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SHERMAN OAKS HOMEOWNERS ASSOCIATION

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**The Debate:
Measure EE Election (June 4) –
Property Tax Increase For The Schools
Yes Or No?**

COMMUNITY MEETING
WEDNESDAY, MAY 15, 2019 - 7:15 PM
NOTRE DAME HIGH SCHOOL • RIVERSIDE & WOODMAN, SHERMAN OAKS

Our May 15, 2019 Community Meeting will be a Debate concerning Measure EE which will be voted upon on June 4, 2019. David Bryan, Political Reporter for KCBS and KCAL television, will be our Moderator and will ask the tough questions.

Measure EE imposes an increase of 16 cents per square foot parcel tax for the benefit of the Los Angeles Unified School District. If approved by 67% of the voters, the measure would provide local school funding to attract high quality teachers and school employees, reduce class sizes, and provide additional programs including resources for students with disabilities. While this sounds great, many people are skeptical because they have seen this before. Measures are past, then funds are used for administrative and management costs instead of assisting teachers in the classroom and improving student education.

Attend our meeting to hear both sides of Measure EE so you can make the right decision for you on June 4.

Jules Feir is happy to announce that once again Casa Vega will be our Restaurant of the Month. Located at the corner of Ventura Boulevard and Fulton Avenue, Casa Vega was founded by Ray Vega and is now being managed by his daughter Christina Fowler.

Casa Vega has been a pillar of the Sherman Oaks community for 62 years. While it is best known as an old-school Mexican restaurant with a celebrity clientele, there is much more to this iconic establishment. They have created a home for immigrant restaurant workers in the San Fernando Valley. Casa Vega has created a community, and prides themselves as a family to the many employees that have been with them for so many years.

Their popularity speaks for itself as one of the most popular Mexican Restaurants in the San Fernando Valley, if not the City of Los Angeles.

Enjoy samples of their delicious food during our Social Hour starting at 6:15 p.m.

* * *

Pending California legislation may allow uglier than Soviet-era apartments into your Sherman Oaks single-family neighborhood. Maria Kalban reports that SB 50 has been approved by the Finance and Governance Committee in the California legislature. This bill will soon be voted on by the full State Senate. Our Senator Bob Hertzberg is only one of two of the forty state senators that opposes the bill. There are 14 Los Angeles area state senators.

The State of California is declaring war on single family neighborhoods and plans to hand over control of our living environment to developers. No community input, no right to open space, no oversight on developers, no local control. In Sherman Oaks, that would mean the end of small starter homes that are already being bought up by developers and replaced by 4-6 bedroom homes. If SB50 is enacted, homes could be bought by developers and replaced with an apartment building 4-5 stories high.

As one apartment building replaces a home, another homeowner may wish to cash out and sell to a developer who adds another apartment building until everyone will want to cash out and you the homeowner will get less money and developers will make a windfall. Our neighborhoods will be gone. Sherman Oaks will be primarily 5-story apartment buildings.

We need to add more housing, but not at the cost of single-family neighborhoods. SOHA's committee feels adding density in our commercial zones and using underutilized state-owned land makes more sense and can add substantial housing.

The City of Los Angeles has made huge strides in building more housing. A city ordinance now allows for higher density on transit corridors. The state has passed density bonus laws that allow higher density on developments if affordable units are added and the state and city now allow and encourage auxiliary dwelling units (granny flats). We don't need SB 50.

SOHA has written numerous letters and met with our elected officials. The committee has collaborated with many groups and met with many community stakeholders. Now we need your help! SOHA will be sending out an email blast with the addresses of each LA area senator. If you are not on our list to receive email blasts, please contact our committee at mpkalban@gmail.com. Please call or write.

Everyone must reach out to friends and family around the State to get the word out on this bill. Too many people are unaware. We need 21 Senators to oppose in order to stop SB 50.

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Bob Anderson reports that there may be more Sepulveda Transit Corridor Project concepts on the horizon than just the four being developed by Metro. This huge project connects the Valley to the Westside through the Sepulveda Pass and is the most complex and expensive Metro project of any built over the next 40 years. Measure M provides only \$6.5 billion in today's dollars for the project, but all four Metro concepts are expected to cost well in excess of this – from \$2 to \$10 billion more than the \$6.5 billion. So, all four are unaffordable with the Measure M funding that we voted for – and also take more than 14 years to design and construct.

What to do? Metro plans to allow private contractors to compete for the right to help develop new additional public-private partnership (PPP) concepts in collaboration with Metro and the public. Metro hopes these concepts provide early insights that reduce cost, ensure feasibility, accelerate completion, and improve performance.

What does this mean for Sherman Oaks? Two of Metro's four concepts are terrific – fully underground heavy-rail subways from the Westside to the Valley – but very unaffordable. The other two Metro concepts are disastrous for Sherman Oaks and Van Nuys, where they run elevated trains 20 feet above Sepulveda Boulevard for more than 5 miles from Valley Vista Boulevard to Raymer Street. These two horrid concepts are cheaper, but still unaffordable. The additional PPP concepts use up-front private financing for affordability, combined with management efficiencies and earlier completion. We might see additional PPP concepts such as tunnels with both subway trains and auto tollways, or monorails that run above the median of the 405 freeway.

Wait a minute! SOHA-SONC's MRT 2 monorail concept does just that. And it turns out that a company called BYD SkyRail has been working on a remarkably similar concept for two years. BYD will be at SOHA's June meeting to highlight and explain their concept. Mark it on your calendars. Don't miss it! Maybe the Valley can get the long end of the stick this time around.

* * *

Congratulations to Los Angeles City Councilman Paul Koretz for convincing the City Council to unanimously oppose SB 50. That action by the City authorized the City Lobbyists in Sacramento to lobby Committee members to vote no on SB 50. Councilman Koretz and other members of the Los Angeles City Council recognize that the bill would eliminate the ability of the City to control land use in residential communities.

* * *

The Problem: Without notice or community input, the Federal Aviation Administration (FAA) has changed flights paths at Van Nuys and Burbank airports and now are regularly routing planes longer distances at very low altitudes (below 3,000 feet) over the Santa Monica Mountains.

Rather than taking off and immediately turning and ascending to cruising altitude by taking steep ascents, planes, which are fully loaded with jet fuel, are now being routed much longer distances – south on average of 10-20 miles. They are making wide u-turns north at very low altitudes over dry mountain terrain that rises to 1,400 feet above sea level. Flying over mountain terrain increases risks of aviation accidents and fire hazard due to topographical conditions that can create sudden, unforeseeable wind changes and the inability to land planes quickly in the event of mechanical failure or pilot error.

Aviation accident risks are further compounded because Burbank and Van Nuys planes are now in shared airspace on intersecting flight paths. Also, helicopters are using the same paths and at even lower altitudes, sometimes only a few hundred feet above homes, schools, and parks.

These changes have greatly increased the probability of an aviation accident that would start a fire in the Santa Monica Mountains.

In addition, traffic has increased at both airports due to the shortening of the runway and eventual closure of Santa Monica Airport. Much of the increased traffic are student and private commercial pilots.

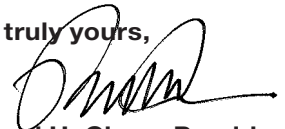
The Reason Why: The FAA is doing this to save jet fuel and money for the airlines through NextGen, a new navigation program that completely changes historical operational principles of air space navigation in the United States. Neither the increased fire hazard nor impacts on residents are a consideration for the FAA in the implementation of this new program.

The Solution: To resolve the safety problem, residents together with their local and federal representatives have called for the formation of an Aviation Impact Panel bringing together affected stakeholders and technical staff from both airports to come up with an acceptable solution to prevent another Malibu-like wildfire in the Santa Monica Mountains, this time in the heart of Los Angeles. To learn more and how you can help, please sign up at: www.quietskiesnow.org.

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From Board Member and Membership Chair Nancy Sogoian: SOHA relies 100% on member support. We receive NO funding from the city or from any other entity. SOHA works tirelessly to preserve and protect our community. If YOU appreciate our many important contributions, PLEASE join SOHA, renew your membership and ENCOURAGE YOUR FRIENDS AND NEIGHBORS TO JOIN SOHA! Bring them as a guest to our meetings and share our membership flyer (available at meetings). Membership in SOHA is a great investment in your community, so Tell a Friend, Bring a Neighbor!

Very truly yours,



Richard H. Close, President