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20TH
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Knights of the Living Dead

By Alice Cramden

Just had my coffee this morning after a fitful sleep and a night of the Living Dead. I wouldn't be complaining if it was a hangover I had after an evening of my own frolic and mayhem. But I went to bed at 9:30 and didn't get to sleep until 3 A.M.

Now we've all experienced firsthand our neighbors having a little get together that turns into a rollicking good time until someone has to call the cops. But get this. In my neighborhood (Ghosttown), the punks and crack dealers take over your street and the noise, music, ghetto blasters, gun shots and the "hay you Mother Fucker" don't subside until the wee early hours. And this is not just restricted to Friday and Saturday night but happens on a 24 hour, 7 day a week basis, days being slightly more subdued than nights.

And the police, where are the police? Well there are numerous arrests during the day but I think the police are afraid to come here at night. ~~can't blame them~~ a bunch of drunk and cracked-out zombies freaking and peaking can scare anybody.

Now, I am not a racist. I supported the Civil Rights Movement and Memphis, my husband marched in Greensboro North Carolina -- the Klan at every corner. I always thought we had the correct line when it came to racism. Boy, was I wrong! Basically, I was just an arm chair liberal who could expound on the wrongs of racism from my safe mainly white ivorytower neighborhood.

Moving to Oakwood has been an education and a half. Until you live in the ghetto you can't really know how easy it is to be racist and how much

harder it is to rationalize your old liberal, semi-radical political and philosophical raps.

When you see a few hardcore street punks and crackdealers intimidate an entire neighborhood--when the entire neighborhood locks its doors and windows and prepares for the nightly



E.Olton/LNS/cpf

onslaught of the wheeling and dealing of cracked-out dope dealers selling to their mainly white suburban clientele--you've got to ask the question--why isn't someone doing something?

Yes, this is mainly a black neighborhood, but they are not all crack dealers. The intimidators are but a few drug-crazed self-absorbed punks who basically need to be told NO, not here! We don't want crack here! We don't want anymore intimidation and we refuse to submit to fear anymore! But, I don't see anyone doing that.

What I see after the nightly onslaughts, are nice folks walking their kids to school--trying to keep their kids on the straight and narrow, while knowing all the time it's a losing battle because eventually the fast money, the easy drugs--the crack zombies, the gangs are going to get their kids too.

Locking doors and windows, pulling shades don't help when one day you look in your child's eyes and know that he's turned, that now he's one of the Living Dead.

Having once been an arm chair liberal and viewing ghettos primarily from my T.V. or the few times I was forced to drive through on my way somewhere else, I've got to admit to being a newcomer--long on questions and short on answers.

But somehow my old liberal answers just don't work anymore, aren't practical here in the streets.

But I think I know one thing for sure. The black ghetto problem cannot be solved by the white community, the white community's police, the white community's media or well meaning liberal white folks.

The solution needs to come from the epicenter of the ghetto itself, like a phoenix rising out of the ashes of drugs, death and destruction to freedom--freedom that was promised by the civil rights forefathers--freedom to take and hold.

No more locking doors and windows and pulling shades, but taking ahold of freedom. Standing up to our fears, saying no to the intimidators. Saying no, you can't have my kids!

Community Planning Boards

Power at Last!

By Rex Frankel

"An acceptable degree of risk" is how the Summa Corporation describes their plans to build 30 high rise buildings in an old swamp nearby three earthquake faults. We can stop this madness, and prevent it from happening in all of Los Angeles. It's a known fact among geologists that there is no bedrock in the L.A. area, except in Downtown L.A. All building foundations in West L.A., the Wilshire District and the Valley sit on moist sand and clay.

A Coalition of Concerned Communities is sponsoring an initiative to limit building height to two stories or 30 feet tall. The Coalition represents 15 Westside community groups, including the Venice Town Council, Okford Triangle Residents Association and the Zanja neighborhood Residents Association, along with groups in Westchester, Inglewood, Mar Vista/Del Rey, Playa del Rey and El Segundo.

The initiative will give real power to our Community Planning Advisory Committees, which were created earlier this year by the City Council.

The proposed text of the initiative:

1. Ban issuance of building permits for

structures taller than two stories or 30 feet tall in areas with no underlying bedrock or near earthquake faults.

2. Restrict commercial and industrial building densities to a .5 to 1 floor area to lot area ratio, which is the same density as if it were built with single family homes, and residential density to RD2-1, which is the same density as the Villa Marina condominiums.

3. The Community Planning Advisory Committees shall have the legal authority to control the issuance of building permits in these hazard areas, provided its members are elected from the community, not appointed.

4. This initiative shall repeal the Howard Hughes Center and Continental City Contract Development Agreements.

FOR MORE INFORMATION, CALL 645-2241

Venetians!



Plan your Community

Local Coastal Program Hearing

June 18th at 10 A.M.

at Penmar Recreation Center

Art's Heart

by MOE STANEZER

(4/30/88) Art Kahn died yesterday.

I found that out when one of his neighbors came into the pharmacy to tell us the bad news. My mouth dropped open, literally. And I was profoundly saddened.

Maybe you never heard of Art Kahn and wonder why I'm writing about his death. Well, Art was the only heart transplant patient/ person I ever knew. A 57 year old man with a 28 year old heart inside him. The heart is so much more than a bodily organ; it's at the heart of the matter, you lose it when you fall in love or have it broken when love turns bad. Only replacing the brain is more amazing to me. I thought Art Kahn was a walking miracle.

Art had been coming into the pharmacy for as long as I've worked there. Before becoming ill, he'd come in every workday night with his briefcase, though I never knew what work he did, and buy a candy bar or some gum. He smiled most of the time and usually had a good word to say. A nice man, a gentle man. Then he discovered that he had heart disease which, in a very short time, progressed to the point that his doctors felt that only a heart transplant could save him. He applied to Stanford Medical Center and was accepted as a potential recipient.

What that meant was moving to the Palo Alto area to wait for a heart. In March of 87, in a postcard to "Val's Pharmacy Gang" Art wrote, with absolutely no malice intended, that "Unfortunately donors are very scarce. Doctors are trying to maintain us until things pick up." Gallows humor even if unintended.

On July 20th things picked up. Art's tired heart was replaced with the 28 year old heart of a man he never met. He came back to Venice around the turn of the year. I remember the first time I saw him feeling a combination of amazement, happiness, and a weird sense that this was a man back from the dead.

But if Art was alive he was not all that well. He was required to take goodly amounts of medication, some of which were quite harmful. The prednisone,



Malcolm Tent, Diane Nickerson,
Kathleen Alvarez, Carol Fondiller,
Beth Miller, Kathy Sullivan,
Shipford Branes, Sara Omari,
memphis slim and Wendi Rowe

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. We welcome and take responsibility for publishing contributions exactly as the contributors submit them, although the opinions expressed by the contributors are not necessarily endorsed by the Collective. The Beachhead encourages anyone to submit news stories, articles, letters, photos, poetry, graphics or other material of interest to the Venice Community. We ask that submissions be limited to 1200 words and be typed in single-spaced, 4-inch-wide columns. The volunteer staff reserves the right to make all decisions collectively on material published. There is no editor of the Beachhead. The Collective is an open group and welcomes interested Venice people's participation. Printing is financed by ad donations. To submit material, include your name and phone number. Anonymous material will not be published, but your name will be withheld by request. If return of material is desired, a stamped, self-addressed envelope is required. No payment is made for materials used.

taken to stave off his body's rejection of its new heart, was damaging his bones, especially those in his spine, and he was forced to use a cane. He didn't look great, but I didn't think of him as near death.

Art's neighbor felt he was one of the most generous people she ever met, generous with himself and the way he treated people. It's too bad that he had to endure so much for so little time, but it seems like he spent it well.

I can't help thinking about the value of heart transplants. Not because Art only lived 7 months after his, but because each of them costs in the 100's of thousands of dollars, money that might be better spent for more basic care for more people: I never did get a chance to ask Art how he felt about that issue. Now, it's too late. So long Art. ●

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Dear Readers of the Venice Beachhead:
I lived in Venice/Ocean Park for 15 years and for some of those years, I was active at Beyond Baroque, reading my poems there on Wednesday and often on Friday nights. I probably read 150 of my poems there over a period of 5 years. At that time B.B. was an open-ended affair. All points of view were tolerated though stupidity was rewarded with intellectual repudiation and sometimes perhaps "enlightenment" (?) Who knows? These days, however--in what may be considered my post-jail years--Beyond Baroque has gone the way of the Reagan Yuppie era. And I write this note to register my disapproval. Defiance may be a more accurate term. I just got back a sheath of poems from Beyond Baroque with the big list of names on the letterhead. The editor told me they don't read "unsolicited manuscripts." So, Beyond Baroque is in the poetry soliciting business and does it own soliciting, thank you. I say: To solicit from the elect and only the elect is to sound the death knell. I was never one of the elect even though I was brought up in an unconditional Calvinist household. (But somehow a few poems perhaps live in the air?) In all events, it is sad to see some of these names on the masthead. Poetry at its best (which is to say when it is alive) has no truck with the solicited few. Well, of course, Beyond Baroque convenes in the old city hall. And, I suppose some of that has rubbed off. A nickel's worth of renown and the heads get fat. Poetry? Dear Reader, try Hallmark cards and you'll get very close to where Beyond Baroque is headed as we head down the turn of the last stretch of the twentieth century.

I remain, Defiantly yours-----

Robert L. Greenfield

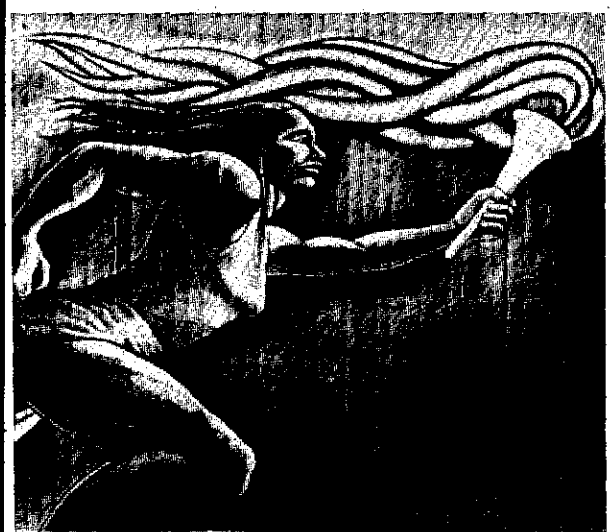
P.S. Poetry has nothing to do with the conglomerate state.

Say it in English: Happy Birthday
Spell it in Russian: С днем твоего рождения
Say it in Russian: sdneyom tvoyevy rozhdeniya

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friends	друзья	(druzyá)
gifts	подарки	(podárki)
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Jesse for President

by MOE STAVNEZER

The June 7th presidential primary is a clear case of excellence versus mediocrity. Jesse Jackson has built an amazing campaign around the issues that press our people and our country. In contrast to Mike Dukakis, or any other candidate for that matter, Jackson talks straight talk and suggests workable solutions to difficult problems. His solutions frequently require political courage, a commodity hiding under rocks in these days of careful media oriented campaign statements with all form and little or no substance.

Because I consider myself primarily an environmentalist, I'm very interested in what Jackson has to say on the issue. Rather than say what Jackson says, I'd like you to read his words directly. This is a somewhat edited, mostly for length, text of a speech Jackson gave in Mendocino California in May.

"Having seen this incredible coast I fully understand the rapture in which you hold it, the depth of love you have for it, and the lengths you will clearly go to protect it.

"Let me say at the outset...that a Jackson Administration will end Lease Sale 91. My Administration will strongly support Congresswoman Barbara Boxer's and Senator Alan Cranston's efforts to create an Ocean Sanctuary for the Coast of California. The Laying waste of the resources of this coast, like the rest of the planet, are not part of my vision for our social and economic system.

"The Reagan-Bush years have been miserable, for the environment as well as for our economy and our communities. They've deregulated justice, and the civil rights banner of Ed Meese reads 'we shall overturn.' They've deregulated the stock market and Wall St. crashed. They've deregulated the economy, and corporations have merged, workers have been purged, and the economy has been submerged under a mountain of debt. Reagan and Bush deregulated the environment, and James Watt tried to sell off our national trust of land and resources at bargain basement prices to Big Business.

"We need an environmental -and economic- policy that makes sense. We need a shift in values. We need to prevent pollution at the source, not try to clean it up later. We need to restore the damage that's already been done to the environment, not allow it to continue. We will either reduce, reuse, recycle and restore- or we will perish.

"It's clear that the environmental crisis has no boundaries. All of us on this spaceship earth are victims of chemical warfare. If a foreign power poisoned our air with acid rain, dumped toxic wastes in our water supply, left dioxin in our earth, and threatened the ozone layer we'd see this as a threat to national security. We would be right. But we are doing this to ourselves. And no matter who does it, it's chemical warfare and it must end. We oppose nuclear war and we must oppose environmental war. The environment is a national security issue.

"Before Reagan, we were the world's leader in the development of alternative energy, solar energy, and conservation. Now, we may be last among industrialized nations. It is time for a new policy. It is time to remember that conservation is the cheapest and least polluting form of energy. The solution to our energy problem is not the amassing of ever greater armies to fight over dwindling resources. We want to end the environmental and economic exploitation of the many by the few.

"We need to come together. We need to recognize that the destruction of our environment is not distributed evenly throughout our society. It is the poor, the elderly, and minorities whose drinking water is the most polluted, whose air is the most dangerous to breathe, whose food is the least nutritious, whose jobs are the most hazardous. Here in Mendocino, it is the Indians whose fishing rights will be destroyed by oil exploitation.

"We need to come together. We need to work in the Southeast-a section of the country which has become the nation's industrial and toxic waste pay toilet. We must confront the poverty

which allows them to accept toxic wastes. We must embrace their desire for empowerment that will help them develop local zoning laws to stop this pollution.

"We need to come together. Our fight is not against the family farmer struggling to survive. It's against chemical companies and research bodies and government agencies that promote chemical farming and exhaust the land.

"We need to come together. Our fight is not against the coal miner who suffers from levels of lung cancer seven times the national average. It is against the steel mill owner and the electric utility operator who fight legislation mandating the use of scrubbers to clean up the major cause of acid rain and fail to research clean coal technology adequately.

"We need to come together. Our fight is not against loggers who earn an honest wage for back-breaking work. It is against the lumber companies whose clear-cutting and inadequate reforestation are despoiling some of the most beautiful land in the country.

"In this campaign, we have proved time and time again that while money is power, it is the people who are powerful. This campaign, in which we have garnered success after success while being outspent ten to one, is a campaign based on hope. Today, we share that hope."

Except Jello Biafra....

By Malcolm Tent

It's too bad Jello Biafra isn't running for president. He'd be the only one of the four who's spent the last four years fighting for the First Amendment and the Bill of Rights. The songs by his recently broken up band, the Dead Kennedy's, attacked every level of the American Establishment. He survived last year's attack by the politically ambitious L.A. City Attorney, who prosecuted him for putting an obscene poster in the DK's album titled FrankenChrist. Sure, the poster was obscene and offensive, but as the warning sticker on the album read-- "life can sometimes be like that".

Back to squeaky clean reality. Jesse Jackson won't get my vote--and not just because I've registered Decline-to-State. Let's ignore his tactless Hymie joke. Let's forget his silly speaking style. Never mind that his solution to most of the country's problems is to throw more money at them. No. The problem is the sleaze factor. The people Jackson trusts to run his campaign. Ed Meese has been roasting like the turkey he is for 8 years under Reagan; California's own #1 Turkey, Willie Brown, is Jackson's chief adviser and financial henchman. Brown has persuaded many Democratic activists to help Jackson by talking about his "progressive" politics. But when not enough of the politically connected caught on earlier this year--Brown issued this statement: the Black leaders of America who don't back Jesse Jackson will be looked at by most blacks as "carrying the white man's water". Only Adolf Hitler, in recent memory, has used racial hatred to such political gain before.

What has the "liberal" Brown accomplished in his seven years as Speaker, the man in charge of the State Assembly? Brown has had the power of God over bills that get to the desk of "conservative" Governor George Deukmejian. Seven years of Willie Brown have made California a leader in insurance rates, taxes, bureaucratic waste, developer donations to politicians, smog, etc.

Here's Jackson's big solution to the nation's Drug problem: Double the funding for the Federal Drug Enforcement Administration. Have the billions this nation has spent before in this useless battle made a dent? No. Prohibition didn't work in the 20's--Just Say No is

Jesse Jackson has raised the level of discussion on virtually every issue in this campaign. Jackson has constantly tied issues together so that a broad picture, rather than one narrowly focused, emerges, showing the inter-relationships between, for instance, the environment and our foreign policy.

I'm going to vote for Jesse Jackson because he's far and away the best candidate. I urge you to do the same. ★

This leader heads a government that supports the growing and selling of addictive narcotics to Americans.



So does this one.

Nobody in '88



a dud in the '80's, people say they're against drugs screwing up people's minds--but they still tolerate alcohol and tobacco sales, which generate massive tax dollars. Meanwhile, the Federal Dept. of Agriculture still pays subsidies to tobacco growers--to keep them in business in lean years. This is hypocrisy to the highest degree.

George Bush, to me, is as dangerous as Jackson. One point in his favor: Bush doesn't pretend to care about most progressive or environmentalist issues. He'll tell you straight to your face he's not on your side. Jesse Jackson is a pretender--talking out of one side of his mouth about progressive politics, and making deals with Willie Brown's DemoPublican cronies out the other.

Michael Dukakis--Mr. Mike--is just plain boring. Wake me up when the election is over--the three candidates combined have the charisma of Maclovio Perez. Why don't we hire Johnny Carson to tell jokes once a month before a room of reporters, telling us, haha, why the country is in such a mess. Better yet, why don't we abolish this boob choice-of-the-the-two parties system? There's so little difference between them, anyways. Look at ContraGate--the Parties bickered not over whether bombing Nicaragua was right or wrong--but how to fund it--nothing more.

Our Congressmembers are probably the most direct representation to government we have--and here--rarely does a DemoPublican incumbent ever lose an election. California legislative districts were gerrymandered by the Democrat majority in the two houses of the state legislature, and signed by Democrat Jerry Brown as one of his last acts as governor in 1982. This redistricting protected not just Democrats, but Republican incumbents, too. So do you wonder why there is often unanimity on most special interest legislation? Most Democratic incumbents depend on the financial machine of Willie Brown and David Roberti, State Senate President, to help defeat their local challengers. This is repeated by the Republican incumbents, who depend on Gov. Deukmejian's collective cash cows every two or four years to hold on to their cushioned seating arrangements.

But wait! Maybe there is a more democratic way to choose our leaders: print candidates' faces on toilet paper. Whoever sells the least wins. ★

VENICE PLANNING; POLITICS

VENICE PLANNING, VENICE POLITICS

by Arnold Springer

Ocean Front Walk Zoning.

After watching the VAC and Town Council maneuver for the past year on Ocean Front Walk development issues, and having observed in particular the attempts of Steven Blanchard to pursue an intensification of commercial uses on the 500 and 600 blocks of Ocean Front Walk, the Council office has concluded that it cannot support zoning changes on Ocean Front Walk in North Venice at this time in the LCP process.

On his own, and with the encouragement of developers involved in the Venice Action Committee, Dan Garcia and the L.A. City Planning Commission recently took it upon themselves to replace the residential zoning called out in the community plan for Ocean Front Walk between Venice Blvd and Marine with a commercial designation. The intensification of use which this change of zone would allow, the loss of the housing stock which it encourages, leads the office to conclude that this attempt to amend the Community Plan is premature and would prejudice the Venice community's hard-won right to prepare its Local Coastal Program.

Any post-ICO originating projects meant for Ocean Front Walk facing property should have no more than ground floor commercial uses.

Commercial uses in new projects should be limited to land zoned commercial in the community plan.

Whether or not the OFW lots zoned residential in the community plan should be rezoned commercial is best discussed and resolved by the community. It is also here that the intensity of commercial development permitted along OFW should be discussed. Questions such as: Are the ICO provisions regulating commercial development okay? Are they too permissive? Too Restrictive? The appropriate place to discuss these issues is in relevant workshops of both elements of the LCP. The recommendations which come out of the process on this issue will be considered very carefully for inclusion in the drafts of both the LUP and the LIPs.

This issue, the extent of commercial development on Ocean Front Walk, will achieve its initial resolution following the workshops, when a proposal which addresses the issue - "how much and where commercial", is incorporated into a draft LUP. The draft will then go thru the public hearing process for comment and revision by the Planning Department staff.

The City will hold several public hearings; Planning Commission, Planning and Environment Committee, City Council. And then a final hearing or hearings before the Coastal Commission. These public meetings will take public input and opinion, with each body having an option to amend the LCP. The entire process should be completed (adoption of the LCP by Coastal Commission) by sometime in late 1989.

Admiralty Place:

This huge project between Lincoln Blvd and the Oxford Triangle, and just west of the Marina Freeway terminus, is the greatest single threat facing Venice. Nothing else we do planning wise in Venice will matter a hill of beans unless we deal



"...GOOD GUYS AND BAD GUYS SQUARING OFF FOR FISTICUFFS!"

with Admiralty Place. Currently we are not dealing with this project.

The Admiralty Place developers would prefer not to negotiate with anyone. They are out buying favors in the community, large donations to health and service groups in Venice, free Dodger and Art Walk tickets to any Oxford Triangle residents. They are busy purchasing good will, or at least neutrality, so that in 13 months, when the ICO expires, they will be free to go forward with requests for permits to build their project, currently twice the size of Beverly Center.

We have to get ourselves together immediately. We need an effective, united grouping of activists representing the organizations, like the Town Council, that are already members of the Coastal Council. We need a representative or representatives from the Oxford Triangle to be part of this.

The Coastal Council has submitted a "counter proposal" to the Admiralty Place developer, with Lincoln Blvd. commercial frontage limited to 45 ft and the rest of the area built primarily with low density residential. The developer has shown some interest in talking seriously with the community and it's in our interest to intensify discussions now, before the LIP for Oxford is victimized by a battle over Admiralty Place.

Public Storage:

The current proposal is the result of significant compromises by the developer after input from the Council office and from the community. The height has been reduced, the design changed, affordable housing has been included, the transitional housing for the homeless dropped. Compromises have been made, the project has been improved, community input has been accepted by Public Storage. The

project is not a traffic generator so it will do nothing to inhibit public access. It's a passive use, designed for industrially zoned land. This land is designated industrial by the Community Plan. The developer is basically within his rights to build this project. These are some of the reasons the Council office is supporting this project.

Opponents include elements of the Venice Action Committee living in the area on either side of Rose Ave. They say they want more neighborhood commercial, mom-and-pop stores. There are mom-and-pop stores on Rose.

In fact, most areas of Venice are not as well serviced with neighborhood commercial uses as Rose Ave presently is. One wonders why the opponents of public storage are so intent on increasing neighborhood commercial uses on Rose Ave. Perhaps the opponents of Public Storage are asking for more stores because they choose not to frequent the already existing Hispanic mom-and-pops stores that presently exist to serve the neighborhood. Maybe they can't relate to that third world segment of this community? So we have to force a developer to provide them stores which they feel 'comfortable' shopping in?

The truth of the matter is that the Public Storage project will not lead to further gentrification of Venice. It will fill a large parcel which would be developed with a more intense and less friendly use if the VAC had its way. The project will contain a goodly number of affordable housing units as the community asked. It will meet or be under ICO height limits, will not generate traffic, and when finished will present a positive, neighborhood and Venice-sensitive aesthetic face. The project is a good project and merits our community's support. ■

Conversations with Ruth

Storage site for transitional housing for the homeless. I altered the proposal to Public Storage in deference to the mediation group's resolution that they could live with certain services but not with others. Thus the opponents of the project have in fact been heard on this project. They have in fact influenced what will be built there. They said they wanted housing, they're getting housing. This housing will be for people who might otherwise not be able to afford to stay in Venice at current prices.

"I've been disappointed to hear that seniors living in the Lincoln Place Apts, who I've been working with to insure that none will be kicked out of their homes, that these seniors were being told by an anonymous group of people that in order to save senior housing they had to come and oppose this project. That's very unfair to people who are frightened and feeling threatened about having to leave their homes. Public Storage and Lincoln Place have nothing to do with each other, and I can only say that these tactics only serve to call into question the sincerity of the people who have raised this issue."

On Oakwood:

"The Planning Process in Oakwood will proceed as in other Venice neighborhoods, as part of the LCP. In addition we will convene an Oakwood Community Congress. This is a proposal for the people of Oakwood to consider, to establish, perhaps block by block, of a mechanism for gathering and disseminating information and opinion so that we can deal with important issues such as community services, the planning process for Oakwood, and the future use of the old library.

"We have to see how interested in this the people are, what kind of issues they're interested in. We want to be sure that we are really hearing from Oakwood, hearing from people who previously have not been involved in the political process, as well as those who have. We are asking the people to come together and talk, between themselves, and with my office, about what needs to be accomplished in Oakwood and how best to accomplish it."

On the Canals:

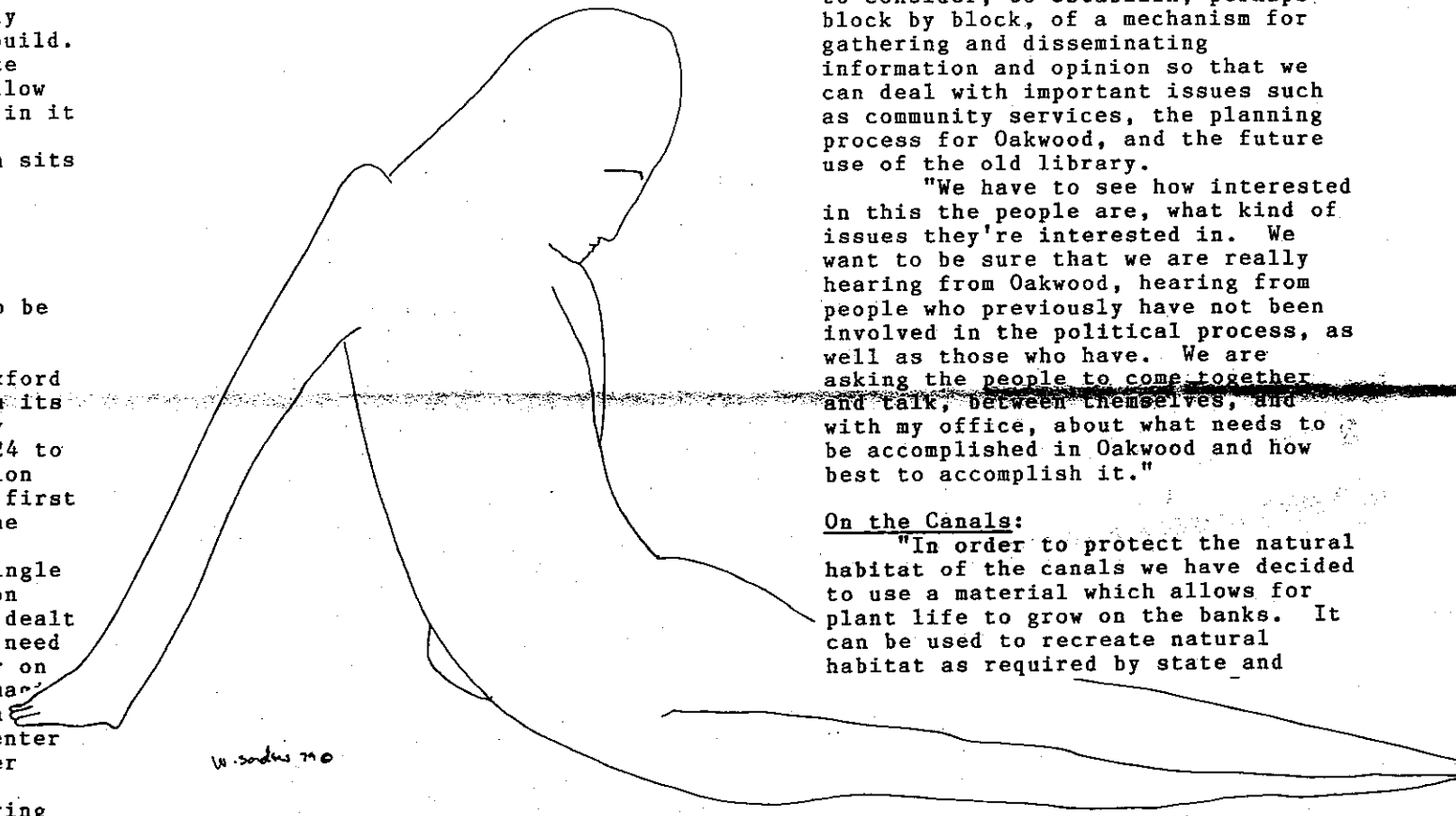
"In order to protect the natural habitat of the canals we have decided to use a material which allows for plant life to grow on the banks. It can be used to recreate natural habitat as required by state and

federal resource agencies. It provides hand and foot holds as a safety factor. It is called Armoflex. There will shortly be a demonstration Armoflex project in the canals so people can see what it can do. The State Coastal Conservancy and the City Bureau of Engineering have been investigating Armoflex and are satisfied that it fits the bill. After a several-month demonstration period, we will go back to the Coastal Commission to resume the process of certification and approval which had been interrupted over the issue of natural habitat preservation. The demonstration project should be set up by August, and the restart of the Coastal Permit hearings should come after the adjusted design is done.

"It's our understanding that both canal resident organizations are prepared to go forward with this project. The only issue which needs to be resolved is the matter of safety of the new canal bank. Now that we're talking about a different material and configuration, we've decided to do an additional safety study."

"The community needs to negotiate, if possible, with Admiralty Place, what might be an acceptable project. If we can do this, we can amend their Specific Plan ...as part of our LCP process. We are evolving a process as we go along and we have to see whether both the developer and the community are willing to engage in a dialogue. I think that in that absence of a compromise we are definitely heading for a political showdown and the main partner [State Senator Alan Robbins] carries a great deal of political weight and it well could be advantageous to the community to reach a compromise. It also might be to the advantage of the developer to avoid going to the wall, that is, having to go to court on the EIR. This will not be a genteel process."

On Lincoln Place: "We have halted the evictions. It's my intention to keep it that way".



One can fall comatose in the most uncomfortable positions.

On Public Storage:

"The community asked that the currently residentially zoned land on the site remain in residential uses. Public Storage has agreed to make land available to the City at essentially no cost. I've asked that since the land has been zoned residential that it be set aside for the explicit purpose of building affordable housing.

"The opponents of Public Storage are misrepresenting the project and exploiting people for political reasons, particularly senior citizens in our community who are already under considerable pressure. Several

of the opponents were involved in the Venice mediation process which I sponsored. I thought that their participation in that process represented a good faith effort to come to an agreement about how we would all live and work together in the same community, home to all of us. That seems now to have been a vain hope.

"We discussed, during the mediation, the question of another possible use of part of the Public

GALANTER ON PLANNING ISSUES AND POLITICS:

On Ocean Front Walk Zoning:

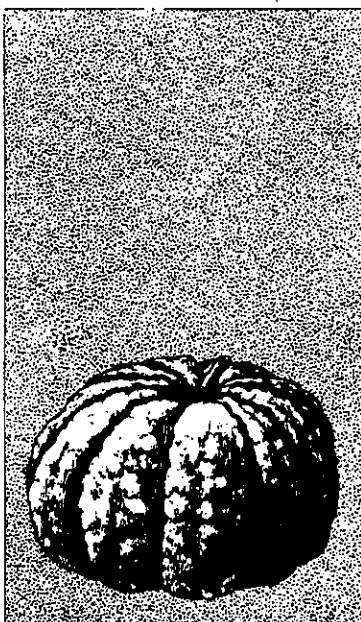
"My position is that the whole reason we're doing a Local Coastal plan is to be able, as a community, to look at the entire community and develop our Local Coastal Program without prejudice. So I am not in favor of rezoning individual parcels of land on the Ocean Front Walk before we have had a chance to do that. I do hope that the community will consider, in the workshops, the possibility of rearranging some uses. We may want to consider that some of these parcels may be appropriate for some type of commercial uses, or for a mixture of residential and commercial development. To do that at this time, particularly when there is no specific project in the works, seems premature."

"We need to have our draft LCP in the works within 12 months. That's how much time we have left under the ICO. At the end of that time property owners will know exactly what they will be permitted to build. We have no choice but to expedite this process. If developers follow the LCP process and participate in it they will see how to work out a project for their property which sits well with the community."

On Admiralty Place:

"If Admiralty Place were to be built today, as the developers propose it, it would totally overwhelm our community. The Oxford Triangle Specific Plan went thru its hearing process in an incredibly short period of time, from May 24 to June 24, right during our election campaign. All the way from the first public hearing to adoption by the City Council.

"Admiralty Place has the single most powerful potential impact on this community and it has to be dealt with. My view is that we don't need another regional shopping center on the Westside. When you try to imagine people driving to a shopping center twice the size of the Beverly Center on a Sunday afternoon, when other people are trying to get to the Marina, and still others are trying to get to Venice and to Santa Monica, and people who live here are trying to do their errands and get home, and all of this is happening at once, and with Culver City's proposed Marina Place regional shopping center just a few blocks away, its conceivable that no one's car will ever move again."



Coop News/CDF

More Developmentality

Media Manipulators

By Rex Frankel

Corporate giants are fighting over the rights to access to your mind and votes. For news, we count on the three TV networks' local affiliates, our cable channels, which are owned by big corporations, or the three big L.A. daily papers, all owned by nationwide chains: The L.A. Times, The Hearst Corporation's Herald Examiner and Copley Newspapers' Outlook and Daily Breeze. Commercials-er junk mail comes in the mail every other day. Every where, some body is trying to influence you.

The only source of local news, besides the monthly Beachhead, is our weekly, free, "throwaway" newspapers. Most people in West L.A. or Venice get one or two of these mostly ad and press release-filled rags. Why else do people pick them all up like a bundle for easy trash can disposal. Let's face it, the only paper thrown to all homes in Venice, The Venice-Marina News--contains only stories that were printed the week before in The Outlook. There are no letters, no editorials, no community events coverage. Why pick it up in the first place? The Argonaut, which reports on mostly trendy local issues, can only be found in stores.

In Westchester, where I live, we get six weekly papers. We get not just the Argonaut and an identical copy of the Venice-Marina News called the Observer, but we also have the privilege of throwing away The Westchester Wave, The Westchester News, Weekly Breeze Lifestyle and The Westchester Journal. Of these six, only The Journal and Argonaut are based in the area.

Four outsider weeklies may seem like bombardment. This is where political intrigue comes in--Westchester was a critical linchpin in Summa Corp./Pat Russell's strategy. Russell had to work like hell to sell the Big 4

projects to us. The district is split about evenly three ways: Crenshaw loved Russell, Venice hated her. Westchester could make or break her.

In the battle between Russell and Ruth Galanter last year, neither of our 2 locally based papers supported Russell; the other four did. Coincidentally, at the time most of Russell's funny business was going on, only two of the six throwaways even had reporters actively covering the Summa and other big projects: The outsider News and The Wave.

- Councilwoman**
Sixth District
City of Los Angeles
- President**
Los Angeles City Council
- President**
League of California Cities
- Past President**
Southern California
Association of Governments
(SCAG)
- Past Chairwoman**
Transportation Committee
L.A. County
- Chairwoman**
Planning & Environment
Committee
City Council
- Founding President**
Calif. Elected Women's
Association
- Past President**
L.A. City and County
Leagues of Woman Voters

COUNCILWOMAN PAT RUSSELL

FOR IMMEDIATE RELEASE

CONTACT: John Hartmire
392-8375

RUSSELL SPEAKS OUT ON THE BIG LIE

In her opening remarks at a candidates forum hosted by the Coalition of Concerned Communities, incumbent Councilwoman Pat Russell spoke out on her record of controlling development in the Westchester area.

Charging her critics with a tactic known as The Big Lie, Russell, told the audience that through her anticipation of the area's growth, "and setting in motion the ways and means to control it, I have done more to limit and control growth than anyone anywhere in our city."

Russell reminded the crowd that when she came into office the airport was threatening to overrun Westchester. "We didn't shut the airport down, but we brought it under control and kept it under control through constant vigilance."

The situation is somewhat similar, the Sixth District Councilwoman later said. "Now we have development threatening the quality of our lives. It's much the same battle all over again," she continued, "only this time we're ahead of the game. We've put the controls in place before construction ever began."

Russell's big media campaign began in 1983, immediately after her last reelection. She created the Coastal Transportation Plan, which, she told the public, would make developers pay for the traffic their projects cause. Now that we've read the fine print, however, we see that the Plan also set up Contract Development Agreements--which locked in these fees at one-third that which all other businesses would have to pay. Amazingly, only big campaign contributors to Pat Russell received these contracts.

Russell lied when she said only 10 million square feet of development is being considered for the Westside: the real total is 37.6 million square feet, plus 11,000 aptment/condos and 11,000 hotel rooms. This totals over 100 high rise buildings, to be built in Westchester, Playa del Rey, El Segundo, Venice, Marina Del Rey, Culver City and Del Rey.

NEWS

from Council President Pat Russell

Contact: John Hartmire
City Hall, Room 260
Los Angeles 90012

Telephone: (213) 485-3357

FOR IMMEDIATE RELEASE

January 24, 1986

RUSSELL DISPUTES FIGURES, COUNCIL DENIES APPEAL

The Los Angeles City Council today denied an appeal of a tract map after statistics and figures introduced during the public hearing were disputed by Councilwoman Pat Russell and other City officials.

"The figures quoted by the applicant. (A Coalition of Concerned Communities, Inc.) were erroneous," explained Council President Pat Russell, in whose district the topic of the appeal--the Howard Hughes Center--is located. "You can do almost anything with numbers, but that does not change the situation.

"The coalition continues comparing the Sixth District with the downtown area, and that is nonsensical. There is more than 70 million square feet of development in downtown Los Angeles, while there is only 10 million square feet of development out on the Westside being considered. The coalition keeps speaking to the point that the Sixth District will be another downtown--will be, in fact, twice as dense as downtown. That is simply not true," the Councilwoman said.

Russell, a strong advocate of responsible growth in line with community and human needs, said that the density of the Howard Hughes Center does not even compare to downtown's, or even Century City's.

"Downtown Los Angeles has a FAR (floor area ratio) of 6 to 1," she said, "Century City 5 to 1. If you compare that to the Howard Hughes FAR of 2 to 1, and the entire district's FAR of 1 to 1, I just don't see how you can call the Sixth District another downtown.

"Of all the land in the Venice, Westchester and Mar Vista Community Plans, only 15 percent--and that is cumulative--has been designated for commercial/industrial use. There has been no expansion of that figure," Russell said, "and we cannot afford to let there be; otherwise we lose our most precious commodity--the quality of our lives as residents of Los Angeles."

#####

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SKETCH # 31

TONY BILL'S BED AND BREAKFAST

On Bob Dylan's birthday, May 24, I went to City Hall with a writer friend and colleague from the Free Venice Beachhead, Carol Berman (a thirty-year resident and activist). Our mission was to try to stop the building of a hotel on the northwest corner of Navy Street, at Barnard Way. I was reminded twice about the meeting by another friend, who lives across the street from me, actually on the Santa Monica side of Navy. She's a member of the Board of the Venice Town Council and a long-time resident of Venice's North Beach.

A couple of weeks ago she asked one day whether I knew about the proposed plan for a three-story bed and breakfast at the end of Navy, kitty-corner from my bedroom window. I was of course dismayed because that would block off my fragmentary glimpse of the ocean through the buildings at the end of the block. I sit directly in front of this view at a small white typewriter table and write each morning. I would never have moved here had it not been for that tiny piece of sea and sky and sand between the buildings just past the stop sign. I asked if she thought he'd get his permit. Yes, she replied, unless he's prevented from getting the necessary zone change from residential to commercial.

So the day of the hearing of the Planning and Environment Committee of the Los Angeles City Council, I worked until one with Austin Straus, a poet friend from Hollywood, who kindly drove Carol and me all the way downtown to City Hall in time for the meeting. He let us off a couple of blocks away and we had a chance to walk through part of the phoenix-like new center of our aging city. We stopped for a campechana cocktail (a sundae glass of shrimps and oysters) at a Mexican restaurant and munched on fresh tortilla chips in very hot salsa. When we arrived at City Hall, we still had time to spare before the two o'clock meeting.

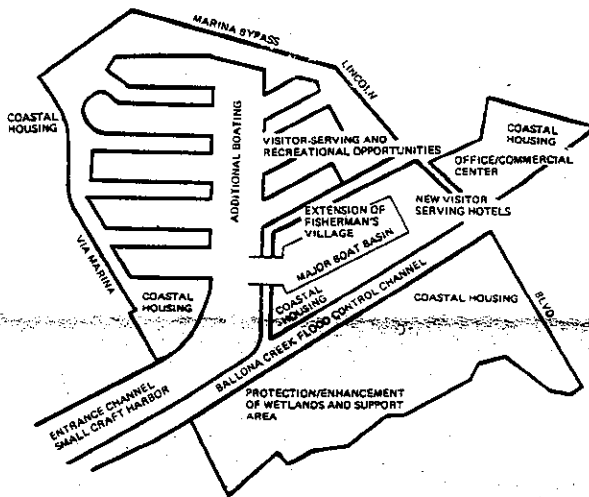
I was impressed by the marble, the classy elegance and shabbiness of City Hall. The chambers are like the set of a Hollywood movie on government corruption, all dark wood but airy. Mr. Ferraro sees us sitting at the back, the only ones in the smoking section. He informs us graciously that the meeting of the Planning and Environment Committee has been postponed until five. (How does he know our business? Do we look that bohemian?) My experience of bureaucracy and government leads me to suspect cynically that the meeting will be cancelled altogether, but meanwhile, Carol and I are briefly pleased that we will have some chance to explore downtown Los Angeles. It's hard for me to grasp that I now live, for the first time in twelve years, in Los Angeles. I tell her that even though it is very impressive to have such a nice City Hall, and even though I am proud that Venice has a representative on the Los Angeles City Council, things are much easier when you live in a city like Santa Monica or Culver City that is independent. Neighborly town meetings are much easier to influence than the Council of the City of Los Angeles, a metropolis of which Venice is just a tiny part. Carol reminds me for the fifth time how impractical secession would be for Venice and how full of obstacles the process of gaining the independence lost in 1925: "It's not worth the trouble to even try."

She offers to take me to the top of City Hall, the part which from the ground constitutes a kind of picture window with a balcony just below the part that Carol calls the "prick," the pyramid-like structure atop the tower. We begin our ascent via the elevators and eventually reach the lookout point of the tower. We walk around, chatting, looking out over the city. This time of year it

is sunny, with cool, strong ocean breezes. The white late-spring fog blots out mountains and distant views. It is different from the thick, yellow smoggy stuff we get in the fall, when L.A. smothers in the heat beneath our famous inversion layers.

After we had spent some time gazing at the vistas of Los Angeles, I suggested we visit my ex-husband, Murphy, to get some inside dope. Murphy works in the Planning Department on the fourth floor of City Hall and

used to be assigned to Venice. Murphy works in a cubicle in a large office. Since I last saw him a few years ago, he has become paunchy in a comfortable-looking way, and his remaining hair is now prematurely white. He is sitting at his desk, in jaunty red suspenders, talking on the phone when Carol and I enter. He asks the purpose of our visit, and I reply that we are at City Hall for a meeting of the Committee on Planning and Development. He asks what project concerns us, and we say the plan for a bed and breakfast at the end of Navy. He was always very good at maps, and indeed, knows precisely the lot in question, as well as the access roads, zoning, all possible objections.



But as it turned out, the Planning and Environment Committee meeting was postponed until mid-June. Carol and I said good-bye to the other Venice representatives and concerned citizens and took the Number 33 RTD from the door of City Hall down Venice Boulevard to Main and Rose. We had a lovely ride and met a "Venice baby" now in his thirties named Bingo (after the now defunct Bingo parlor on Rose above which he was born). We all comment on the neighborhoods as we pass them by, lament the demise of the old Red Cars, discuss at length the Cuban food (ropa vieja, fried plantains, garlicky black beans and rice) at the Versailles in Culver City. Carol considers getting off at an astrology/New Age shop in Mar Vista to get a new deck of tarot cards, but is anxious to get home to the beach.

This morning Stan Flinkman stops by to see how the Surfside owners are doing, and we chat about Tony Bill's proposal. "Ach," he scoffs, "they'll never let him do it." That was precisely Arnold Springer's reaction at the meeting of the Planning and Development Committee of the Venice Town Council at his house on Electric on May 26. Dell Chumley and others are not so sure, but we put Tony Bill's Bed and Breakfast in eighth place on

the agenda, since the majority doubt the viability of the project. I remember ten years ago I went to a party of real estate people, mostly agents, while I was dating a real estate guy from Santa Monica. One of

the topics of the conversation was the way the Venice property they had purchased twenty years ago (in Oakwood) with an eye to making a fortune, never appreciated much, how there is always a strong enough opposition in Venice to succeed in keeping it partly funky and to make development difficult. Venice reminds me a lot of Miraflores in Lima. There are picturesque, funky areas, but not uniformly so. Here and there, is a swank building of condos. It is the mix and diversity that makes the neighborhoods interesting. Back at home I do an informal neighborhood survey. Most Navy Street residents think Tony Bill's Bed and Breakfast is unstoppable, but no one supports it.

This morning I went to take another look at Tony Bill's Property and the access to it. If you come west from Main & Marine, you are on Barnard Way and you cannot turn left onto Speedway (and into the property) because of the concrete median divider which is raised off the ground a couple of feet to prevent collisions on the curve. As you follow Barnard around to the right, the property is directly to your left, kind of a lengthwise rectangle bordered on the west by the austere Santa Monica continuation of the Ocean Front Walk, here divided by painted lines into a narrow pedestrian walkway and a two-lane bicycle path. On the sea side of Barnard, an oddly shaped mini-park is planted with palm trees, separating the Sea Colony from beach parking.

The only ways to enter Tony Bill's property are to get to Speedway either from Marine Court or Navy Street, my street. The block of Navy Street adjacent to the beach is a mess in the summer because of the beach parking lot on one end and Davy Jones Liquor Locker (which only has about three spaces) on the other. There is no stoplight at Navy and Pacific, which makes it difficult to turn left toward Santa Monica. The resulting congestion extends halfway down the block.

When you walk down Navy to the beach the lot is off to your right, technically in Santa Monica, just north of the border. Tony Bill is co-owner of the very chic 72 Market Street restaurant, a Venice property owner, and known as a friend to stars and some interesting people. Locally he is generally thought of as "not a bad person," especially in view of his contribution to the Galanter campaign. Still, few Venetians can support his Bed-and-Breakfast proposal in good conscience. At first, most thought a bed and breakfast would be O.K. and was a legal or quasi-legal use for a piece of property in an area zoned residential. Subsequently, however, it was learned that the bed and breakfast was to have fifty-five rooms, thus resembling a hotel. Of course it would change Navy Street totally, not just complicating the traffic and parking, but augmenting the noise. It would also cut off my small view of sky and sea and sand.

I thought about forming a citizen's organization, the Venice Citizens for Open Space, which would urge the county to buy the little lot and make a cactus garden or a parking lot, or anything but another building. If this goes on, pretty soon they'll be "developing" the beach. On the other hand, this is still a capitalist country, so Tony Bill has a right to make a fair profit or be rewarded if he foregoes it. Could we not honor him for his trouble by naming this tiny fragment of undevelopment after him and even putting up a sign, on the model of the Will Rogers State Park. What do you think of the "Tony Bill Coastal Park"? Or perhaps the "Tony Bill Free Beachhead"?



Venice Activist Hits Big Time!

by Carol Fondiller

Angelo Bertolini, longtime tenant activist, civil rights worker, actor, and general all-round toiler in the vineyards of the righteous, has landed a featured part in a mainstream film: "Lady in White." Not to be confused with the Wilkie Collins story of "Woman in White." Actually, the film has two ladies in white - or, more accurately, Katherine Helmond in dishwasher-grey artistically disarrayed tatters. There seemed to be at least three plotlines going on, and four major themes. The film, written and directed by Robert LaLoggia, follows one plotline, discards it, and grabs another. The story takes place in 1962 in a picture postcard town in New England where the unsolved murders of several children run like scarlet thread through the Norman Rockwell-type town. The lead character, a young boy of Italian descent, sees the ghost of one of the murdered children when he gets locked in the school cloakroom overnight. The ghost asks him to take her to her mother. Even though her mom is ghosting in their old house across town, they seem to miss connections. Which leads be to believe that ghosts aren't too bright. A black man, the school janitor, is accused of the murders. A nice touch - and there are many - is when the man is in jail watching a television broadcast of James Meredith trying to enter Ol' Miss. Something's going to happen, I think - but no, the storyline veers away from anything really relevant like real horror - that of racism - and swoops towards a tiresome ending. However, when the Angelo Bertolini Fan Club saw it at the Malibu Cinema, the teeners in the audience shrieked at the parts that were meant to scare. Angelo Bertolini generates warmth and charm as the boy's old country grandpa, a modern-day Punchinello in search of a secret place to smoke his cigarette away from the sharp eyes and shrill voice of his wife. Bertolini lightens up the movie with his slapstick and manages to give more life to the character than the character had as written. P.S. The popcorn at the Malibu Cinema came with real butter. •



Venice as Mecca or Jerusalem

by John Haag

I sit here on the sand,
a holy place on sacred land,
remembering the tribes and clans
that gathered here, took counsel
and dispersed; foreseeing all
the ones that will arrive,
drink our blessed water and survive,
only to disperse in turn
to spread the word
amongst a disbelieving world.

Take heart, my heart,
for here is never lost
anything forever (but the soul
at times sent wandering
along some other plane).

It too returns home safely
found like a cache of nuts
the squirrel lays by against
a cold day in hell, forgets,
then comes upon in time
of need.

Rejoice!
The promised land is here;
The time is near at hand.

Trivial Pursuit

by Sharon Stricker

three white-haired ladies
sipping bubbles of 7 up
stand chatting in the airplane
as we cross the snow-cap peaks of Denver

"Vanna White, Vanna White"
one shouts to the other
Is it a mountain I wonder?
only to realize it's the young blonde
woman who spins the winning number
on TV's game show, "Wheel of Fortune."

It's the second time in 6 days
I've heard this household name
first from my brothers
who confessed she's on the cover of
"Newsweek"
and now from these 3 grandmas
on the plane.

I surely must be out of sync
with the proper trivia of the day
for neither do I know
nor care
about a sequined spinner on a game show

What meaning has this life in modern
times
when Vanna White and her bulbous breasts
are discussed more often than the daily
deaths
caused by American/contra raids in
Nicaragua.

How overwhelmed I felt last Friday
upon my arrival at O'Hare
to pick up the Catholic Archdiocese paper
and read how the homeless now include
families--wives and husbands unemployed
at GM or Bethlehem Steel

I read how Jimmy Carter back in '81
asked for \$35 million for housing
and got \$33.
While Ronny in the White House
these five years later asks for
\$2 million and gets \$5.

Why I ask myself, is Vanna White
and her Wheel of Fortune
the priority conversation
as each minute, each hour
every day more and more people become
poor.

I visit the Windy City
where raging waters of Lake Michigan
crash and destroy
smash and bury
hundreds of yards of lakefront property
beach and sand and rock
crumble like pie crust
under the weight of 7 foot swells

everyone scurries into their hot-house
homes

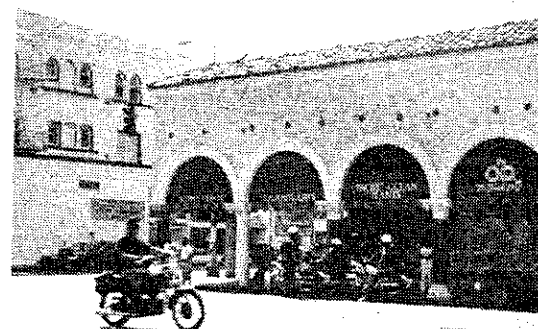
to shut out the cold
take care of their own
they close the door on worries of who's
starving

or homeless that night
the white lace curtains screen out the
onlookers
the yellow shades shut out the light
people rush to their families for comfort
laughter, Seagram's V.O., and roast beef
on rye

and I wonder if
the homeless in soup kitchens
the orphans crying for Momma
the Sandinistas scurrying for
shelter
the children with no school
lunches
the undocumented with no jobs
the unemployed without
insurance
the bombers over El Salvador
ever discuss Vanna White.



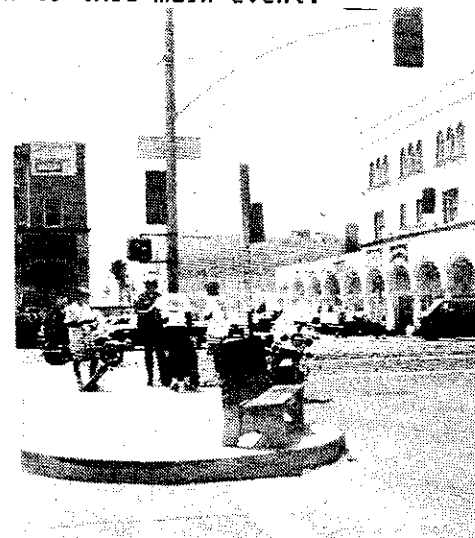
REVENUE GENERATION OFFICERS



by MOE STAVNEZER

Call this the "pet peeve" department. This lovely Saturday, May 14th, I had to work at Val's. Working is not my favorite Saturday thing to do. That's not why I'm writing this.

My peeve is that all day long there were a minimum of 4 motorcycled LAPD, and sometimes up to six, stationed at the corner of Pacific & Windward. At times one or two of them would go to one of the corners that come into the Windward circle. And what they were doing, basically, was giving out jay-walking tickets. Parking tickets and moving violation tickets were a side show to this main event.



Not having a camera with me, I grabbed one of our new, handy-dandy disposable Fujis (the first time I felt there was a legitimate use for a camera that costs 10 bucks and only gets used once--only sheepskin condoms are a worse buy!). I couldn't get them all, but I did get 16 photos and could easily, if I had nothing more to do, quadruple that total. Aside from the stupidity of this kind of intense use of scare police, I did notice that many more black people got nabbed than white folks. Subtle but not surprising action from LAPD.

I did this a couple years ago, but it was in the middle of the summer and not so intense as this Saturday. I submitted a number of the photos to the Beachhead and hope that some make it into the paper. Meanwhile I intend to send copies to Councilwoman Galanter's office. Maybe she can use them the next time Chief Gates comes demanding more money to fight crime. This kind of stuff isn't crime, it's petty harassment meant only to raise money without proving a damned thing. •

I'd Rather Be Smashing Imperialism

Boom-Shaka-Laka

First Impressions

by Sara Omari

The steep steps were gloomy. At the top, however, the view was spectacular. It was a big loft. In the middle, where the sun was shining very brightly, sat a group.

It was my very first visit to the headquarters of the FREE VENICE BEACHHEAD. A macho bunny tore himself away from the group and said: "Hello and welcome. My name is Jack." It turned out that he was about as geriatric as Mr. Robert DeNiro and twice as good-looking. (My libido did a fandango). I mentioned that I had talked to Arnold and Jack said that Arnold was not around, but, welcome to the group. I pigeon toed my way over to the others and pulled up a chair.

That was my introduction to the kids at the BEACHHEAD. Although I had read the newspaper, on and off, for several years, I had never attended a meeting. About 5 years ago, I wrote a story about the old Noa Noa Club (in Venice). I wrote that there was a sub-culture within a minority culture - far, far apart from anything known in our area. Now, many years later, I noted that there are even more sub-cultures WITHIN sub-cultures in this avant-gard cosmopolis. The clincher, for me, was that about several months ago, the BEACHHEAD ran an ad for a bookkeeper and only asked that said applicant be able to hold the pencil stub between two fingers. I mentioned it to one of my students. She replied: "But they are really heavy-weights, aren't they?" I said: "Yes." She countered with, "And their bookkeeper would have to be smart, too, maybe even a Math Teacher." (So there, Kathleen!)



And here I was, at the BEACHHEADS weekly meeting! The only person I knew, albeit slightly, was a comely lady whose voice and laughter would enable her to waltz into a sultan's Saray! (and Je nest cest pas). There all similarity ends. This lady is articulate, witty, intelligent, knowledgeable and is afraid of neither man nor beast. She, like the others, is a champion of the underdog. Then there is the European. He has a blond matador pigtail and is given to shafting the establishment Bull. He is also a hard-working artist.

He does gore the Boards of Education.

The flaxen-haired centerfold is another workhorse. She works her fool head off and demands that others share her high work habits. The raven-haired temptress works magic with the typewriter and produces ballsy articles; like the others, she researches and authenticates her stories. (Also, she has eyes in the back of her head/one can't put anything over on her).

The resident Thoreau is a Son of a Baleric Island coleen. He is a former Peace Corper and is a compassionate personage-ity.

Happy Day, You Fathers!

He Socracticates every teeny weeny thing. He throws monkey wrenches into the machinery of our minds and so generates thinking controversy.

This gadfly has been known to raise the Collective blood sugar/cholesterol/blood pressure to dizzying heights. THIS, in a group whose combined I.Q.'s are off of the scale.

The Who's Who Southern macho bunny is also an Atlas; politically aware and editorially efficient. Although slender, he has the beginnings of an erotic-looking paunch. Like all of the male writers of the Collective, he could easily pose or otherwise work for any of the Hefner/Flynt Productions.

Then there is the handsome debauched-looking critic/editor/runner-up to Galanter. Like his Venice piers (don't write in about the spelling) he is articulate, literate and savvy. Last I heard, he was going to interview a biggie. And now to the Laird. He looks 20, but writes as if he were 60. He is vocal (one has to be, at the Collective Penal Colony), intrepid, scholarly and ALSO athletic.

The SC Trojan is omnilingual. She is a recognized authority in her own field and she is equally recognized on Venice Beach in her already abbreviated bikini and her flaming scarlet toenails.

There are also several and valuable contributors Venice is noted for its outspoken intelligentzia

As soon as I have my own country, these people are going to be members of my Living Room Cabinet.

I already knew that they were heavyweights; and I found out that I am no lightweight, myself. ■

Rage, Unconcealed...

by Sara Omari

Tomorrow will be our son's 17th birthday. It has been a week of concerted effort with (the trying to pull off) the purchase of a car for him. This will help him to keep his job with the L.A. Times (he stuffs papers). The extra \$\$ will help. I titled this letter GRIEF, RAGE & ANGER because it is the way I have felt for years. I thought I had gotten over it, but I guess not. As our son grew up, and you were not around,

I, like many other single parents,, did what I could with both roles.

I MISSED YOU, AND I AM SURE OUR SON DID, TOO, when we were harassed by the police in Pacific Palisades. We were stopped, twice, and BOTH OF US were SEARCHED. Our son was driving my car, a 1968 station wagon. He carried his Driver's Permit on him, of course. I was sitting on the passenger side (where else?).

Police: "Where do you live?"
Sara: "We live on 6th Street..."
PD: "Kind of a long way from home, aren't you?"
S: "...in Santa Monica."
PD: "What are you doing in this part of town?"
S: "I have a dental appointment."
PD: "Can't you find anything closer?"

Later, I mentioned it to my good friend and colleague, Roxanna Winston. Furious, she called the West Los Angeles Police Watch Commander.

Roxanna: "Who is in charge of patrolling the Pacific Palisades area?"
Watch Commander: "We are."
R: "I wish to file a complaint about the way my friend, Sara Omari, was treated by the police in Pacific Palisades."
WC: "Sorry, there is nothing on file to show that it happened."
R: "It happened just before a 2:00p.m. dental appointment. Sara also has the names of the two young policemen who stopped her and her son."
WC: "Sorry, there have been a rash of burglaries in the Palisades area, committed by Latino types. Police were just investigating, routinely."
R: "The police could see that it was a young boy driving, accompanied by a not-too-tall, dowdy, middle-aged woman." (Me: I have always felt chic svelte, exotic, soignée) "And why the red lights and the siren?"

I MISSED YOU at the 5th grade Athletic Banquet. All of the fathers of our son's classmates were there, except you.

I MISSED YOU at the Mosque (downtown L.A.) when the sheik told our son, in a loud voice, to get out of the Mosque. Our son had given me a ride, earlier, so that I could attend my Arabic class. Now he was back, to give me a ride home. He had not been able to find me, so he went inside the Mosque to look. I asked the sheik why he had been so rude to my son. The sheik replied that it was not allowed to enter the Mosque dressed incorrectly. (My son was wearing thongs). I asked the sheik why he didn't explain the rules and that I had not done so since I did not know. The sheik just walked away.

I MISSED YOU when an attempt was made to fondle the boy (in Amman, Jordan) by a man who was the brother of one of his teachers. The boy was just six years old. There was no doubt in my mind as to what I saw. I MISSED YOU as I wrestled with the Morse Code of my thoughts. I really wanted to get a razor and perform surgery right there on this "man" but I also remembered that we were in a foreign country. I did not know the language that well. We also had no male relatives so that we could ask them for help.

I MISSED YOU when our son delivered the Santa Monica Evening Outlook. Several times, he was not paid. Had you been visible, this might not have happened. Sometimes, on collection day, I tried to go with him but it did not always help.

I MISSED YOU when the newspaper would not help him with the monies owed him, so I filed a complaint. In order to get the money owed him, I was asked to sign a paper stating that he would not deliver newspapers again; for them. I told the newspaper that I would sign, since I did not want my son to work for a newspaper that cheated youngsters. (I said this because I found that other newsboys had been treated in a similar manner). I MISSED YOU when Soccer Commissioner and Mrs. Barry bought our son a jock strap. (I didn't know); that was your job, Dad.

I MISSED YOU when the boy was accosted by a man on the #7 Pico Bus line bus one fine afternoon. Our son was on his way home. He had gone to the Rancho Park to practice the Pop Warner Football. He went to the bus driver, who did nothing. The molester stayed on the bus and the boy walked home. I wished you were around, then, and I am sure that our son did, too. I did the usual complaint to the bus company, but fat lot of good it did. The driver had not reported it.

I MISSED YOU when he was chosen to be a quarter back by Mr. Corliss, the coach. This was at the Boy's Club in Santa Monica. Mr. Corliss took your place. You were the one who was supposed to be there, giving of your time, just like the other fathers.

I MISSED YOU when Mr. Siegel, my lawyer, stopped by one day, to leave him a basketball. That was your job, Dad!

I MISSED YOU when I tried to tell the boy about sex. I did not use any euphemisms; I only used non-street words from a health book. With all the aplomb possible in a 12 year old, he said, to me: "Oh mom, you are so gross" and I am sure that you would have handled it differently.

Almpst twenty years ago, I attacked you by saying something unkind. The little kid flew at me and said: "Don't say anything bad about my Bubba." I took the 'hint' and have never said anything about you, since. I don't have to, Dad. Both of us know that you have never called, never sent a court-ordered penny, never penned a note...

A few times, we discussed, in a basic way, the existence of a god. We finally concluded that it had nothing to do with us, personally; it sometimes happens to some fine people, and that we, ourselves, would do the best we could with what we had!

Several times, in the years gone by, when I was unable to handle something (what word should I use?) properly, maybe, he would say to me: "If Bubba /Arabic word for DAD or FATHER/were here, he would..., huh, Mom?" and I replied: "yes"

There HAVE been moments, too, of Unconcealed Joy/Beauty/Strength: a scholarship; a medal; two commendations, and some trophies. And he did spend time with the Marine Corps Devil Pups. And once, he was lucky and and viewed a Sunrise as he flew over the North Pole.

EAT YOUR HEART OUT, BUBBA. THE DAY WILL COME WHEN YOU WILL MISS YOUR SON. He does not know you, yet he has turned out to be a fine young man. Tomorrow I WILL go out and get that Maslowian car.

Father

Who is considered the...

FATHER of America?
FATHER of Comedy?
FATHER of English History?
FATHER of Waters?
FATHER of the Constitution?
FATHER of the Faithful?
FATHER of Epic Poetry?
FATHER of Greek Tragedy?
FATHER of His Country?
FATHER of History?
FATHER of Medicine?

Who wrote THE FATHER?
Who wrote FATHERS AND SONS?

Who was FATHER Divine?

...Unconcealed Rage

VENICE PLANNING NOTES

PARKIN' AND THA' BIZ!

Venice Planning Notes

PARKING AND THE ICO: NOTES FROM THE "FINDINGS"

(The following is excerpted from the legally required "Findings" prepared to accompany the Venice Coastal Interim Control Ordinance which was adopted by the Los Angeles City Council on March 29, 1988 and became effective on April, 14, 1988. The Findings provide the factual and philosophical underpinning for the provisions of the ICO. Parking will be one of the Public Access issues discussed at the City Planning Department's Local Coastal Program (LCP) workshop scheduled for June 18 at Penmar Recreation Center (tentatively at 10 a.m.).



An objective of the ICO is to provide an adequate supply of parking for all Projects in the Venice Coastal Zone and to provide mechanisms which will lead to the increase in the overall parking supply in beachfront neighborhoods subject to heavy visitor usage and substantial residential parking deficiencies.

Venice was created in the first decade of this century, located at the end of streetcar lines which provided adequate public transportation for residents and visitors. Thousands of buildings were built with no on-site parking because it was not considered necessary, and building codes of the City of Venice did not require parking. A system of Canals was created and homes fronting on the waterways allowed for little auto access, if any. The seeds for a major parking shortage were sown even as the community was born.

As time passed, Venice was merged into Los Angeles, building codes became more comprehensive, the auto replaced the streetcar as the main mode of transport, and token efforts were made to provide extra parking in the community. As Canals were filled in and replaced by paving, curbside parking was created, but not nearly enough to accommodate the residents of all the multiple dwellings that had been, and would be, built before the codes could catch up with the problem.

The creation, in 1972, of the Coastal Commission added a new concern to regulation of the parking supply in Venice. The Commission, the product of a ballot initiative, had as one of its responsibilities the provision and enhancement of public access to the seashore. In its early permit deliberations, it began to formulate methods to address the problem.

In 1979, 3 years after the State Legislature passed the Coastal Act creating a permanent set of Coastal protections, the Commission established its Regional Interpretive Guidelines (RIG), including a comprehensive set of parking

requirements for a multitude of residential, commercial and industrial uses which might occur in the Coastal Zone.

The parking requirements of the RIG are generally more rigorous than those in the Los Angeles Municipal Code and, as such, reflect the increased access needs in the Coastal Zone. The vast majority of Coastal permits issued by both the City and the Commission since 1980 have required that Projects adhere to these requirements, and the ICO has adapted and included them with that in mind.

Discussions with the Department of Building and Safety, the Office of Zoning Administration, the Code Studies Unit of the Department of City Planning, and the staff of the Coastal Commission have led to a small number of changes in the parking requirements to provide an increased degree of enforceability at the City level.

Where use categories listed in the RIG are omitted from the ICO, it is either because it is not anticipated that these uses will be a part of Projects during the effective period of the ICO, or because City code requirements were deemed both adequate and more enforceable.

One use category in which the standard is clearly increased is that of single family residential dwellings on larger lots, where the ICO calls for 3 spaces per dwelling. This provides a space for guests or a third family car so that those needs are not forced to compete on the street for scarce spaces.

To underscore the parking problem in the community, no less than four applications are pending with the City for the formation of Preferential Parking Districts in different Venice Coastal Zone neighborhoods. While additional on-site parking will not single-handedly solve the parking problems of those and other neighborhoods, it will assure single family dwellings do not add to them.

The 3 space-per-dwelling standard is already in place in the Silver Strand residential subarea and

has served well to ensure that there is no resident or guest parking shortage in that newly developing neighborhood.

An addition to the parking requirements is that for open air vending. This activity has burgeoned on Ocean Front Walk, where it requires both a Conditional Use Permit and a Coastal Development Permit. The provision of on-site parking will at least accommodate the vendors themselves, whose vehicles would otherwise be forced to compete with visitors and residents for other parking. The Office of Zoning Administration has been requiring on-site parking in its permits for Ocean Front Walk vending. Projects within the dual jurisdiction area of the Venice Coastal Zone involving only additions or alterations are exempted from having to meet the parking requirements of the ICO. The same applies to portions of buildings which remain unchanged in Projects involving the Change of Use of the rest of the building.

The Beach Impact Zone

Since 1974, studies done by the City, the State Coastal Conservancy and independent groups have generated abundant evidence that Venice does not have adequate parking to serve beachgoers, patrons of local businesses, or residents. The history of the community explains how the situation evolved, but the current reality requires that serious steps be taken to address the problem in the interests of preserving a stable Coastal community and enhancing public access. Given the limitations on public funds, vacant land and private resources, all sectors of the community must work together to increase the parking inventory.

The absence of parking has proven to be a destabilizing influence on the resident and commercial communities as well as a burden on the whole community in its role as host to regional visitors. Apartment tenants are discouraged from remaining by the absence of sufficient off or on-street parking, businesses are hampered and beachgoers spend time, clog

streets and foul the air cruising for places to park when public lots fill up. Their retreat onto residential streets in turn creates heated competition and ill feelings between visitors and residents fighting over the same few spaces.

The Beach Impact Zone (BIZ) parking deficit has been documented over the last decade and a half by both private organizations and public agencies. A 1974 parking study conducted on the City's behalf by Linscott/Crommelin determined that only 395 off-street parking spaces existed on the Marina Peninsula (within the BIZ), with an additional 210 available in a County parking lot in nearby Marina Del Rey. Residents' visitors, beachgoers and customers of commercial establishments compete for this limited supply.

A November, 1979, field survey conducted for the Background Report for the City's Venice Canals/Marina Peninsula Local Coastal Program found 917 on-street spaces in or adjacent to what are the three southern subareas contained within the BIZ. Residents and their visitors, beachgoers and customers of commercial establishments are also competing for these spaces as well. County lifeguards are noted in the Background Report as feeling that lack of public access causes the Marina Peninsula beach to function as a private one even though it is entirely public. The Report's attendance figures for this mile-long stretch of beach (which nevertheless constitutes more than half of the public beach south of Venice Blvd.) indicate that no more than 30%, and as little as about 15%, of all south-of-Venice Blvd. beachgoers use the Peninsula beach. The increased popularity of Venice Beach since this Report was completed undoubtedly renders the disparity even greater, again due to lack of parking and other modes of access.

The survey conducted in 1974 by the Venice Town Council's North Beach Planning Task Force documented nearly 1,000 vehicles parked illegally within the northern section of the BIZ during pre-dawn hours on a weekday. Some thirteen years later, a similar survey conducted by the Venice Civic Union (covering only half of the territory covered in 1974) determined a deficit of 936 spaces within the 6 northernmost blocks of the BIZ. These figures speak clearly to a serious residential parking crisis in the BIZ's northern subarea which also has ramifications for public access parking.

The City's first attempt to complete an LCP for a Venice Coastal neighborhood (the Canals/Marina Peninsula Specific Plan) failed to win final certification from the California Coastal Commission in 1983 for a variety of reasons, a key one of which was its failure to adequately address the question of public access parking. The Plan contained language referring to the need for replacement of public parking lost to private development, but contained no mechanisms for guaranteeing such replacement and

"PARKING BIZ CONTINUED FROM PAGE 11

did not suggest any mechanisms for increasing the overall supply of parking.

The Coastal Commission's June, 1983, staff report on the Canals/Peninsula LCP recommended outright denial of the plan because the plan allowed a level of development which, when taken in concert with other subregional development and the lack of methods of implementing improved parking and other public access, would seriously impair public access. The staff also cited as inappropriate the LCP's reduction in commercial parking requirements from those found to be adequate by experience with the RIG.

In the aftermath of the remanding of the Canal/Peninsula Plan to the City by the Commission, the City contracted with the California Coastal Conservancy to study the Marina Peninsula parking problem. The Conservancy proposed use of a number of City-owned vacant parcels in the neighborhood as small parking lots, but no action was ever taken to implement the proposal.

New Efforts Undertaken

In 1986, the City's interdepartmental Venice Area Community Projects Committee evaluated parking problems in the community. A November, 1986, report by the City Administrative Officer recommended, among other things, an active effort to increase both residential and public access parking opportunities, creation of a New District Fund, and the creation of a special Venice Parking District to provide a framework for increased code-required parking, replacement parking, project-by-project review, and an in-lieu fee to provide developers with an option in situations in which they could not provide extra on-site parking. Money from these fee payments would go to the aforementioned new fund.

The concepts outlined in the the City Administrative Officer's report formed the basis for the City's next attempt to address the parking problems in the Venice Coastal Zone.

In early 1987, the City established the inter-departmental Venice Parking Committee to work with citizens and recommend solutions which could be implemented promptly. The Committee held a public workshop which considered a portfolio of recommendations. Among them were proposals to create a "Beach Impact Zone" (BIZ) and special trust fund for use in that zone, where the parking deficit was most acute. These proposals closely reflected those in the November, 1986, report.

In recent years, the Coastal Commission has worked with a policy of asking for replacement parking on commercial Projects which will be located on sites where parking is currently provided. Replacement of 50% of the spaces to be lost is required. This parking is to be used for beach access and residents and is to be operated at rates competitive with public lots in the vicinity. Coastal Development Permit decisions by the City's Office of Zoning Administration have also implemented aspects of this approach.

(The replacement parking concept has been applied in other parking-deficient areas of Los Angeles. A recent example is the Westwood Village Specific Plan, where a number of important, privately owned parking lots are slated for redevelopment. As noted above, the Coastal Commission has also sought to include specific replacement parking provisions in Local Coastal Programs.)

ICO a Synthesis

It is the combining of the recommendation of the Venice Parking Committee and the replacement parking concept that forms the basis for Beach Impact Zone parking requirements in the ICO. The BIZ includes the four Venice Coastal Zone subareas nearest the beach; it is here where the requirements can be applied and the benefits reaped. The Beach Impact Zone parking requirements are not a substitute for either City Code-required parking or other parking requirements specified in the ICO. They provide for extra spaces connected with the Project based on ground floor square footage, and for an in-lieu fee (based on the real cost of creating a surface level parking space, determined by an October,

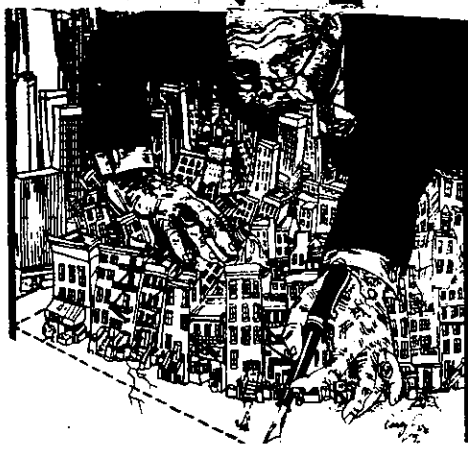
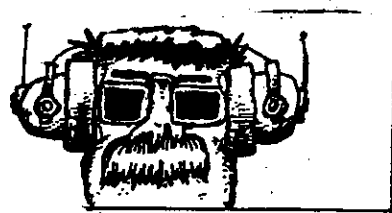
1987, Planning Department review of land and construction costs in the BIZ) for use in situations where actual spaces are impractical. The fees would be deposited in the Fund created by the ICO, to be administered by the Department of Transportation. Monies from that Fund must be spent within the boundaries of the BIZ to provide additional parking, making the necessary and logical connection between the source of the funds and their use.

No argument has been raised to discredit the assertion that there is a clear deficiency of parking at Venice Beach which impairs public access to the beach and imposes a hardship on residents. The competition between parking user groups suggests that the Coastal Commission has not thus far gone as far as it might in requiring additional parking which would alleviate the residential and commercial shortages and thus free up on-street spaces for beach access parking.

In its landmark 1987 land-use decision, *Nollan vs. California Coastal Commission*, the U.S. Supreme Court, while limiting exactions, also acknowledged that the cumulative impacts of similar developments could be a legitimate government basis for imposing exactions. The Coastal Commission's 1983 staff report on the Canals/Peninsula LCP noted that the development which would be allowed by the plan would add more than 1700 dwelling units to the subareas it covered, bringing with them more than 3400 autos and about 10,000 vehicle trips per day. The report stated, "this is a level of development that will increase pressure on public parking in the area

because development will not absorb all the additional cars. The plan proposes a level of development that will increase the burden on the transportation and parking systems. It does not propose any measures to set aside and develop land to serve as public parking for beachgoers. The foreseeable pressures on transportation and parking may displace non-resident beachgoers." The BIZ, by providing mechanisms to help absorb the additional parking needs generated by additional residential and commercial development, proposes to begin

reversing that trend. The City is developing policies to assure that the individual developer is only being asked to bear a "fair share" of the burden of mitigating the wider parking problem in the Coastal Zone. With a variety of methodologies and funding sources being applied or considered for providing more



parking in the Venice Coastal Zone, developers within the BIZ are clearly not being asked to shoulder the burden alone. The City has just completed the nearly-\$2 million dollar purchase of four blocks of vacant land on the eastern boundary of the Beach Impact Zone with the purpose of providing parking. The existing Venice Surplus Real Property Fund (derived from sales of surplus City-owned lots, and which provided funds for the aforementioned land purchase) and the existing Special Parking Revenue Fund (derived from parking meter revenues) may be used in concert with the Venice Coastal Parking Impact Trust Fund within the BIZ. Owners of developed property may participate in special assessment districts to finance parking, prospective parking tenants can participate in joint financing arrangements with owners and the City, and the City may participate in other joint parking development efforts with the private sector.

Associated with the BIZ is an in-lieu fee which may be paid into the Venice Coastal Parking Impact Trust Fund. The \$18,000.00 figure connected with a parking space in the BIZ is economically manageable. That figure, amortized over 20 years, represents \$900.00 per year, or \$75.00 per month, available for pass-through to tenants or buyers, or for conversion to a profit by leasing the on-the-ground BIZ space at current local market rates of \$80-100.00 per month to a nearby resident in need of parking. Amortized over 30 years, the numbers become even more attractive for the owner.

In the U.S. Supreme Court's 1986 decision, *City of Renton v. Playtime Theatres, Inc.*, Justice Rehnquist wrote that "the city must be allowed a reasonable opportunity to experiment with solutions to admitted urban problems." The BIZ is such a situation, both statistically measurable and visible to the naked eye on a daily basis.

Final Details

The square-footage requirements for the Beach Impact Zone derive from the space required to provide a legal parking space. In the case of commercial Projects, the basis is the equivalent of 2 legal spaces, and for residential Projects, the basis is approximately 3 legal spaces. The differential stems from the higher daily trip factors associated with

commercial Projects compared to residential Projects of the density permitted within the Beach Impact Zone. Single family dwellings and residential duplexes, as well as Projects involving only additions or alterations, are exempted from the Beach Impact Zone provisions to avoid imposing a hardship on the small property owner.

(Additional note: Staff from the Los Angeles Department of City Planning are available to meet with neighborhood, community and civic organizations to discuss the Coastal Plan draft {currently available at the Venice Library or Ruth Galanter's Westchester office} and other aspects of the planning process. For more information call Peggy Malone at 213-485-2478.)

New Age in Venice,

BY BETH MILLER

Part 4

WINTER SUNDAY AT THE BEACH (EXPANDING THE MIND CHAKRA)

We stay up late watching movies, munching salty popcorn. It takes two six-packs of diet cokes to wash away the thirst. I leave them around two a.m. to listen to Andreas Vollenweider and meditate, sure they will talk all night and sleep away our Sunday. When I awake they are already up, dressed, finishing their coffee. I see jackets of the records they've been listening to: twenty-four-year-old sixties records of various persuasions: Shankar to Coltrane and the Fugs.

The front door is open to the weak winter sun and the sounds of birds and waves. "Did you leave it open all night?" I ask. "Here in Venice people are paranoid." They look at me blankly, as if to say "What's the point of living at the beach, don't you want to feel the ocean air every minute?"

They are anxious for another trip along the boardwalk, having mapped a partial itinerary of the places they want to see again, things to buy, shots to snap. The day before they had taken along their cameras but forgot to take them out of the Mexican bag in which they had hidden them so as not to appear to be tourists in order to fool the panhandlers.

When they return from their first foray, their auras beaming strongly, they claim to be dejected. Most of the shops and stands are still shuttered at this early hour. But at least they have a treasure to recount, a meeting with Harry Perry, the Sikh who sings and plays his guitar as he skates around the Boardwalk. I am so used to seeing him in his white turban and long white coat that I do not notice the dissonance in his attire, mod sun visor atop traditional turban, practical knee and elbow pads over orthodox white coat, big amplifiers rigged on his back and all hooked up to his electric guitar. Sam, Michelle and Harry stand around together for a while. He sings songs especially for them. Sam buys one of his tapes, one he made himself. When they part Harry says to them: "May love be with you." Able to accept this love, they love him too: "May love be with you too." When I tell them proprietarily that Harry Perry is a very famous local char-

acter whose picture hangs in the Smithsonian, they say they know. They seem to know everything.

Between their first and second walks, I heat up some soup, and we eat lunch on the floor. I am pleased they clean up afterwards and wash the dishes, all except the safflower-oil-coated popcorn pot. I overhear them speculating softly through the Rain-Queen-and-Blue-Nile mist in the living room (I thought I caught a mingled scent of pot, no doubt an olfactory illusion): What would it be like to live in Venice? More things to do than in El Monte or Arcadia, more variety, more fun.

Since they are currently unemployed, they are prudent with their spending money. On their second walk the girls take a detour to the crystal store for another consultation. Pamela is not there, but Sam buys a crystal necklace the knowledgeable pebble woman had urged her to acquire for amplification of the mind chakra. They reject, however, the temptation of a buggy ride, a relatively new attraction on the Boardwalk. The captain of the ship is a handsome black guy on roller skates. He is also the artist who decorated the whimsical vehicle, a cross between a wheelchair and a seat on skate boards. It is he who is responsible for the signs and sayings painted on the rickshaw. There is a cassette recorder connected to the contraption and a pair of stereo speakers. During the fast and wild ride around the boardwalk you can hear the sounds of cars screeching and smashing, horns beeping, people shouting. You can never forget that you are in a big city, despite the sea gulls and the sound of the waves crashing on the sand.

Sam and Michelle stroll along Ocean Front Walk at a tranquil pace. A friendly middle-aged man alone on a bench watches their approach. He greets them with a question they cannot answer, do not even try to: "So what's it like to be a part of the New Age?" Twenty years hence they may know. ●

13 Skidroseave

BY CAROL FONDILLER

When St. Joseph's was operating a nutrition station on SkidRose Ave. (Rose Ave. was christened thus by Jeffrey Miles of the Rose Ave. Venice-Santa Monica Neighborhood Assn.), investors in Rose Avenue properties yelled and screamed. St. Joseph's Center was firebombed by - well, I have a good idea who did it, but I'm a coward.

The investors wanted a nice clean neighborhood. When a storage facility bought the property at Third & SkidRose Ave. to build storage buildings on that lot, VAC bussed in about 50 seniors who were given the false impression that Galanter had scrapped senior citizen housing. In reality, Galanter scrapped a high-density, traffic-generating collection of boutiques and offices with a Lagniappe with some token senior citizens' low-income housing thrown in. Michael Dieden, founder of the Venice Action Committee, an organization of entrepreneurs, real estate developers, etc., stated that the storage facilities were "antithetical to everything else that was going on in Venice." Storage facilities are not antithetical to Venice. SkidRose Ave. has been zoned light industry-commercial for years. This zoning generates less traffic than the Rose Cafe or the proposed boutiques. The storage facilities are needed as people pay more and more for less and less space to live in. SkidRose Ave. used to have a dairy-goods outlet, and the Gas Company. The Pioneer Bakery is tolerated by Yuppies who drive up in their Beamers or their aluminum bikes or pushing their yuppie-guppies in their Aprica strollers, shoving aside the weak and defenseless to buy tons of day-old French bread that they hoard in their walk-in freezers.

It struck me as ironic that these people who were displacing long-time Rose Ave. residents by their gentrifying should demand that a commercially zoned area be turned into residential when some of these same people are kicking out longtime Ocean Front Walk residents because the Rose Ave. folks want to turn residential segments of Ocean Front Walk into commercial, or are "rehabbing" old apartments on Hampton Drive into luxury pads. We want Mom-&-Pop stores, they quaver. What's the matter - existing stores plus one proposed store aren't enough? Or are they too - shall we say - Ethnic?

Galanter has tried to placate the SkidRose Ave. residents by backing down on the proposed temporary shelters for the homeless that were offered by the storage facility. Now the residents of SkidRose Ave. want to eliminate a place for these people to store grandma's picture. The SkidRose Ave. Association has said in their fliers that low-income housing is unrealistic and antithetical to the VAC vision. But they have found a new use for poor people: Put up low-income housing to hide those ugly storage facilities... ●

One is offered a choice of seafood, camarones (that's shrimp), abalon and pulpo (octopus), or a mixture of all of the above. Essie chose pulpo, por favor. The pulpo, squid's big brother, is a temperamental animal with attributes of Humphrey Bogart: sometimes tough, sometimes tender. Only an expert can get octopus to be consistently tender, yet resilient. A generous amount of the seafood was poured into a 12-oz styrofoam container. Another man poured the sauce, not as thick as the ketchup-laden NorteAmericano style; it was more of a thin, cool flavorful soup of tomatoes, cilantro and onions - not picante at all. The sauce accented the fresh seafood taste instead of smothering it. The cocktail plus crackers, a couple of crisp tortillas and napkins were ceremoniously put into a brown paper bag. Essie ordered the small - three dollars. It made a satisfying lunch. Gracias, señores.

Even a Kennedy sometimes comes to the end of a month short of money. On weekends only, one can get a good juicy hamburger slathered with Southern-style barbecue sauce with a glass of lemonade for \$1.50. Louisiana hotlinks are available also. This place, unnamed, is directly north of Land's End. It's strictly take-out. Essie recommends getting the burger and sitting on the bench opposite Land's-End and soaking up the Venice ambience for a quarter of the price of one of Land's-End's appetizers.

Have a good time in Venice, John. Don't get any ideas about speculating, and there will always be a counter or a bench for you to eat cheap and good without being bothered by the Paparazzi. ●

Scooping Prole Food

by Essie La Presseur de La Yenta

Essie has a dainty crumb - no, a whole gateau of gossip. Remember: You read it here first.

John Kennedy, Jr. - yes, that's right: John-John, he who used to play under John Senior's desk in the Days of Camelot, the little guy who stood at his Daddy's grave - that picture of him saluting him good-bye is indelibly inscribed on the nation's consciousness. Tempus does fugit, and now John Kennedy, Jr., has rented a house for the summer one of North Beach's quaint walk-streets while he clerks for the Old Guard powerful Democratic law firm of Manatt-Phelps. If Suzy Kwickerbocker doesn't turn green when she reads this, Essie will eat her cake also. If John wants to experience the gustatory culture of So.Cal. he should let Essie be his Virgil. She will keep him from the silly excesses of Nouvelle Cuisine - one beautiful asparagus artfully arranged on a large serving platter, or blue corn chips surrounded by a coulis of raspberry. Essie will give him true So.Cal. taste.

Essie tried her first vegetarian burger twenty-five years ago. It was a thin, rubbery disc made of compressed soy byproducts. It tasted of erasers. It was protected by a brown gummy gravy. Essie's gastric juices start retreating even as she thinks of it. As a result of that traumatic experience, she never tried a burger that wasn't made of dead animal for twenty years. If John Jr. wants to be with-it and hip, he should try, as Essie did, the Tofu Burgers at Rosebock's. Tofu technology has come a long way since the rubbery burgers of yore. Tofu is made of curdled soybean products and - you don't want to know the rest. Suffice it to say that Rosebock's at 1697 Pacific at the Marina Pacifica Hotel's don't try to imitate meat. The "burgers" have a dense, mouth-satisfying texture. They taste brown and are juicy.

Essie is an omnivore, so when she says these burgers are filling and solid, take her word for it, John Jr. No ketchup decorates these burgers. A thick layer of pesto sauce covers the you-guessed-it Pesto Burger. Pesto is an aromatic subtle paste of pine nuts, Romano cheese, garlic, oil and homegrown basil from Rosebock's own Malibu herb farm. The burger comes on - what else? - a whole-wheat bun. There are other varieties of tofu burgers: the Maliburger, which has a topping of unctuous sensual garlick sauce reminiscent of the Mediterranean Aioli that the Southern French use as we Yankees use ketchup - for everything, from Bouillabaise to boiled potatoes. Essie sits in the Rosebock patio eating her tofu burger, playing tiddlywinks with the carrot rounds that accompany the burgers. No French fries here! For those who think they're Vegans because they don't eat red meat, Rosebock's also serves a chickenburger: grilled meat cut from the breast of a cute little organically grown chicken. Burgers are three to four dollars. Buckwheat pancakes and waffles are on their breakfast menu. The coffee is good. But for a true immersion in health food culture, belly up to the counter, John, and try a Rosebock's Boilemaker: a shot glass of wheatgrass which tastes like alfalfa soaked in aluminum with a tumbler of sweet fresh carrot juice as a chaser. Wheatgrass works on the theory: If it tastes this vile, it must be good for you. The wheatgrass is supposed to purify the blood. The bathroom's on the 5th floor of the hotel.

Because So.Cal. is cast becoming a mix of cultures, even a Kennedy should expand his cultural horizons and try the truck that usually parks on Third & SkidRose Ave. It's worth the trek north on the Ocean Front Walk, east on Rose, fighting one's way through skaters, stray dogs, unneutered people and seas of sunglasses for sale, to get to the white catering truck labelled "Isla de Bonita Mariscos." Essie ordered a Cocktail Marisco.

Media Manipulators

Continued from Page 7

Another player in this monkey-business is John Hartmire, managing editor of the Westchester/Culver City News. Hartmire was a writer, then managing editor for The News from 1983 to '85, whereupon from 85-87 he was press secretary for Pat Russell. In his last six months, he wrote Russell's "Big Lie" propaganda against her five community challengers, which was eagerly reprinted by the L.A. Times and the Westchester News.

During the April and June '87 elections, while the Journal and the Argonaut papers were running press releases from all candidates, the four outsider papers largely ignored the five challengers.

After Hartmire's stint with Russell was up, he returned to the managing editor spot at the News, which, since Russell's loss, has stopped arriving every week in much of Westchester--now

it's more like every two months. The last time it came, the front page carried a Hartmire piece on Mayor Tom Bradley and how he was so concerned about the environment. (HaHa--so now all they print is entertainment!)

Hartmire's recent editorials opposed office building height limits in Culver City. Sometimes, though, the publishers allow an opposition writer a column alongside Hartmire's, but only in the Culver City News. The Westchester News prints letters to the editor about twice a year. Letters are never seen in the Wave, Observer or Lifestyle. The only locally written stories in the News come from the Westchester/LAX Chamber of Commerce, which supported Russell. The Wave mostly reports on Culver City news. The Observer picks up a few local stories from The Outlook, and Lifestyle prints no news at all, only

entertainment retreads from The Daily Breeze.

The one original story, or "scoop" revealed by any of the four outsider papers since we pitched Russell out was by The News. It detailed a conflict-of-interest by Ruth Galanter concerning L.A. Police issues--because the Police Officer's union had provided a bodyguard for her following her stabbing. Never once did The News, under Hartmire, or the other three outsider papers question Pat Russell for taking thousands of dollars in campaign contributions from the Summa Corp. and Continental Development Corp., then pushing their projects through City Hall, and creating 20-year Contract Development Agreements for their projects that are nearly impossible to break.

The News even has a politician as one of their editors. Jozelle Smith, the last big growth supporting member of the Culver City Council, edits the feature section--which is almost entirely press releases and "stories" on advertisers.

Let's look at how the big L.A. papers participated in the attempted squashing of the Westside by the City Hall Establishment. The L.A. Times supported Pat Russell both editorially and through its reporters' "point of view". Stories would feature Russell's attacks on her challengers, with our rebuttal near the end of the story. The Times' editorial line is blatantly Big Growth: More people packed into L.A. means more subscribers, more advertisers, more markets to expand into. The Times is not only the biggest selling L.A. paper--It's #1 in San Diego and Santa Barbara and Palm Springs, too.

But let's look at what else the Times is big in--land development. Ever hear of the Tejon Ranch? It's the last big undeveloped piece of land between L.A. and the San Joaquin Valley. The Times' parent company, Times Mirror Corp., is the majority owner of it. So--when people get sick of the traffic, smog and crime in the Big City, they may eventually move to the Tejon Ranch Estates, or whatever the developers eventually name it.

While The Times was trashing the Slow Growth movement in the Spring of 1987, the City Council, which Russell headed, gave the OK to The Times to close several public streets Downtown to create a new 26 acre printing plant. That's a pretty big printing plant.

So, is there any question why the Times has endorsed most City and County incumbents over the past 20 years?

The Outlook/Daily Breeze supported Russell editorially, but its reporters have been usually fair--not resorting to red-baiting tactics as used by The Times against Galanter and Slow Growthers everywhere. The Herald-Examiner, L.A. Weekly and Argonaut supported Galanter editorially, and were generally fair to both sides in news coverage. The Wave openly endorsed Russell--on the front page--reprinting, almost word for word, from Hartmire Press releases, why Russell couldn't restrict development any lower. The Wave, which delivers to most of L.A.'s black neighborhoods, began its Westchester/Culver City/Hawthorne version in 1983, the same year the plans for the Big 4 projects were revealed. Hmmm.

Finally, let's take a look at a firm called the City News Service, or CNS. It's a wire news service which provided many of the stories on Westside developments during Russell's last term for The Wave, The News, The L.A. Times, the Outlook/Breeze and the Sentinel. Is it a coincidence that all these papers supported Pat Russell? The stories rarely questioned the environmental impacts of the Big 4 projects, instead merely reporting that "everything was OK" in City Hall. You may ask--who runs CNS? The majority owner is Tom Quinn, Mayor Bradley's 1985 campaign manager. Are the pieces starting to fit together? Bradley supported Russell with everything he had in 1987, plastering pictures of himself and Russell together on Crenshaw-area billboards--a trick that actually attracted less Russell votes than a giveaway of 90,000 donuts to Crenshaw voters.

So--get active! Question Authority! Remember, it was ignorance of what Pat Russell was doing which let her get away with so much.

Venice CO-OP Reopens

by Jan Jarecki

Venice residents can once again take advantage of the low prices and friendliness of Venices best Co-Op, as the Venice-Ocean Park Co-Op has re-opened its doors for business. Closed for five months while the whole building was totally re-modeled, the store now is larger, better stocked and more shopper oriented than ever before.

Ross Mosler, the manager of this unique enterprise, explains the operation and the importance of the Co-Op to the members of the community.

"Basically what we have done is expand the store by 30% and completely re-done the place. It has a new floor and has been painted and has a very good atmosphere about it. With its large windows you get the feeling it is an open-air market. It is just a very comfortable place to shop.

"We have expanded our selection in a number of areas, with a heavy emphasis on organic foods. We have one of the largest sections of organic produce in the city. At any given time we have 50-60 organic fresh produce items. We also have organic cereals and things like that.

"Our Co-Op is a very unique kind of a store. As a Co-Operative we are in business to serve our member/owners, not to make money. This separates us from other stores. We carry what our members want. We do carry things other than natural foods, for example we have over 30 varieties of coffees and a coffee grinder.

"We are more personalized than larger Co-Ops. We have about 200 active households for about 400 member/owners.

"Another benefit is that you can become involved socially. There have been a number of people married that have met at the Co-Op. We have pot-luck dinners and go to movies or concerts. We organized a whale watching trip once and also went to the Dylan/Grateful Dead concert. So it is a social benefit also.

"As far as the new look of the store it is great. If you saw a picture of the old store and then saw it now, you wouldn't recognize it. The members are really enthusiastic about it. The old members come in and their jaws drop. It looks so clean and airy and light, it is just a pleasure to work there and to shop there too.

"In closing I'd just like to say that we are very pleased with our new store. It is a fun place to shop and the selection is great. More and more people are finding it out as they come in."

For those who would like to find out more about the Venice-Ocean Park Food Co-Op, you can call Ross at the store. The telephone number is 213-399-5623. The Co-Op is located at 839 Lincoln Blvd. in Venice at the corner of Brooks. Store hours are 9AM-8PM, 7 days a week. Also there is plenty of free parking.



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...ask your friends

page **Beyond 15**
Baroque

FOUNDATION

Post Office Box 2727, Venice California 90291
681 Venice Boulevard, Venice California 90291
213.822.3006

Artist Tim Ebner will lecture:
Friday, June 17, 1988 at 8:30 pm

Artist Michael C. McMillen will lecture:
Friday, June 24, 1988 at 8:30 pm

Artists Bruce & Norman Yonemoto:
Friday, June 10, 198 at 8:30 pm

Concert: David Ocker, Clarinetist
Saturday, June 11, 1988 at 8:00 pm

VENICE NEIGHBOR TO NEIGHBOR
presents:

June 7th: HOMELESSNESS: What are the causes? Who are the Homeless? Presenters: Robbie Conal, Venice Artist, Diego Cardoso, Photographer and Urban Planner, David Silva, Ho Homeless Advocate, Ted Hayes, Director of Justiceville, Jackie Leavitt, Assoc. Prof., UCLA Archt. and Urban Planning

June 21st: THE HISTORY OF VENICE Presenters: Arnold Springer, Community Activist, Venice Archivist, John Haag, Community Organizer, Tom Moran, Venice Historian

PRESENTATIONS WILL TAKE PLACE AT: Beyond Baroque (Old Venice City Hall) at 7:30 p.m. 631 N. Venice Blvd. Venice, CA 90291

ACLU Singles Meeting
"What Are Students Rights?"
with Jackie Goldberg

Sunday, June 5, 1988
(213) 392-7149
(213) 487-1720
(818) 893-2276

13650 Mindanao Way, MDR
Burton Chace Coonference Room



49th PARALLEL POETRY CONTEST
P.O. Box 4065
Bellingham, WA 98227

Deadline: Postmarked between
OCT 1, 1988 & JAN 3, 1989
Author's name need not appear on
submitted poem. Maximum length, 40
lines. Entry Fee: \$3.00. Mail poem and
a 3" x 5" index card including:

Title of poem
First line of poem
Author's name and adress
Phone Number

AWARDS:

1st Prize.....\$150.00
2nd Prize.....\$100.00
3rd Prize.....\$ 50.00

VENICE SKILLS CENTER - VCR REPAIR
(213) 392-4153

Repair: \$10.00 (ANY VCR!)
Classes: Saturday,
8:00 a.m. - 1:30 p.m.

**SANTA
MONICA
COLLEGE**

SMCC EMERITUS CELEBRATION
SMC Music Auditorium
Saturday, June 11, 1988
10 am - Noon

SANTA MONICA DISCOVERY
Singles Event
Topic: Pairing/Re-Pairing
June 24, 1988 7:30 p.m.
1721 Arizona Ave.
392-4713

Community Events

The Beachhead welcomes notices of public meetings and entertainment for publication on the Community Events page. To have your event publicized, please mail your press release to us at P.O. Box 504, Venice 90294 by the third Sunday of the month. Late additions can be called in at 823-5092 no later than the following Wednesday.



Quest for Peace Writing
\$15,000 - \$5,000 Prizes
(by November 1, 1988)
Send a copy of your letter
and a statement of when and
where you viewed the Quest
for Peace Program to:

Citizen Education for Peace Project
P.O. Box 6021
Irvine, CA 92716-6021

Venice Town Council



Thursday, June 9

TEMPORARY NEW MEETING LOCATION:

WESTMINSTER SCHOOL AUDITORIUM
1010 West Washington Boulevard
(Auditorium faces Westminster.)

Doors open at 7:00 p.m.

Meeting begins at 7:30 p.m. sharp.

Agenda

"VENICE COMMUNITY VISION"

Yolanda Becerra-Jones of Council-woman Galanter's office will speak on citizen participation for neighborhood improvement and beautification, including short-range and long-range anti-graffiti action strategies.

Committee Reports:
Planning & Development (823-5092)
Homeless & Housing (281-8323)
Parking (392-8037)
Santa Monica Airport (396-6774)

For information call 281-8323.



To Whom It May Concern:

I currently live in Rolling Hills Estates where horsekeeping is a way of life. It helps property values, and the ambiance of white rail fences and horseback riders is appreciated by most everyone. This type of atmosphere could be created in Playa Del Rey by improving (instead of removing) the stables and developing a bridle path around the wetlands.

It would certainly be compatible with the open space, no-growth environmental concerns the media publicized during the recent election.

Please save the stables! If you lose them, you'll never get them back.

Sincerely,

David R. Pierson
David R. Pierson
Park and Activities Commissioner
City of Rolling Hills Estates

Free Venice Beachhead June 1988

JAZZ NARRATION - (213) 462-6820

Sunday, June 5, 1988 8:00 p.m.
6820 Santa Monica Blvd.

L.A. LOUVER, Inc. - 822-4955

L.A. LOUVER, Inc.
55 N. Venice Blvd.
Venice, CA 90291
(213) 822-4955

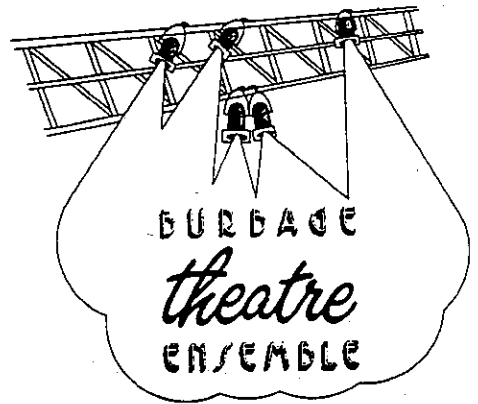
Is featuring the new works of
Terry Allen at 77 Market St.

Terry Allen: May 28 - July 2, 1988
Tue - Sat 12 pm - 5pm

Eduardo Carrillo:
May 28 - July 2, 1988
Tue - Sat 11 am - 5pm

BURBAGE THEATRE ENSEMBLE
"KENNEDY AT COLONUS"
(213) 478-0897

May 5, through June 26, 1988
Thursday - Sunday, 8:00 p.m.



Sierra Club



AIRPORT/MARINA GROUP

June 13, 1988, at 7:45 p.m.
Burton Chace Park Community Room

NEXT TOWN HALL LCP WORKSHOP
(213) 485-3508

June 11, 1988 & June 18, 1988
Times and Locations to be announced

PUBLIC POLICY EVENTS IN VENICE
-JUNE SCHEDULE-

Thursday, June 2. 7 p.m.
Affordable Housing Task Force
Meeting #1. Organization & Scoping
Beyond Baroque, Venice City Hall.

Saturday, June 4, 1-3 p.m.
Oakwood Congress. Meeting #1
Oakwood Recr. Center.

Saturday, June 11, 9-4:30
Coastal Conservancy Workshop #1
(Ocean Front Walk Recreational and
Public Access issues: Scoping &
introduction.)
Westminster Elementary School

Wednesday, June 15. 4-9 p.m.
Extra Workshop to comment on LUP
(repeat of LCP Workshop #3 agenda)
Westminster Elementary School

Saturday, June 18. 10-2 pm.
LCP Workshop #4
Public Access: Parking/Circulation
Penmar Recreation Ctr.

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249 Lincoln Blvd. at Rose • Venice • 7 AM-3 AM