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Venice Hit by Flood of Development

That blurry black patch at the bottom of the L.A. City Planning Department map of western Los Angeles is Venice.

There so many proposed developments for Venice that they all run together in an indistinct blob. And many Venetians fear that if they are built, that's just what Venice will become – an indistinct blob.

Among the top threats right now are the luxury, gated-fortress at the MTA lot at Sunset Avenue and Main Street, a hotel at Abbot Kinney Blvd. and Brooks Avenue, expensive condominiums where moderate-cost apartments now exist at Lincoln Place, and cookie-cutter big-box projects on many residential streets.

See page 10 for a list of development applications since July.

More complete information can be found on the internet. Go to: <<http://cityplanning.lacity.org>>, then click on "Case Information." On the next page, click on "Case Activity Maps." Then select a time period and "West Los Angeles."

Battle over the MTA lot

By Jim Smith

One example of rampant development that has Venetians fuming is the RAD/MTA project planned for the "bus lot" at Main Street and Sunset Avenue. The several block square parcel has been public or quasi-public for 100 years. It was apparently obtained directly from the Machado family which had a Spanish Land Grant for the westside, including Venice.

When Abbot Kinney was constructing his Venice of America, public transit – the Red Car – was the main mode of transportation for people in the Los Angeles area. He prevailed on Pacific Electric which operated the far-flung trolleys to run lines to Venice from Los Angeles and Santa Monica. The main depot and maintenance station was at Main and Sunset.

Later, when the Red Cars gave way to cars and buses, it became the RTD, and later, the

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CASUALTIES IN IRAQ

U.S. 2,055 Dead – 120 this month

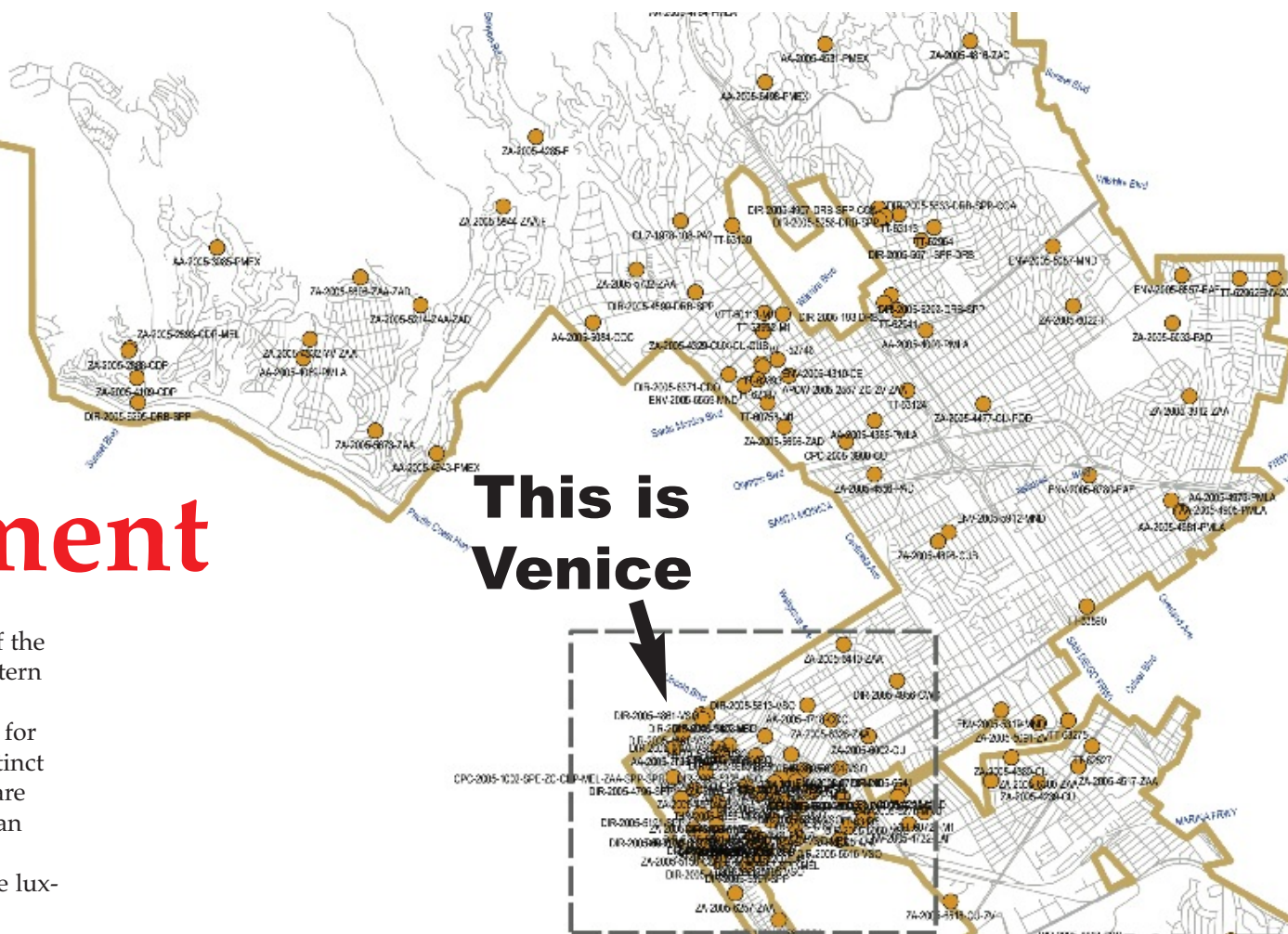
U.S. Wounded 15,477 – 722 this month

Iraqi Dead: 26,931 – 30,318

This month: 766 – 840

(some sources say 100,000+ Iraqi dead)

Source: antiwar.com



Playa Vista Loses Major Lawsuit

By John Davis

Playa Vista and the City of Los Angeles lost a major lawsuit filed by myself and a number of other plaintiffs. The court overrode the City Council decision to approve safety measures to prevent the accumulation of explosive underground gas under phase one, the unfinished project.

If not properly vented methane gas can ignite explosively. The methane safety measures are no longer approved at Playa Vista.

Until the City Council can prove at a public hearing those safety precautions will really work the safety of the project will be continually called into question and with good cause.

People living at Playa Vista today count on those safety systems. The City Council in approving those safety measures gave occupants of the project their word it would be safe.

But now the word of the Council is no good and has been tossed out by the Court of Appeals.

Certificates of Occupancy issued by the City ensure the public can live in a place that is as safe as possible. At Playa Vista the court found the City did not prove this.

Councilwoman Ruth Galanter gave away the Ballona Wetlands to Playa Vista. Cindy Miscikowski voted for phase two knowing she and husband Doug Ring had land interests in Marina del Rey. Now it's Bill Rosendahl's turn.

In a press release our City Councilman said that, "Questions of public safety are paramount to me. I will insist that the City officials and the developer do everything in their power to protect the health and safety of the residents of Playa Vista and the residents of neighboring communities."

Now comes the hard part for the new Councilman, staying true to that statement. Insisting on protecting the health and safety of

—continued on page 4

Tenants Hang Tough at Lincoln Place Apts.

By Sheila Bernard

In the Lincoln Place situation, there are many important strands, including good urban planning, community input on development, enforcement of conditions of approval on development projects, tenants' rights, and historic preservation, to name only a few.

Two of these issues in particular are being portrayed as opposed, when in fact they are aligned.

The "preservationists" include several organizations which filed suit in appellate court, alleging that demolitions at Lincoln Place were illegal because a historic resource was being destroyed in opposition to city law. These organizations have been erroneously accused of caring more about buildings than about people, when in fact without these organizations, Lincoln Place would be dust today and everyone would already have been evicted. Also, it is the ingenious design of these buildings that is partly responsible for the united and feisty community that has for years gone head to head with the biggest landlord in the United States.

Besides people and buildings, there are issues of planning and public policy. As of this writing, AIMCO, owner of Lincoln Place, wants to proceed with a different project than the one they spent seven years litigating for. They want something more dense than they could build by right, and even more dense than allowed with the density bonus they received with their tract map approval. They have not unveiled the actual project, nor have they mentioned how they intend to harmonize such density with existing infrastructure in our already-congested little borough. And they want to do all this with as little public scrutiny as possible.

Last Friday, the designation of Lincoln Place as eligible for the California Register of Historic

—continued on page 5



Venice Arts Council

Dear Beachhead,
The summer months of special Arts exhibits, reading, and music at SPARC and Beyond Baroque, are due, really, to the constant wish and slave labours of Emily Winters. She began the current Venice Arts Council herself, and gathered others for months of meetings and plans. She has supervised the months of activities and set contracts with either and or both facilities. No one organization can represent all involved in the arts and or activism, but she has done her best to have the un-millionaire/billionaire ones, mostly, be more in the market's eyes, for July, August, September. She and the group took on all advertising and other general costs, for the events. Perhaps it might be noted that some artists chose not to participate, as it became known that sales of artifacts were required, and the cuts were to go to the facilities, not the Venice Arts Council.

The two site organizations owe all credit to Emily's visions for these events, in honouring Venice's 100th Anniversary, in summer of 2005. She is also providing another exhibit for SPARC: her own life time retrospective, 50 years of her art work, to open after New Year's holiday in 2006. People may contact SPARC for the exhibit details.

A Venetian (name withheld by request)

Correction from Carol Fondiller

Dear Beachhead,
It was brought to my attention by several hostile encounters, that in my reply to a letter from an Auditory Rapist in the October issue of the B'head, I mistakenly attributed one auditory rapist's rendering to another auditory rapist's rendering of "Love Potion # 9".

The letter writing Auditory Rapist has never mauled "Love Potion # 9". However, it does not mitigate the fact that the Present Auditory Rapist, who I call the Green and Yellow Bus Bully Brayer, who now kills loudly with his 2--2-1/2 foot penile extensions (and you should see the length of his bus!) that are called amps and speakers, and drones on about American Pie, it is indeed the day the music dies, and dies everyday 5-6 hours a day 7 days a week, leaving me in desperate need of whiskey and rye...When I yelled out my window calling him an auditory rapist, he replied that he would play louder and longer. I replied that he confirmed what I knew all along, that he was not a musician, but a sadist (although the two are not necessarily mutually exclusive).

I hope this clears things up.
Sincerely, *Carol Fondiller*

Venice Skills Center

I just wanted to thank you for printing my letter and the other information concerning VSC. We've been very active in our investigation into the budget/class cuts, but it wasn't until after the Beachhead published our letters and the story that I heard back from some of the powers that be.

Thanks again and I will keep you posted if there is new information. VSC (especially if they DO go ahead and start construction on the new building early next year) is an asset our community can't afford to lose.

John Humphrey

In Brief...

Schwarzenegger gets walloped

Voters in California terminated Arnold's pretensions as a populist, Nov. 8, by giving a thumbs down to all propositions on the ballot. His Big Business cronies discovered that California is, indeed, a progressive land that prefers teachers, nurses and social services more than it does has-been right-wing actors. See next month's Beachhead for the Venice vote.

Abbot Kinney gets a party

An Abbot Kinney's Birthday Bash will be held at the Pioneer Bakery on Rose Avenue from 7-11 pm, Nov. 12. The band, "Venice," will perform. Proceeds to go to the restoration of the Venice Sign which once hung above Windward Avenue. \$20. (see photo on page 4)

Moratorium picks up steam

Calls for a Venice moratorium on development are being heard around town (see graph on page one). GRVNC Secretary Phil Raider has called for a moratorium on Lincoln Blvd. as more and more projects continue to surface. Also causing concern in the recent sale of the Lincoln & Rose lot that houses Venice shopping favorites SavOn, the 99 cent store and Big Lots. In addition, the Venice Peace & Freedom Party is calling for a Venice-wide moratorium.

Snitch Tickets - Police go too far

Dear Beachhead,

If you have been mailed something that looks like a red light camera ticket, but it does not have the address and phone number of the Superior Court on it, or if it says, "Do not contact the court," it's not really a ticket at all. It's what I call a Snitch Ticket, and it was generated by police, on a "pfishing" expedition.

A real ticket will always tell you, "You must respond to the court on or before," and it will give you the name and address of the local branch of the Superior Court.

The Snitch Tickets are a clever ploy to get registered owners to identify an otherwise-unidentifiable driver. In the towns that use Snitch Tickets, if the technicians reviewing the photos see that the pictured driver is obviously not the registered owner due to gender mismatch or a great difference in age, or if the photo is too blurry to be sure of who it is, one tactic they use is to send the registered owner an official-looking notice telling him that he must identify the driver. In the law enforcement business, they call these notices a "Nomination."

What To Do About Your Snitch Ticket

If you have received one of these arm-twisting notices, with no court address on it, you can ignore it. It's a bluff, a con, a ruse, etc.

If you want to double-check before taking my advice, you could look up the phone number of the court serving the town that sent you the Snitch Ticket, call that court's traffic department and ask if an action has been brought against you.

Snitch Tickets: Why Do They Do It?

So far, the common thread is that all the Snitch Ticket cities use RedFlex as their camera vendor and have contracts giving either the city or RedFlex (or both) a big monetary incentive to issue more tickets. If you're not satisfied with such a simplistic explanation, read on.

There are two different situations, depending upon whether the contract between the city and the vendor was signed before, or after, Jan. 1, 2004. A typical pre-2004 contract requires the city to pay RedFlex \$90 for each real ticket RedFlex prints and mails, whether or not the city later collects a fine.

When the police are first processing the photos and they see that the face photo is obviously not the registered owner, or that it is of such poor quality that it would probably not be accepted by a judge as proof of who the driver was, they send the registered owner a Snitch Ticket - which the City doesn't have to pay RedFlex for. The Snitch ticket doesn't ask you for money - they want to get you to identify the driver, thus providing them the proof they need. Once you have filled-out the blanks on the Snitch Ticket form, the police can be pretty sure that a ticket will stick and that they will be able to recoup the \$90 it will cost them to have a real ticket issued. So they go ahead and have RedFlex print up and mail one.

Contracts signed after Jan. 1, 2004 cannot, by law, provide for a per-ticket payment to the vendor. It has to be "flat-rate." A typical flat-rate contract requires the city to pay the vendor a rent of \$6000 per month per camera. Even though the city is not paying for each ticket issued, their need to recoup the rent gives them a big incentive to issue more tickets that will stick.

Why Do Fake/Snitch Tickets Work So Well?

I estimate that 90% of the people who receive a Snitch Ticket end up turning someone in. Often, they turn-in themselves! Most people are very vulnerable to an official-looking notice coming from the police.

I saw this on an Internet newsgroup discussion:

Post-er # 1: "BS. It is self-evident that any so-called citation which doesn't tell you when and where to challenge it in court, is not a legal ticket."

Post-er # 2: "'Self-evident' only to those of us who have been pulled over by a cop and given a regular "good-old-fashioned" ticket a few times. I admit that that describes me. I suspect it describes you, too. You and I know what a real ticket says and what it orders you to do. But there are at least two groups of people who don't have that knowledge.

1. Your auntie, who never has had a ticket in her life, until now she gets one in the mail. She's likely to get one, too, because cameras with too-short yellows tend to catch mature people, who tend to drive at moderate speeds. The young lead-foots are going fast enough to make it through on a short yellow.

2. People here from another country where tickets are handled in another fashion, such as by payment directly to the officer who pulled you over. That's not just Mexico, by the way."

From the editor of www.highwayrobbery.net

The collective staff of the



BEACHHEAD COLLECTIVE:

John Davis, C.V. Beck, Carol Fondiller, Erin Grayson, Rich Mann, Yolanda Miranda, Jim Smith, Alice Stek

The FREE VENICE BEACHHEAD is published monthly by the Beachhead Collective as a vehicle for the people of Venice to communicate their ideas and opinions to the community at large.

The Beachhead encourages anyone to submit news stories, articles, letters, photos, poetry or graphics of interest to the Venice community. The staff reserves the right to make all decisions collectively on material published. There is no editor on the Beachhead. The printing is financed by ads and donations. The articles, poetry and art work express the opinions of the individual contributors and are not necessarily the views of the Beachhead Collective.

To submit material, include your name and telephone number. Anonymous material will not be printed, but your name will be withheld on request. If return of material is desired, a stamped self-addressed envelope is required. No payment is made for material used. Mail to: P.O. Box 2, Venice, CA 90294. Web: <www.freevenice.org> Email: <Beachhead@freevenice.org>

Our Mission Statement

Oh Holy Shit

The Thought Police are rising

It is the Time

for the Beachhead's rebirth

Now is the Time to get your thoughts

together

If you care whether

you have a thought of any worth.

Thoughts left of Center

Homeowner or Renter

Put your Head where your Pen* is

Send it to us use your wits

and if we like it

We'll print or plagiarize it

or tear it into

teeny tiny

bits

- by the Slumgoddess

*Pen: Antique Term for Word Processor or Computer

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Requiem for Mrs. P

By C.V. Beck

Today, on my way back from the Rite-Aid Flu Shot Festival, I walked past what we, the residents of Lincoln Place usually refer to as "Building 18," the only remodeled building at Lincoln Place Garden Apartments. I noticed that someone, finally, has taken away all of the ghastly, tattered and shredded, formerly phonily or should I say "faux" (faux-ly?) festive flag pennants that had been around the perimeter.

I decided to revisit Mrs. Ponce's apartment. I walked thru the "gates", saw that the purple bearded barley landscaping is now growing wildly over the walkway, unmaintained, and tiptoed up the steps to Mrs. P's, a small dachshund barking lonely and noisily in the next patio, as I passed, of the only remaining occupants of this grandiosely remodeled, grotesquely up-scaled and bizarre-looking building.

I looked in the kitchen window and saw that "they" have never finished the remodeling of her apartment and remembered that AIMCO was in the picture during that time,



too, while keeping a very low profile.

On the 28th of this October, 2005, it will be two years since Mrs. Laura Luisa Packman Ponce died, in tragic and horrible circumstances in the "slums" of Beverly Glen, up north above Sunset Boulevard, in a very strange but lovely woodsy place waiting -- while the cancer clock was ticking

madly --to be returned to her well-loved and cherished apartment, here at Lincoln Place, in good faith, when there was none to be forthcoming.

And I then reflect on what we, the tenants of Lincoln Place are dealing with now, have been dealing with for years and years, almost twenty years now, more than a generation, of abuse, governmental incompetence, looking for justice and righteous persons in our government

in Los Angeles and from our landlords.

Rest in peace, Mrs. P. I think of you often and I also think from time to time of the photograph of Lincoln Place I slipped into your coffin to accompany you on your journey throughout eternity --to remind you of what you thought was your "home".

Battle over the MTA lot

—continued from page one

MTA lot. In the late 70s and the early 80s, as new arrivals moved into the area, bitter complaints were made about the noise and fumes from the lot. Improvements were made by the MTA, but the bus lot was not the preferred neighbor.

Then in 2003, the Metropolitan Transportation Authority (MTA) entered into 90-day Exclusive Negotiation Agreement (ENA) with RAD Jefferson, LLC, a developer. The purpose of the ENA was to create an agreement to give the Venice MTA lot to RAD in exchange for land at Jefferson and La Cienega in West Los Angeles. At the same time, the deal precluded any other options for relocation of the bus lot and other uses for the land.

It wasn't until November, 2003, that many Venice residents became aware of the deal when the Beachhead ran a brief announcement that plans were afoot to close the lot. Since then, there has been a rising tide of opposition to the RAD development plans, which include luxury condominiums in a gated fortress-like setting.

A Planning Department hearing in Westchester and a series of meetings in Venice, including of the newly reconstituted Neighborhood Council and its Land Use Committee revealed nearly universal opposition to the plans, which include 500 - 700 more cars and soaring buildings more than 20 feet over the Venice Specific Plan limits.

L.A. City Councilmember Bill Rosendahl expressed opposition. Finally, last month RAD asked for a postponement of the final Planning Dept. hearing.

With more breathing space, Venetians have the opportunity to decide what THEY want for this large lot in the center of our community.

As a publicly-owned lot, it is a tremendous opportunity for affordable housing, along with parking, open space and small businesses on Main Street. Perhaps, Lincoln Place could serve as a model for a park-like environment accessible to all Venetians.



RAD Development Consultant Bill Christopher

explains the case for a gated community to a skeptical crowd of Venetians.

Before surfacing as a paid consultant, Christopher was been known in his position as a Commissioner on the Board of Neighborhood Commissioners (BONC) and for his negative attitude toward the previous Board of the Venice Neighborhood Council.

In that position – which he still retains – Christopher was able to argue for preventing the GRVNC from meeting after some Board members' election were ruled invalid on a technicality. He was also active in delaying a new election until after the terms of the remaining Board members expired.

Perhaps it was a coincidence that Christopher helped do in a Board that was opposed to needless developments by the RAD/MTA project. Yet, others see it as a clear-cut conflict of interest on Christopher's part.

Rosendahl calls for action on homelessness

Los Angeles City Councilmembers Bill Rosendahl and Jan Perry are calling on the City Council to convene an Ad Hoc Committee on Homelessness.

"It is to our shame and dishonor that we do not focus on this problem as we do a war, as we do a natural disaster, as we do a pressing social and moral crisis," their motion states. "The scourge of homelessness is all of those things. Here in the City of Los Angeles, we need to do more. Much more. It is now time for the City Council of Los Angeles to focus energy and attention to this problem."

He is former a social worker whose district includes Venice, which has a large homeless population. Rosendahl has called for more services for the homeless, and for greater protections for neighborhoods that suffer a diminished quality of life due to the impacts of homelessness.

The text of the Perry-Rosendahl motion follows:

Somewhere in Los Angeles tonight, a teenage mother will flee her boyfriend, and huddle against the elements with a frightened child during a first unfamiliar night on the streets.

Somewhere in Los Angeles tonight, a scarred and forgotten veteran of our armed forces will wrap himself in a tattered blanket and spend a fitful night beneath a freeway overpass.

Somewhere in Los Angeles tonight, an addict will score another fix and drift blissfully out of consciousness, covered in cardboard and newspapers in the doorway of a local business.

Somewhere in Los Angeles tonight, an incoherent victim of mental illness will wander the streets, frightening all those around him as he loudly curses the invisible demons that torment him.

And somewhere in Los Angeles tonight, an unemployed factory worker freshly evicted from his apartment will drive to a darkened street and try to sleep in his car.

These are just a few of the faces of the homeless in our midst. Stark, living reminders of an embarrassing combination of failed social policies, too scare resources, societal indifference and government's impotence in the face of complex, multi-jurisdictional problems.

In Los Angeles County, there are an estimated 91,000 homeless people – the largest homeless population for a major metropolitan area in the United States. Of that number, nearly 35,000 are considered chronically homeless. Fewer than 10,000 actually find room in a shelter.

The homeless do not live just on Skid Row. They live on the beach in Venice. They live on the streets of Hollywood. They live near MacArthur Park. They live on the streets of North Hollywood.

It is to our shame and dishonor that we do not focus on this problem as we do a war, as we do a natural disaster, as we do a pressing social and moral crisis. The scourge of homelessness is all of those things.

In recent years, various jurisdictions have moved with a sense of focus and bold experimentation in dealing with the various and sundry issues of homelessness. In San Francisco, Mayor Gavin Newsom has made addressing homelessness a citywide priority. In Santa Monica, Councilman Bobby Shriver has led a charge for new solutions to the decades-old problem. Here in Los Angeles, Sheriff Lee Baca has been a tireless voice demanding action and solutions.

Here in the City of Los Angeles, we need to do more. Much more. It is now time for the City Council of Los Angeles to focus energy and attention to this problem.

I THEREFORE MOVE that the City Council form an Ad Hoc Committee on Homelessness.

I FURTHER MOVE that said committee be tasked with the following:

- Evaluating programs addressing homelessness in San Francisco, Santa Monica, and other cities, and making recommendations to the full council for a package of proposals, including timetables, for the City of Los Angeles.
- Examining the potential availability and allocation of Proposition 63 funds to steer mentally ill homeless people into treatment.
- Developing a strategy to lobby the federal government to create more housing and services for homeless veterans at Veterans Administration properties in Los Angeles.
- Developing a comprehensive state and federal legislative program addressing homelessness, targeting available funds in Sacramento and Washington.
- Propose a program for expanding the number of shelter beds and shelter locations in Los Angeles.

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An October 17 cloud burst brought back knee-deep canals in the former lagoon (now Circle) and surrounding streets. The storm drains (see red arrows) overflowed and created dirty-brown fountains in the Circle. Surely an improvement over the “landscaping” the city of L.A. thinks we need.

Peace in Iraq

Justice in Venice

Join us every Friday
beginning at 4pm
at the Venice Circle
for a **Peace & Justice Vigil.**

Bring Peace signs and banners & signs for justice and equality in Venice and around the world.
Initial Sponsors include:
Venice Peace & Freedom
Venice Peace Movement
more sponsors are welcome.
Info: 399-2215
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Paid for by Venice Peace & Freedom

U.S. War Dead: 2,000+
U.S. Wounded: 15,000+
Iraqi Dead: 26,521 - 29,873
Cost of Iraq War: \$200 Billion+



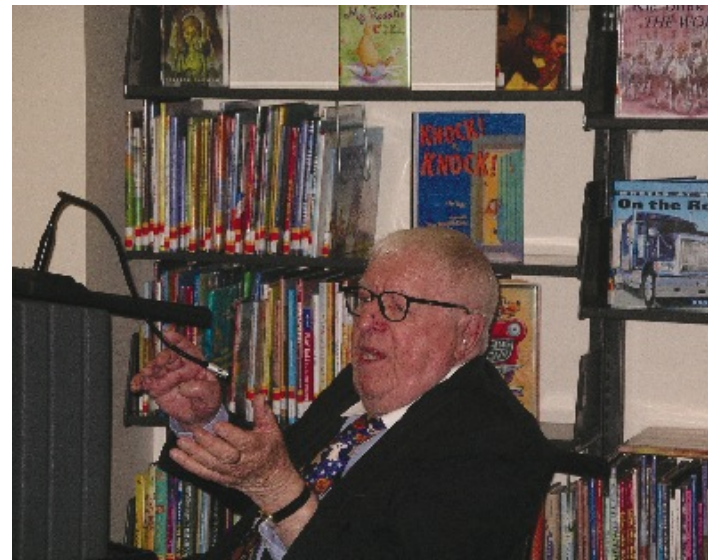
The Venice miniature railroad heads down Windward Avenue in 1915. In the background is the Venice Sign whose restoration is a goal of the Abbot Kinney Birthday party on Nov. 12 (see *In Brief* on page two). Postcard courtesy of Jeffrey Stanton.

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Literary icon Ray Bradbury spoke at the Abbot Kinney Library last month.

Bradbury lived in Venice half a century ago when he wrote *The Martian Chronicles*. He's also written a murder mystery set in Venice, called *Death is a Lonely Business*.



Playa Vista Lawsuit – continued from page one

the residents at Playa Vista should now mean the Certificates of Occupancy for everyone living there must be withdrawn if they are based on unproven safety fixes.

Anything less than the immediate evacuation of the affected residents at Playa Vista would be irresponsible and potentially place the public in harms way and the City at grave liability.

Or he, like George Bush before Hurricane Katrina, could simply bury his head in the sand hope for the best while the City and residents of Playa Vista suffer the ravages of untruth.

It is better to be safe than eternally sorry, no matter how much money is involved when human health and safety are at stake.

Lincoln Place Needs Our Help

By Jim Smith

The first article in the Free Venice Beachhead about a threat to the tenants at Lincoln Place Apartments was printed in the April 1972 issue. Since then, the events at Lincoln Place have been an on-going issue around Venice and in the Beachhead. And well they should be. At its height, there were about 3,000 residents at Lincoln Place, nearly 10 percent of the population of Venice, and an even higher percentage of affordable housing in our community.

Lincoln Place has been a model of how good affordable and low-income housing can be. The quality of life at Lincoln Place is higher than that at most so-called luxury apartments and condos. Lincoln Place residents are not walled in by security fences and gates. They have acres of park-like green space to share with their neighbors. And, they know their neighbors. Ask the residents of the multi-story fortresses that are passed off as luxury living how many of their neighbors they know.

Lincoln Place is a living rebuke to the privatized, anonymous, alienated and consumption driven lifestyle that are considered the ideal for capitalism in its sputtering old age. You didn't see any Lincoln Place-style apartments in such film critiques as Matrix or Blade Runner. Even though the structures at Lincoln Place are solid, and probably good for a few hundred years if they receive regular maintenance, they must be destroyed for ideological and financial reasons. Lincoln Place, by its very structure, lends itself to community building. Once workers or tenants start talking among themselves they constitute a threat to those who would exploit them.

It's probably no accident that Lincoln Place was built and thrived in Venice, a place where community is valued over private interests. While Venice has quite a few courtyard apartments, canals and walk streets that lend themselves to community living, Lincoln Place is the flagship. We can't let it go without a fight.

Up until now, the renters, and their organization, the Lincoln Place Tenants Association, has led the fight to save the apartment complex. We Venetians who don't live there have stood back as spectators, perhaps cheering the tenants on, but not actively involved as a separate force.

A Lincoln Place Support Committee is long past due. It would bring together all those who see the importance of saving Lincoln Place and are willing to do something about it. It needs to be able to act independently of the tenants association and their legal struggles.

Among the activities of an LPSC would be: conducting educational and outreach activities about Lincoln Place in the community; raising money to help in the struggle to save the buildings and tenants; mobilizing supporters to come to community rallies for Lincoln Place and against those who would destroy it; supporting civil disobedience actions against evictions, and more.

It should also be mentioned that Lincoln Place residents have a long history of activism in Venice. Issues that come to mind include the longest rent strike in Venice history at Four-Floors West, helping with senior issues at the Israel Levin Center on Ocean Front Walk, working with Oakwood organizations like the Neighborhood Adult Participation Project (NAPP) and LIEU-CAP, a senior assistance program run by Vera Davis.

Among now deceased Lincoln Place activists were Sadie Doroshin, Bill Tomkin, Saul and Helen Weingast and Ethel Bertolini. Many of them came out of New York garment union and political struggles in the 20s and 30s.

They "retired" to where else, but Venice. Sadie, a natural leader and organizer, was by then in her 70s. She used to walk (or occasionally ride the #2 Blue Bus) from Lincoln Place to the beach every day to walk the picket line at the rent strike. Long after she had to move on to

assisted living at Sunset Hall, her Lincoln Place apartment on Lake Street was one of those bulldozed by an insane developer.

The elder generation was replaced by new activists including Sheila Bernard, former president of the Venice Neighborhood Council, Laura Burns, C.V. Beck, Ingrid Mueller, Jan Book, Moira LaMountain, Erin Grayson and many more who are continuing the struggle at Lincoln Place and throughout Venice.

Now, their homes are at risk. They need our help.

If you agree, let's form a Lincoln Place Support Committee. You can call me at 399-8685 or email: LPSC@freevenice.org

From the Beachhead Archives – April 1972

Bad News At Lincoln Place

For some of the tenants at the Lincoln Place Apartments (there are 800), it was bad news. The Evening Outlook of March 31 carried the story that the huge apartment complex was sold to an organization calling itself the Equity Specialty Plan, and the new landlords were planning to turn the housing complex into condominiums. What's that? Condominiums are new to Venice, but in places like Marina del Rey and Miami Beach they are all over the place. In Marina del Rey some of the condominiums sell for \$50,000. No question that this is housing for the rich and upper middle class who are tired of owning their own houses. And all the gimmickry of yacht clubs, swimming pools, fancy restaurants, golf courses for lonely rich souls to while away their idle hours is what surrounds the condominiums.

The Beachhead has been warning its readers that the implementation of the Master Plan with the high rises was about to beset us. We could not have predicted that the Lincoln Place apartments, located on land east of Lincoln Blvd between Lake St and Milwood would be snatched up first for the posh living the masters plan for Venice. Why did it come as a surprise? Well, the Lincoln Place apartments were built in the 1950s with FHA money by a guy called Joe Ussem. Since they were government funded, Ussem could not raise the rents like he wanted to. Therefore the apartments went for lower rents than many in Venice. And since the complex was built with FHA money, we would have thought that the tenants were protected from just any greedy gouging landlord who could turn them out. But we were wrong and we see that anything can be bought and the homes of the old and poor are not sacred. Does the FHA regulation not specify protection for the tenants of government funded housing? This will be one for the lawyers to argue and win. Otherwise, government funds belonging to the people are being used to fatten up landlords. And who paid back the government loan? The rents of the tenants. And after paying and paying they are about to be ousted by the new landlords to make way for those who can pay for condominiums.

We hope the tenants at Lincoln Place Apartments will get themselves together to fight for their homes. And many of us who see the injustice of ousting poor people from Venice - will join us in the fight.



Are Mongolian Yurts next for Lincoln Place tenants?

Tenants Hang Tough at Lincoln Place

—continued from page one

Resources became final. AIMCO perceived this event as signaling the end of their ability to get a denser project without a new public review process.

They were furious, and they broke off talks. They were incorrect that the historic designation was the only thing standing between them and a public process. There are several, including the July 13 appellate court ruling, and a councilman who is committed to open government and a public process.

The preservationists are being blamed, when the actual responsibility for our stalemate goes to AIMCO, because AIMCO is refusing to disclose what they have in mind for the property, in a community which values not only its historic resources, but its prerogative under law to have a say in what gets built in their neighborhood.

AIMCO has made a bad business decision in trying to use coercion instead of sweet reason, in failing to scope out the political climate in which they are working, and in conducting themselves in a manner harmful to their image and ultimately their stock price. They will ultimately have to change their tactics, because, after all, this is Venice. Their attempt to paint the preservationists as the villains is fooling no one in this corner of the world.

So it's not people vs buildings. It's "Save the People, and Save as May of the Buildings as Possible". It's "Win-Win," not "We Win You Lose." It's designing a project with community input, instead of unilaterally deciding the fate of a neighborhood and using your moxie to cram that fate down everyone's throat.

AIMCO, learn your lesson. Be a good corporate citizen. Work with the community for everyone's benefit. We stand ready to negotiate a solution to this longstanding conflict.

Support
Lincoln Place
Tenants Association



"Let's Own It"

P.O. Box 1312, Venice, CA 90294
24hr. Hotline: 310.281.6877

The Call of the Future

By Hillary Kaye

The vultures and their faces lead you through the mystery of horror and beauty
the remnants of displaced honor are sprawled upon the streets
to be walked on by the guards of the devil's own.

There is not a cloud that can not be purchased by the highest bidder

You could watch your head spin off and be taken,
the little bits of you that might remain, that might be whole,
these too can be bought and sold

and if you think i'm wrong ask yourself can you imagine the hope of moving up the ladder covered with whatever it might be.

The call of the future.
the call of the darkest places that could ever be known
this is what they answer to.

Whatever it takes, whatever it has to do, it will
and you must get out of its way.....or else.



In Memoriam
Rosa Parks
1913-2005

Rosa Parks was called the mother of the Civil Rights movement. In 1955, Rosa Parks refused to give up her seat to a white person, as blacks were compelled to do in most of the south during the first half of the twentieth century.

Her refusal to obey the Jim Crow laws as those oppressive laws were called, initiated the Montgomery, Alabama bus strike. Blacks did not ride the buses for over a year. Facing economic disaster, the bus lines finally caved in.

This act began the Civil Rights movement.

Her casket lay in state in the United States Capitol Rotunda.

Rosa Parks is the first woman to be so honored.

– Carol Fondiller



BECAUSE YOU DON'T KNOW WHERE YOU ARE

C.V. Beck

Because you don't know

where you are --

you don't know that

it's "Venice", not

"Venice Beach" --

unless, of course, you

want to make it over --

like Miami Beach

But -- we don't want that

here --but you don't know

that -- yet--

Because you don't where you are --

you thought the public streets were

naturally private and acted accordingly --

Because you don't know where you are --

you think you know the laws but you don't --

Because you don't know where you are --

You think the whole world revolves around you and your money

But some people aren't dollar-driven and don't like you or your blood money--

made off the backs of widows and orphans, people who don't understand your contracts

with the really bad guy

Giving

By Paul Hershfield,

Turkey dinners
for Thanksgiving and Christmas.

Donor names
on the wings of hospitals
and the faces of university halls.

Volunteer doctors
at inner-city clinics
and in third-world countries.

Cycling to benefit AIDS patients,
and running for cancer research.

Sending at-risk youth (aren't they all?)
to summer camp.

Checks to shelter women.

Food drives for the needy.

Helping the homeless.

Giving to Goodwill.

Toys-for-Tots.

Noble causes and good works.

Tax-deductions for the ruling class.

Charity will never be a substitute
for justice.

POETRY



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Venice Development Cases Accepted for Department of City Planning Review (July to September 2005)

CASE NUMBER - ADDRESS - DESCRIPTION

AA-2005-2705-PMLA 329 ROSE AVE THE DEMOLITION OF TWO APARTMENT BUILDINGS TO BUILD TWO NEW CONDOMINIUMS WITHIN RD1.5 ZONE
 AA-2005-4561-PMLA 1718 ABBOT KINNEY BLVD THE CONSTRUCTION TWO NEW 4,250 SF CONDOMINIUM UNITS WITHIN THE C2 ZONE.
 AA-2005-4718-COC 1720 PENMAR AVE CERTIFICATE OF COMPLIANCE.
 CPC-2005-1002-SPE-ZC-CDP-MEL-ZAA-SPP-SPR 100 SUNSET AVE DEMOLISH METRO BUS TERMINAL AND CONSTRUCT MIXED USE DEVELOPMENT CONSISTING OF A 5-STORY BUILDING WITH 214 RESIDENTIAL UNITS OVER 10,000 SF COMMERCIAL SPACE WITH 676 PARKING SPACES.

DIR-2000-3597-RV-PA2 23 WINDWARD AVE
 DIR-2005-4165-SPP-MEL 30 23RD AVE VENICE SPECIFIC PLAN PROJECT PERMIT, MELLO DETERMINATION.
 DIR-2005-4461-VSO 603 INDIANA AVE CONVERT (E) ATTACHED GARAGE INTO KITCHEN/LIVING RM FOR 1ST FL UNIT; CONVERT (E) KITCHEN INTO BR
 DIR-2005-4652-VSO 1016 OAKWOOD AVE PERMIT REBUILDING OF A NEW GARAGE AND ADDITION OF 2ND DWELLING
 DIR-2005-4747 906 HOWARD ST VENICE SIGNOFF MINOR ADDITION TO E SFDU
 DIR-2005-4782 2365 BEACH AVE VENICE DIRECTOR SIGNOFF
 DIR-2005-4796-SPP 49 BREEZE AVE PROJECT PERMIT FOR A DECK OVER GARAGE.
 DIR-2005-4858-SPP 913 AMOROSO PL VENICE SPECIFIC PLAN PROJECT PERMIT FOR A SECOND STORY ADDITION.
 DIR-2005-4861-VSO 218 BERNARD AVE 2ND FLOOR ADD'N TO (E) SFD; MAJOR REMODEL 1ST FLOOR
 DIR-2005-4870-VSO 636 MILWOOD AVE NEW SFD ON FRONT HALF OF LOT; DETACHED 4-CAR GARAGE & CARPORT W/ A SFD ABOVE ON BACK HALF OF LOT
 DIR-2005-4937-VSO 940 PALMS BLVD VSO - DEMO (E) PKG BLDG ON A LOT W/ A DUPLEX; CONSTRUCT NEW SFD W/ ATTACHED 2-CAR GARAGE; CONVERT DUPLEX TO SFD

DIR-2005-4940-SPP-MEL 823 AMOROSO PL A PROJECT PERMIT TO DEMOLISH HOUSE AND CONSTRUCT NEW SFD.
 DIR-2005-4964-VSO 1919 ALBERTA AVE NEW 3-STORY SFD W/ ATTACHED 2-CAR GARAGE
 DIR-2005-4965-VSO 2003 ALBERTA AVE NEW 3-STORY SFD W/ ATTACHED 2-CAR GARAGE
 DIR-2005-5179-VSO 2317 OCEAN AVE VSO-PROPOSED ONE-STORY ADDITION TO EXISTING SFD. DEMOLITION OF EXISTING GARAGE. CONVERT TO OPEN PARKING
 DIR-2005-5191-SPP 26 WAVE CREST AVE REPLACE EXISTING ROOF DECK AND ACCESS STRUCTURE OVER A TWO-STORY SINGLE-FAMILY DWELLING UNIT W/ A NEW 930 SQ FT DECK W/EMERGENCY A

DIR-2005-5195-VSO 505 28TH AVE VENICE SP SIGNOFF
 DIR-2005-5326-VSO 704 PALMS BLVD VSO - DEMO (E) DETACHED 1-CAR GARAGE; REBUILD TO 3-CAR GARAGE & SFD ABOVE
 DIR-2005-5333 509 W BOCCACCIO AVE VENICE DIRECTOR SIGN OFF
 DIR-2005-5402-VSO 839 LINCOLN BLVD CHANGE OF USE FROM GENERAL RETAIL TO PERSONNAL SERVICE ESTABLISHMENT
 DIR-2005-5471-VSO 618 6TH AVE VSO - REMODEL & 2ND FL ADD'N TO (E) SFD
 DIR-2005-5500-VSO 828 VENICE BLVD VENICE SIGN-OFF
 DIR-2005-5501-VSO-MEL 226 GRAND BLVD VSO - DEMO (E) DUPLEX; CONSTRUCT NEW DUPLEX W/ ATTACHED 2-CAR & 1-CAR GARAGES + 2 UNCOVERED PKG
 DIR-2005-5591-SPP 242 SHERMAN CANAL A VENICE SPECIFIC PLAN PROJECT COMPLIANCE TO ALLOW THE CONSTRUCTION OF SFD.
 DIR-2005-5613-VSO 222 RUTH AVE VENICE SIGN-OFF
 DIR-2005-5616-VSO 803 OXFORD AVE VSO - 1-CAR ADD'N TO (E) ATTACHED 1-CAR GARAGE; ADD 2ND STORY ABOVE. REMOVE PORTION OF 1ST FL; REBUILD, & ADD 2ND FL.

DIR-2005-5640-VSO-MEL 2325 ABBOT KINNEY BLVD CONVERT EXISTING DUPLEX INTO SINGLE-FAMILY DWELLING. 2ND FLOOR REMODEL AND ADDITION. LEGALIZE ROOF PATION AND REPLACE CIRCULAR STAIRWAY

DIR-2005-5859-VSO 624 VICTORIA AVE VENICE SIGN-OFF
 DIR-2005-5860-VSO 654 VERNON AVE ADDITION OF 6' 6" (TO TOP OF RAILING) HIGH DECK ABOVE GRADE IN THE REAR OF AN EXISTING SFD AND GARAGE REFRAMING.

DIR-2005-5957-SPP-MEL 2612 OCEAN AVE VENICE SPECIFIC PLAN PROJECT PERMIT.
 DIR-2005-5980-SPP 801 NOWITA PL REBUILD EXISTING GARAGE MAINTAINING REQUIRED 1 PARKING SPACE. NEW GARAGE IN EXISTING FOOTPRINT EXCEPT REDUCE WIDTH FROM 21'-8.

DIR-2005-6030-VSO 27 18TH AVE ADD 400 SF ROOF DECK AND SPIRAL STAIR AND ADD ALLEY ROLL UP DOOR
 DIR-2005-6044-VSO 2303 PADUA PL VENICE SIGN-OFF
 DIR-2005-6053-VSO 1220 CABRILLO AVE DEMOLITION OF EXISTING SINGLE FAMILY DWELLING AND CONSTRUCTION OF NEW THREE-STORY SINGEL FAMILY DWELLING WITH TWO COVERED PARKING SPACES.

DIR-2005-6103-VSO-MEL 230 5TH AVE VSO-CONVERT (E) 1-STORY DUPLEX INTO SFD; SMALL ADD'N & REMODEL
 DIR-2005-6104-VSO 748 PALMS BLVD VENICE SIGN-OFF
 DIR-2005-6107 241 WINDWARD AVE CONVERT EXISITING UNDERFLOOR SPACE OF SFD, ADD KITCHEN, 1/2 BATH, LIVING RM, ENTRY FOYER, NEW STAIRWAY, ADD WINDOW SEAT IN MASTER BDRM, AND ENCLOSED BALCONY FOR NEW TUB IN MASTER BATHRM

DIR-2005-6280-SPP 483 CARROLL CT SPECIFIC PLAN PROJECT PERMIT TO DEMO EXISTING SINGLE FAMILY DWELLING AND REBUILD NEW SINGLE FAMILY DWELLING.

DIR-2005-6403-VSO 2312 OCEAN AVE REMOVE EXISTING APPROVED ROOF DECK AND INSTALL NEW RECREATION ROOM WITH 1/2 BATH ABOVE EXISTING 2-CAR GARAGE. 19' 2" X 22' 416 SQ FT

DIR-2005-6414-SPPA 4 BROOKS AVE PROJECT PERMIT ADJUSTMENT TO INCREASE HEIGHT LIMIT TO 33 FT. FROM 30 FT.
 DIR-2005-6538-SPP 17 UNION JACK ST SPECIFIC PLAN PROJECT PERMIT FOR A MAJOR REMODEL AND CONVERSION OF A TRIPLEX TO A FDU IN THE DUAL PERMIT AREA OF THE COASTAL ZONE

DIR-2005-6541 21 GARFIELD AVE VENICE DIRECTOR SIGN OFF
 DIR-2005-6542 3016 YALE AVE VENICE DIRECTOR SIGN OFF
 DIR-2005-6685-VSO-MEL 1917 ALBERTA AVE VSO/MEL CONSTRUCTION OF THREE-STORY SINGLE-FAMILY DWELLING WITH TWO-CAR GARAGE AND SECOND STORY RECREATION ROOM

DIR-2005-6740-VSO-MEL 834 SUPERBA AVE VSO/MEL CONSTRUCTION OF TWO-STORY SINGLE-FAMILY DWELLING WITH ATTACHED TWO-CAR GARAGE AND THIRD UNCOVERED PARKING SPACE

DIR-2005-6910-VSO 1698 ELECTRIC AVE VSO TO ALLOW A 300 SQUARE FOOT ADDITION TO AN EXISTING ONE STORY DUPLEX WITHIN THE SINGLE JURIDICION OF THE VENICE COASTAL ZONE.

DIR-2005-6946-VSO-MEL 201 BERNARD AVE VSO/MEL DEMOLISH EXISTING ONE-STORY SINGLE-FAMILY DWELLING WITH ATTACHED ONE CAR GARAGE AND CONSTRUCTION OF TWO-STORY SINGLE-FAMILY DWELLING WITH TWO-CAR ATTACHED GARAGE

DIR-2005-6956-VSO 2405 WILSON AVE VENICE DIRECTOR SIGN OFF

ENV-2005-4295-MND 13337 BEACH AVE VESTING TENTATIVE TRACT - 35-UNIT NEW RESIDENTIAL CONDOMINIUM (IN LA).
 ENV-2005-4722-EAF 4211 GLENCOE AVE THE CONSTRUCTION OF A 99-UNIT CONDOMINIUM COMPLEX ON 1.85 ACRES OF LAND WITHIN THE CM ZONE.
 ENV-2005-5276-MND 13366 BEACH AVE A VESTING TENTATIVE TRACT MAP, EAF, AND SPE.
 ENV-2005-5778-MND 1101 VENICE BLVD A VESTING TENTATIVE TRACT MAP, EAF, AND ZAA FOR 5.5 FT. HEIGHT ADJUSTMENT.
 TT-63485 3200 WASHINGTON BLVD A TENTATIVE TRACT MAP, EAF, CDP, SPE, AND ZONE VARIANCE.
 VTT-60729-M1 4155 REDWOOD AVE

ZA-2005-4078-YV-ZAA-ZAD 622 SANTA CLARA AVE A ZONING ADMINISTRATORS ADJUSTMENT TO PERMIT A 974 SF ADDITON TO A SFD ON A LOT CONTAINING 5 UNITS (4 UNITS AND A GUEST UNIT) AND A ZAA TO PERMIT A 3':8" SIDE YARD IN STEAD OF 4' REQUIRED AND A ZAD TO PERMIT AN EXISTING 6' HIGH FRENCE TO REMAIN IN THE FR

ZA-2005-4195-ZAA 1670 ELECTRIC AVE A ZONING ADMINISTRATOR ADJUSTMENT TO ALLOW A 1305.5-ADDITION TO THE REAR OF AN EXISTING SINGLE- FAMILY DWELLING. SAID ADDITION WILL OBSERVE A REDUCED 6-FOOT REAR YARD SETBACK IN LIEU OF THE REQUIRED 15 FEET. A ZONING ADMINISTRATOR ADJUSTMENT TO ALLOW

ZA-2005-4475-CDP-MEL 1401 MAIN ST COASTAL DEVELOPMENT PERMIT FOR A NEW SINGLE-FAMILY DWELLING WITH 4-CAR GARAGE (5,991 SQUARE FEET). DEEMED TO BE APPROVED PLANNING APPROVAL TO EXPAND FULL LINE SERVICE OF ALCOHOL FOR 10 SEATS IN AN PATIO AREA IN CONJUNCTION WITH AN EXISTING NITECLUB.

ZA-2005-4570-CU 920 ABBOT KINNEY BLVD INSTALLATION OF WTF ON ROOFTOP OF EXISTING RESIDENTIAL BUILDING, USED AS EXCLUSIVELY AS OFFICES.
 ZA-2005-5150-CDP-SPP-MEL 1909 OCEAN FRONT WALK COASTAL DEVELOPMENT PERMIT AND PROJECT PERMIT TO CONVERT 4 APARTMENTS TO CONDOMINIUMS AND WAIVER OF GUEST PARKING.

ZA-2005-5582-ZAA 821 SUPERBA AVE SECOND FLOOR ADDITIONS TO EXISTING SINGLE-FAMILY DWELLING AND DETACHED GARAGE WITH CONNECTING BREEZEWAY.

ZA-2005-5896-CDP 14 NORTHSTAR ST COASTAL DEVELOPMENT PERMIT FOR TWO UNIT CONDOMINIUM.
 ZA-2005-6002-CU 1617 LUCILLE AVE A CONDITIONAL USE PERMIT TO ALLOW THE INSTALLATION OF A WIRELESS TELECOMMUNICATIONS FACILITY ON THE ROOF, INSIDE THE EXISTING STEEPLE OF AN EXISTING CHURCH IN THE R1-1VLD ZONE.

ZA-2005-6020-ZAA 2335 EASTERN CT ZONING ADMINISTRATORS ADJUSTMENT TO PERMIT 112.2 SQ. FT. OF OPEN SPACE AT THE GROUND FLOOR INSTEAD OF 270 SQ. FT. REQUIRED.

ZA-2005-6257-ZAA 3003 OCEAN FRONT WALK REMODEL EXISTING SINGLE-FAMILY RESIDENCE, REBUILD GARAGE; INCLUDING REDUCED SIDE AND REAR YARDS; AND, VARIOUS ARCHITECTURAL PROJECTIONS.

ZA-2005-6326-ZAA 1250 VIENNA WAY ZONING ADMINISTRATORS ADJUSTMENT FROM THE PREVAILING SETBACK FROM 17 FT.101/2 INCHES TO 14 FT. 3 1/2 INCHES IN THE FRONT YARD FOR A SINGLE FAMILY RESIDENCE.

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