control of the off ramps. This is Cal-Trans land and we need a law to allow these people to be removed from the land in 72 hours.

Luz mentioned that there's a budget sub-committee for Cal-Trans.

(Please see "Luz" on p.15)

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("Priorities" cont'd from p. 13)

Track 2020 ballot measures that impact our area. NOTE: The "split roll" property tax measure qualified for the November ballot—this likely will be opposed by SHPOA. It will apply to commercial/businesses and will require property re-assessments every 2 years which could result in employee layoffs and businesses leaving the state. More to come.
Advertising on our soon-to-be released SHPOA website OR have some kind of area/page where people could post their own items for sale BUT they'd have to be paid members to do so.
SHPOA Community Bulletin board at a local business (Sam's Market? Tierra del Sol, Taco Ranch?) where people can post business cards, lost & found, post membership envelopes, etc.)—this is just to keep us visible and remind people we're here.
Ask local businesses if they'd be willing to offer a 5-10% discount for their products/services to paid SHPOA members (we'd have to issue membership cards but that can be done via email)
How do we report dangerous neighborhood driving? NOTE: Email Officer Joel Flores at 30658@lapd.online or call (818) 644-8142
NOT STARTED
Provide Pre-Emptive Emergency Info and Training before Santa Ana Wind/Fire Season (Sep-Dec)
Seek to help with brush clearance
Chip your Animal Day with Internet Access to Enter the Owner Information in the website immediately. NOTE: The City provides microchipping at all shelters for only \$15.
Neighborhood database of the dogs that get out of their yards repeatedly. It seems like the same 7 or 8 dogs are creating all the problems.
Monthly hikes in the area, starting with Hansen Dam.



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

Horses need their own classification. The public needs to be educated on the horse-related laws and there must be enforcement. Horses need reflectors even if they're being ponied.

Minors will wear reflective gear and if they have to do it when they're young, it will become a habit.

Luz needs to get a proposal together and wants input.

- Horses need their own category
- Reflective gear must be worn or affixed to the horse
- Minors must be required to wear helmets as they do with bikes
- Impeding or harassing horses or riders should be illegal
- Horses must be given safe space when on or next to public property

The biggest problems are speeding, distraction, and visibility.

Luz thanked everyone for attending. Jacqy Gamble gave her a blinking reflective vest which Luz will use as an example.

Editor's Note: (1) To submit a legislative proposal, send an email to assemblymember.rivas@assembly.ca.gov. (2) Councilwoman Rodriguez has introduced motions to address equestrian safety: #19-1471 requesting a safety study for Foothill Blvd. which would include better lighting, dedicated bridle paths, etc. (there is a public meeting on February 20 but meeting details cannot be included due to newsletter publishing deadline); #19 -1464 to support the state setting up a separate classification for tracking accidents involving horses.



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11730 Ventura Blvd., Studio City 91604
(818) 760-3882 Mon–Thurs: 6pm–8am; Weekends: Fri 6pm–
Mon 8am
Shadow Hills Chip Reader: Jacqy Gamble (818) 426-5226

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Next SHPOA General Meeting: Tuesday, March 10, 7pm, Tierra del Sol

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Community Calendar

- Foothill Trails District Neighborhood Council (FTDNC)**
 - 3rd Thursday, Every Month 7 p.m.
 - Lakeview Terrace Recreation Center
 - www.ftdnc.org
- FTDNC Land-Use Committee meeting**
 - 1st Tuesday, Every Month 7 p.m.
 - 9747 Wheatland Ave.
- FTDNC Equestrian Committee meeting**
 - 2nd Thursday, Every Month 7 p.m.
 - Lakeview Terrace Recreation Center
- Neighborhood Watch**
 - 3rd Tuesday, Every Month 6:00 p.m.
 - Sunland-Tujunga Library, 7771 Foothill Blvd
- LAPD Community Coffee Time**
 - 1st Thursday, Every Month 8:00 a.m.
 - Rise n Shine Cafe, 9685 Sunland Blvd.
- Hansen Dam Park Advisory Board**
 - LAST Tuesday, Every Month 7 p.m.
 - Lakeview Terrace Recreation Center
- ETI C20**
 - 1st Monday, Every Month
 - Becky Borquez, 818-262-7764
 - ETINational.com

Key Community Locations & Contact Info

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: Council Member
Monica Rodriguez, District 7, 13520 Van Nuys Blvd., Suite 209,
Pacoima, CA 91331 (Tujunga location being renovated) same phone
number: (818-352-3287)

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For May-June 2020 Newsletter: Apr 10th**

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