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SHERMAN OAKS HOMEOWNERS ASSOCIATION

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City Hall Comes To Sherman Oaks:

***What Is The City Doing To Solve Traffic Congestion?**

***What Does The Fire Department Require For Hillside Fire Prevention?**

COMMUNITY MEETING
WEDNESDAY, SEPTEMBER 18, 2019 - 7:15 PM
NOTRE DAME HIGH SCHOOL • RIVERSIDE & WOODMAN, SHERMAN OAKS

“City Hall Comes to Sherman Oaks” on Wednesday evening, September 18, 2019 The number one problem in Sherman Oaks and throughout Los Angeles is Traffic. At our meeting, Tim Fremaux, the City Senior Transportation Engineer for the San Fernando Valley will explain what the City is doing to alleviate traffic problems. This will be your opportunity to bring to his attention any particular traffic problems in your neighborhood and surrounding areas. Do you know where a stop sign or traffic light is needed? Do you know where speed bumps/humps are needed? Find out what the rules are, how the process works and when the City will install them.

Also, speaking at the meeting is Trevor Richmond, Deputy Chief of the Los Angeles Fire Department Valley Operations Bureau. He will discuss the fire protection rules and how to stay compliant for hillside residents. Find out what is the most fire safe vegetation to plant, what to do with a neighbor who refuses to comply and therefore endangers your life and property. What should be done if there is a homeless encampment in the brush areas? (Remember the Skirball fire?) Also, learn the protocol and how to stay safe if a fire breaks out in the hillsides of Los Angeles.

Jules Feir is happy to announce that Poquito Mas will be the Restaurant of the Month. Each year they serve a great selection of their delicious foods during our Social Hour starting at 6:15 p.m.

Celebrating their 30 years in business, they attribute their success to quality foods. They serve 45 items made from scratch daily. Some of the items include USDA steak, all natural chicken and pork and fresh pacific ahi tuna.

We thank Edgar Escalante the owner of the Sherman Oaks location for his continued community support.

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Maria Kalban reports that the State Assembly has approved SB 592. SB 592 is the ‘gut and amend’ bill from Scott Wiener that would allow mix-use housing, apartments and triplexes in single-family neighborhoods by right with no affordable housing requirement. California has an affordable housing crisis, not a housing problem and there is no demand for mix-use that would put retail or restaurants in our single family neighborhoods. Most of the housing bills currently in the Senate and Assembly do not mandate affordable housing in new housing developments. SB 330, the bill that would have given communities only one hearing date with developers thus attacking our democratic process, will most likely pass to the Assembly for a full vote.

These two bills will dramatically reduce community input, encourage developers to sue cities who don’t obey a new fast track for approval and allow for more density in our communities with neither bill requiring a single unit of affordable housing.

We need to keep local zoning in the hands of our local government, not Sacramento.

Our last best hope to stop these bills is to write the governor: type into your computer:

www.gov.ca.gov and proceed to the bottom of the page where you will find “contact” click on that and enter your name, under subject enter “legislation” and leave your comment.

* * *

Bob Anderson reports that in just three months, Metro’s Board of Directors will make critical decisions that will impact rapid transit in Sherman Oaks, Van Nuys, and the entire San Fernando Valley for 100 years. The Board will select final concepts for the Sepulveda Transit Corridor Project that will travel from Van Nuys through Sherman Oaks, the Sepulveda Pass to the Westside and LAX.

Metro has held two public meetings on this project in the Valley this year, but will hold no more public meetings before making their decisions. SOHA and the Sherman Oaks Neighborhood Council are working closely with elected officials and other organizations to ensure that Metro selects the best viable, equitable, and affordable concepts.

So far, we’ve had very supportive meetings with Assemblyman Adrin Nazarian and staff, Councilman David Ryu and staff, and Supervisor Sheila Kuehl’s Transportation Deputy and Valley District Director. More meetings are already scheduled for September and October.

In August, SOHA submitted a letter to Metro with three recommendations and eleven detailed comments.

Recommendation 1 – The Metro Board must select to study further both of the great heavy rail subway concepts operating under either Van Nuys or Sepulveda Boulevards, called HRT 1 and HRT 2.

Recommendation 2 – The Metro Board must not select either of the unacceptable heavy rail or monorail concepts operating elevated above Sepulveda Boulevard, called HRT 3 and MRT 1, and terminate work on these concepts.

Recommendation 3 – The Metro Board must also select one or more viable, affordable alternative public-private partnership concepts, such as a monorail running above the 405 freeway median, to continue into detailed environmental evaluation.

Metro should select both HRT 1 and HRT 2 subway concepts because they are fair and equitable to the Valley, and because they represent two diverse underground routes. SOHA prefers the HRT 1 subway concept running under Van Nuys Boulevard because we feel it better aligns with the Sherman Oaks business community and future vision. But Metro estimates that HRT 1 will cost \$13.5 billion and HRT 2 will cost \$13.8 billion – far exceeding the \$6.5 funding available from Measure M sales tax receipts plus available federal, state, county, local, and other funding sources. So, Metro must quickly explain to the public their plan to fully fund these subways. The public deserves to know if these terrific subway concepts are actually affordable.

Metro must terminate work on the HRT 3 and MRT 1 concepts because their five miles of elevated heavy rail or monorail tracks above Sepulveda Boulevard are unfair and inequitable to Sherman Oaks and Van Nuys.

The elevated tracks will impact more than 12,000 residents with excessive noise and loss of privacy. The elevated track structures increase traffic congestion on Sepulveda Boulevard and in much of the surrounding community. The huge track structures could also damage the 96-inch high-pressure water main under Sepulveda in Sherman Oaks. Metro thought these elevated concepts would cost a lot less than subways, but they only cost 10 to 14 percent less. The Valley gets the short end of the rapid transit stick again so Metro can save 10 percent? No! Metro must consider elevated heavy rail or monorail tracks only on dedicated rights-of-way and not above our already congested streets. (The Westside will have a subway!!)

Metro must also ensure a thorough, fair, and impartial evaluation of all alternative concepts proposed through their public-private partnership process and select one or two viable and affordable concepts, such as the community-supported monorail operating above the 405 freeway median. These PPP concepts might be the only ones that Metro can actually afford, so they need to take them seriously and treat them fairly.

Please send your comments to Metro at sepulvedatransit@metro.net. You can simply support SOHA's recommendations or get into more detail. For more information, see SOHA's website at www.shermanoaks914.com/sepulveda-transit-corridor.html. For questions, please contact SOHA's Bob Anderson at BobHillsideOrdinance@roadrunner.com.

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In the past few months, the LA Conservation Corps Clean and Green Team contracted by Councilman David Ryu has done a tremendous amount of work to help beautify Sherman Oaks. Over the summer, the Clean and Green Team has cleaned 30 streets, removed 29 bulky items, collected 146 trash bags, removed 12,630 weeds, and disposed of 4,670 pounds of garbage from the Sherman Oaks community. SOHA thanks the incredible team at the LA Corps for their hard work every week. If you have questions, please contact Councilman Ryu's District Office by calling (818) 728-9924.

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The Sunkist Committee Co-chairs Nancy Sogioan and Blair Thompson along with Wendy Brogin and Land Use Chair Marshall Long met with Councilman Ryu's Deputy Renee Weitzer and the Sunkist design team to finalize details on the project. The IMT group has been very cooperative in adopting most of the SOHA and SONC suggestions on the project and we feel that the end result will be a project that both the community and the developer can be justifiably proud of. The overall density has been reduced from an original 298 units to 249 in the final version. One of the residential structures has been eliminated and replaced with a partially subterranean parking structure adjacent to Calhoun. The area on the east side of the property along Hazeltine has been converted into a 58 foot wide green belt that leaves an unrestricted view of the original Sunkist building, which will remain.

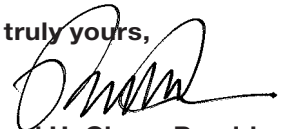
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We need your support to HELP KEEP SOHA STRONG! As a non-profit, 100% member-supported organization, SOHA is as strong as the support we receive from our community. Invite friends to a meeting where they'll get updates on major issues affecting Sherman Oaks, are able to speak one-on-one with important speakers and enjoy delicious food from a different local restaurant every month!

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Mark your calendar. Our October Meeting is on a Special Date. The Meeting will be on the fourth Wednesday of the month (October 23). The speaker will be an elected official you have not seen for 5 years! See you on the third Wednesday of September and the fourth Wednesday of October.

Very truly yours,



Richard H. Close, President