

"Together
we have
clout!"



ZOOM COMMUNITY MEETING

WEDNESDAY, MARCH 17, 2021 - 7:15 PM

JOIN FROM ANYWHERE - VIA COMPUTER, TABLET, SMARTPHONE OR TELEPHONE

GUEST SPEAKER: LA CITY CONTROLLER RON GALPERIN

THE CITY'S CURRENT FINANCIAL CHALLENGES AND SOLUTIONS

THE HOMELESSNESS CRISIS - MONEY WASTED

Our speaker at our March 17th Meeting will be Los Angeles City Controller Ron Galperin. Ron Galperin became Controller on July 1, 2013 and won re-election in 2017. Prior to being City Controller, he was a practicing attorney, business owner, community leader and journalist. While practicing law, owning businesses, writing numerous articles, serving the

City, he also had time to serve as a Cantor at a congregation in Los Angeles.

Controller Galperin will discuss the current financial situation in the City which includes a deficit of \$675,000,000. (What programs will be eliminated?) He will also discuss actions being taken to solve the homelessness crisis throughout the City.

If you have a question for Los Angeles City Controller Ron Galperin, please email it to us at SOHAZoomMtg@gmail.com on or before Monday, February 15.

To attend the virtual Zoom Meeting, the Meeting ID is 867 9505 7214 and the Passcode is SOHA914. Please arrive at the waiting room between 7:00 p.m. and 7:10 p.m. The Meeting starts promptly at 7:15 p.m. If you are unfamiliar with how to sign into a Zoom Meeting or need help, please email us at SOHAZoomMtg@gmail.com. We will email you instructions.

GROWING COALITION OF UNITED NEIGHBORS

An update from Maria Pavlou Kalban on our United Neighbors Coalition

United Neighbors is now 108 community groups strong and growing. Reaching as far north as San Francisco and as far south as Encinitas, all the groups joining this coalition are engaged in the fight to preserve single-family neighborhoods while acknowledging the need to explore funding sources to create affordable housing.

This coalition is made up of all socioeconomic groups and represents the diversity we need when solving the affordable housing problem.

United Neighbors members all have affordability as a concern, but also value the neighborhoods they live in and want them protected. As this coalition grows, there will finally be a loud voice representing the interests of neighborhood groups through the city and state that have been marginalized for far too long.



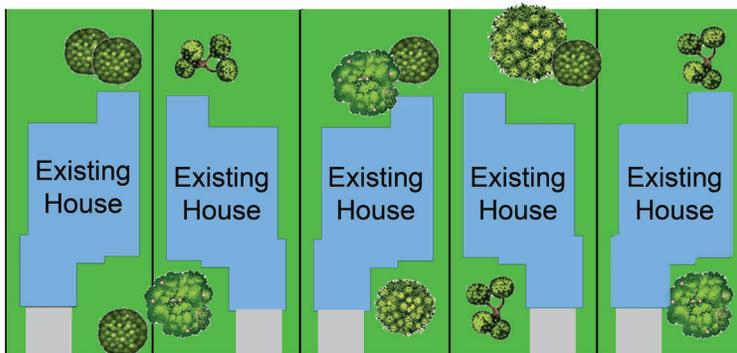
THE FIGHT CONTINUES TO SAVE SINGLE-FAMILY NEIGHBORHOODS

Housing bills, that would end single family neighborhoods, just keep on coming. If SB 9 doesn't get us they hope SB 10 will. Senate Bill 10 is another previously defeated State housing bill that has been reintroduced. The bill would allow 10-unit apartments in single-family neighborhoods. Let that sink in for a minute. 10-unit apartments next door to you and several more down the block. There are no restrictions on where they can be built. If you are a "transit rich" or a "job rich" community, you qualify. We qualify because "Job Rich" can mean that someone's commute is shortened if they lived in our community. The job doesn't have to be here. This is the definition of Job-Rich on the actual bill!

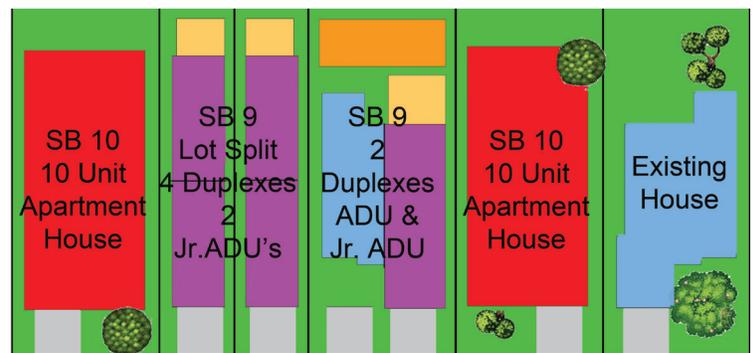
No infrastructure improvements or entitlement costs will be imposed on the developer and only minimum parking required. This bill again makes land speculative, causing the price of land to go up and housing prices to go up with it.

With a nod to local control, this bill claims that your local jurisdiction can decide whether this bill would be implemented. Be assured, that if this bill passes, a new bill next year will make 10-unit developments mandatory. This is a camel-getting-his-nose-in-the-tent move that Sacramento knows how to do very well. We are also seeing more of our local officials sympathetic to these types of bills.

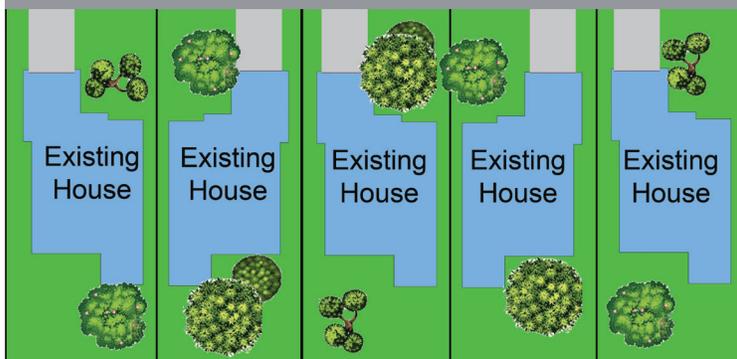
Larger developments on commercial corridors are required to make infrastructure improvements. Developers will find it more advantageous AND PROFITABLE to buy three lots in single family neighborhoods that require no infrastructure upgrade RATHER THAN build 30 units IN COMMERCIAL CORRIDORS where costly improvements and entitlements must be paid. When we say these bills are a developer give-away, we mean it!



Typical Single Family Neighborhood
Large rear yards with trees and grass



The same neighborhood with SB 9 and SB 10 developments.
No rear yards and no trees.



As bigger developments are allowed on single family lots, we lose open space. The devastating environmental cost of loss of tree canopy and permeable surfaces that impact our aquifers cannot be overstated.

SB 10, like SB 9, does not mandate any affordable units and will allow an uncontrolled amount of market rate/luxury apartment units in our single-family neighborhoods.

Affordable housing is a problem. To get affordable housing in the numbers we need, state funding will be needed. The State does not want to fund affordable housing. They would rather fund high-speed rail to nowhere. The State blames cities for not building enough affordable housing. Cities cannot build affordable housing without state funding. See the problem?

We will be the victims of this finger pointing if we don't control the narrative and make our senator, assemblymember and our city councilmember aware of our concerns. Our elected officials need to insist on state funded affordable housing on our commercial corridors, which we will determine locally, and leave single-family neighborhoods alone.

DESTROYING SINGLE-FAMILY NEIGHBORHOODS	
BAD FOR: Environment Affordable Housing Infrastructure	GOOD FOR: Developers Real Estate Industry Tech Giants

The whole fight for deregulating residential zoning is coming from the Real Estate and Tech Industries. With their well-funded lobbying arm called YIMBYS in tow, many of our legislators have become the recipients of their generosity. Real Estate Industry wants to build multi-family developments with no restrictions (e.g., affordability) in our single-family neighborhoods, not because they want to help people find affordable housing, but because this will make them huge profits. We see proof today that new developments, going up throughout the city, have displaced residents and have yielded only luxury units with minimal affordable housing.

We have had a very positive meeting with Assemblyman Adrin Nazarian. He understands fully the impact of these bills on our communities and also understands the need to fund affordable housing. Senator Bob Hertzberg and Councilmember Nithya Raman are still studying the issue and determining their position. We will report back next month on where they stand.



METRO'S SEPULVEDA PASS MESS

Metro selecting the best rapid transit concept for the Sepulveda Pass is like buying a new car. We'd all love to buy a Tesla, but not many of us can afford one. We'd all love a super-fast fully underground subway from Van Nuys to the Westside, but Metro probably can't afford it. So, what might we get instead?

Will the same thing happen as it did with the Red Line? Metro told us that with a sales tax increase the Red Line subway would be built to Woodland Hills. What did we get? Two Red Line stops – one at Universal and a second in North Hollywood. Or how about the Valley's own Orange Line Rapid Transit – which ended up being a bus. The Valley got its usual short end of the stick on both of these. We are still paying the increased sales tax for the non-existent subway to Woodland Hills.

Today, Metro is recommending that two industry-developed concepts go forward into the next stage of the Sepulveda Pass project – detailed environmental studies. The first of these concepts, developed by LA SkyRail Express, is a \$6 billion monorail running above the center of the 405 freeway from the Van Nuys Metrolink station to the Westside at Pico Boulevard. SOHA continues to support this concept because it is viable and affordable, and the only buildable concept should Metro find geotechnical problems trying to bore tunnels under the Sepulveda Pass.

The second concept, developed by Sepulveda Transit Corridor Partners (Bechtel), is an \$11 billion "halfway." We call it a halfway because it's only subway on the Westside and under the Pass but elevated above Sepulveda Boulevard for five miles in Sherman Oaks and Van Nuys. SOHA continues to vehemently oppose this concept because heavy rail trains above Sepulveda will ruin our community. How would you like a huge noisy train running by your window every two and a half minutes? And the Valley gets to be Metro's guinea pig for this ridiculous idea – because Metro has no elevated heavy rail trains anywhere else in its system. Once again, the Valley gets the short end of the stick – really short this time.



But what happened to the Tesla option – the real subway that runs fully underground from Van Nuys to the Westside? We asked Metro that question, and they told us that they just don't have an answer right now. SOHA has always supported a real subway that is equitably underground everywhere along its route. Metro even developed two \$15 billion real subway concepts – one under Van Nuys Boulevard and another under Sepulveda. Both these concepts are in limbo right now – probably because it would take a miracle to make either one of them affordable.



Metro Mess

How did Metro get us into such a mess? Very easily – by pushing us to vote for Measure M with its woefully low-ball budgets. That's how we may end up with only two concepts to choose from – the viable monorail on the 405 versus the unacceptable "halfway" that ruins Sherman Oaks. We can only hope that Metro comes to its senses and also includes the expensive fully underground subway in the mix. With three possible concepts to choose from, the Valley has a two-out-of-three chance to get its deserved fair share this time around.

And we have a champion that will help – Metro Board Member and Councilman Paul Krekorian. At the February 25 Metro Board presentation about the Sepulveda Pass project, Councilman Krekorian firmly stated that he expects these concepts to be "... developed in a way that respects the communities of the San Fernando Valley and their interests, that ensures that the San Fernando Valley is treated equitably with the rest of the communities ... and I'm going to be looking at things like where you have 70 percent of a project that's underground and the entire 30 percent that's not is in the Valley, that raises concerns for me."

DO YOU NEED HELP FROM THE CITY?

That is one of the main roles of the Councilmember for our District.

The person who is in charge of Sherman Oaks City issues is Alex Naseef.

■ Her email address is alexandria.naseef.sonc@gmail.com. ■

Email her if you need City assistance.

BUCKLEY SCHOOL PHASING IN AT-SCHOOL ATTENDANCE

As Los Angeles begins to open up after year-long restrictions on schools and businesses, The Buckley School announces it has been phasing in at-school attendance for Kindergarten through 2nd graders and will continue to open up to include 3rd to 6th Grade children from March 11, 2021 to Spring Break, which starts March 22, 2021. Attendance for those in the upper grades is hoped for in the near future. SOHA wishes a rapid return for in-person schooling for all our children consistent with safe protocols and, in this regards, Buckley has been testing all persons on campus on a weekly basis for the presence of COVID-19.



WHAT DOES IT MEAN TO BE PART OF A COMMUNITY?

**The ONLY member-supported,
volunteer-run, non-profit
community organization
dedicated to preserving and protecting
the quality of life here in Sherman Oaks.**

Membership Chair Nancy Sogioan explores the question in a year when our established notions of community have been tested by the pandemic's isolation and disruption. For some, "community" is simply defined by geography. But for most of us, it's so much more than borders. It's the shared sense of who we are and what we can achieve together.

As the ONLY member-supported, volunteer-run nonprofit community organization dedicated to preserving (and improving) the quality of life here in Sherman Oaks, SOHA helps expand our sense of what a community can be and do. Via the support of its members, SOHA works to obtain the best outcomes for us on major issues like mass transit, housing, development, safety (and more!).

Membership in your SOHA is truly the foundation for preserving what we love about Sherman Oaks. So members, when renewing your membership, please consider moving up to the Silver \$50 level or the Gold \$100 level as that provides needed extra resources. And since homeowners and renters alike benefit from SOHA's contributions to our community, we encourage ALL residents to join! Basic membership is just \$30, and becoming a member is easy via our SOHA914.com website.

For questions, please email Nancy Sogoian at JoinSOHA@gmail.com - Your membership and support helps keep OUR community a wonderful place to live! Please share this Newsletter with friends and neighbors and encourage them to join SOHA! Thank you.

Very truly yours,



Richard H. Close, President

Newsletter Graphic Services
donated by Joel Pomonik

VISIT OUR ASSOCIATION'S WEBSITE - WWW.SOHA914.COM - FOR HELPFUL RESOURCES AND INFORMATION!

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