



Venice Neighborhood Council



As president I receive complaints that VNC is not doing a good job of following through on actions taken by the board. So I have made it my business to try to determine some of the facts around requests made by the OPD Committee and approved by the VNC Board.

In order for the VNC Board to deliberate, if that be necessary, on the issue of West Venice Overnight Parking Districts, ALL of the facts and acts must be considered. What follows are the facts available to me.

September 14, 2005 the Los Angeles City Council enacted, on File Index No. 05-0242, in accord with Calif. Veh. Code an ordinance, No. 176861 to establish overnight parking districts in Los Angeles.

March 21, 2006 the VNC Board accepted in a 14 yes, 3 no, and no abstentions, the establishment of an Overnight Parking District Committee to be chaired by Georgann Abraham and Stewart Oscars.

May 16, 2006 Stewart Oscars reported to the VNC Board that there might be coastal issues in carrying out the requests submitted.

January 3, 2007 the Los Angeles City Council enacted, on File Index No. 06-2826, provision for the establishment of Overnight Parking Districts in West Venice.

January 16, 2007 Georgann Abraham and Stewart Oscars report that OPD Committee has forwarded four resolutions for parking districts in Venice to the proper authorities.

July 16, 2007 Stewart Oscars forwards to board members a lengthy list of requirements for ridding the streets of campers and RV's in order to establish parking districts west of Lincoln Blvd.. He indicates that this is an advice from Claudia Martin of the City Attorney's Office.

August 3, 2007 Stewart reports that Venice has its first OPD established east of Venice Blvd.

August 6, 2007 DeDe Audet sent the following email to Mark Antonio Grant and Alex Fay after receiving a reply (to the email which I circulated to the VNC Board) from Alex that he and Mark had decided to have Mark represent District 11 in this matter:

This is not going to work for me, Mark and Alex. The Venice Neighborhood Council (VNC) voted to implement parking permits under city law and there is currently much discussion here in Venice about implementing actions taken by VNC. And I am feeling the deep despair generated by those who worked so hard to bring OPD to Venice, all of Venice.

However, if you have news that the OPD signs west of Lincoln are going up, of course it will be welcome news.

Next, I have information that John Ainsworth of CCC told the city of L.A. that it must bring proof of crime or unsanitary conditions in order to make an application for parking permits near the beach. First, what authority does Mr. Ainsworth have to make such a statement; second, I'd like to know who accepted such a statement; and third, did you read my message about the photos I have of restricted and permit parking near the beach north and south of Venice, CA?

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At a recent meeting in your office I made the assertion that I am ready, willing, and able to go to bat on any discriminatory application of the law. Add selective or preferential application of law or enforcement.

Lastly, saying that it is the job of residents to find evidence of crime and unsanitary conditions near the beach does not rise high enough to be an insult. It is so disrespectful that I am ashamed to read it in emails.

If there are Public Safety issues at any beach where there is restricted parking, then there are Public Safety issues at all beaches. But should any City of Los Angeles official be unable to find records in the Police Dept of Public Safety issues in parking areas in or near the beach, something is very, very wrong. Maybe the Coroner's Office can bring that official up to date on the poor souls who take a last walk into the ocean at night.

Now, my agenda for the Administrative Committee will be put together tomorrow. If you want to have a spot to explain this at the August 21 meeting of the VNC Board, please let me know before 5:00 PM tomorrow August 8. I will include this message in my report to the board.

Subsequent to the above missile, I phoned Mark Grant to ask if he wishes to be included on the VNC Board agenda for August 21. He does and so I have inserted a request for him.

It now appears to me that some people are addressing the issue of RV parking on city streets while others are trying to assert their right to create a permit parking district under current City of Los Angeles Ordinance 176861.

These are two different issues. Getting the RV's off the street is an enforcement issue. Establishing parking districts is a law issue.

First, there can be no doubt that the California Coastal Commission (CCC) allows permit parking on city streets near the beach because I have photos of permit parking in many other places to prove it. Allowing permits in one place and not in another is a preferential application of law.

Two, first and foremost of the considerations that must be taken into account in regard to parking near the beach is the need for Public Safety (CA Code 30210(a)(1)). The beaches in Venice are closed at 10:00 PM and the reason for this is Public Safety. The ocean is a dangerous place under the best of conditions. It is tough enough during daylight hours when lifeguards on duty scan the water to find anyone in distress. At night it is an impossible task. Making it easy for people to come to the unprotected beach at night by providing unrestricted parking is an invitation to disaster (Read the stories about two young and talented women, Kristin High and Kenitha Saafir, who drowned at the beach in Playa del Rey at ten-thirty at night and the two young men who recently drowned at Huntington Beach while swimming at night)). The CCC may only exercise its authority on parking with due regard for Public Safety.

Three, in the dark, how are users to know the ocean is bacteriologically unsafe? In the dark how are users to know that a wave of stinging jellyfish are coming in? Signs that warn of adverse conditions are not visible at night. Fishermen trying to free their tackle from kelp can and have been knocked over and drug back to sea by unusually large waves even in the daytime. Fishermen like to cast near kelp because that is where the sea bass hang out. I have

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personally rescued a person who was severely beaten near the Washington Blvd. pier close to midnight.

Four, as Reta Moser makes plain in her newsletter to the Oxford Triangle, the CCC's mandate to public access as delineated in 30212 applies only to new development and, even in that case, only from the nearest public roadway to the water.

That said, I wish furthermore to say that I am personally dismayed by the effrontery of asking residents to compile evidence of crime and unsanitary conditions. That is a job for police and health departments.

Here is a list of the accompanying documents:

Triangle Update

Laura McLennan email of August 10, 2007

LA City File Index 06-2826

CA Vehicle Code on Parking

CA Public Resources Code on Public Access

Drowning Story August 9, 2007

Drowning Deaths Playa del Rey

Next Meetings of CA Coastal Commission

DeDe's Letter to Governor Schwarzenegger

Triangle Update

6 August 2007

Ainsworth and Grant Reply About OPD

John Ainsworth, south central coast director of the coastal commission, sent an email in answer to mine (Update 5 Aug) stating that the commission has not denied a request. According to Southern District Director for Councilman Rosendahl Mark Antonio Grant "we are mincing email words; we were denied."

Director Ainsworth explained to the City that a coastal development permit was necessary. The City has not submitted a permit as yet to be denied.

Director Ainsworth said: "I have simply told the City that a coastal development permit is required for an overnight parking program. I have indicated to the City that any application for an overnight parking program should include evidence of the crime and sanitary issues you have cited below.

"I have committed to the City that Commission staff will assist the City in processing a coastal development permit for this parking program. To date we have not received a coastal development permit application for the parking program from the City. I understand this is a very important issue for the Venice community and thank you for your e-mail."

"We were denied," according to Mark Antonio Grant, southern district director for Council Bill Rosendahl's office. "Some Council members and a Department of Transportation representative met with the staff of the Coastal Commission to get OPD for Venice. We were denied. We are mincing email words here. Now we need to prove that this is a problem. I need photos of incidents and details without jeopardizing safety."

Ainsworth wants Venetians to prove sanitary and illegal conditions. The Coastal Commission Act regarding access was quoted in the previous Update.

Today a drug transfer was witnessed on Thatcher, police were notified. A photo will be taken tomorrow of vehicle (if it returns) for Director Grant but at least there will be a witness and a police report available.

Send emails to Commissioner Ainsworth at JAinsworth@coastal.ca.gov and cc boogie at boogie@dslextreme.com so that same info can be given to Director Grant to expedite this OPD for Venice.

COMMENTS

Martin Flynn of Howard...

Don't the beaches "close" at 10pm? How then does the 2a-6a restriction impede beach access?

Email of August 10, 2007

Date: Fri, 10 Aug 2007 09:20:12 -0700

> > From: Laura.McLennan@lacity.org<mailto:Laura.McLennan@lacity.org>

> > To: s_oscars@hotmail.com<mailto:s_oscars@hotmail.com>

> > Subject: update

> >

> >

> > Hi Stewart:

> > Hope you are well.

> >

> > Here is info for you relative to the OPDs -

> >

> > I also just heard that the City of Long Beach was able to put up
> signs that say "No Traylor Parking" - not sure how they got around the
> CA Coastal Commission (CCC) for that, but I have left a message with 2
> of my contacts down there on the City Council, as this could help with
> the RVs on Lincoln and Rose.

> >

> > Next week we are meeting with the LAPD, City Atty and Assemblymember

> Ted Lieu's office to seek some help with dealing with CCC and the

> appointees to that board. I have also made inroads at the Gov's office

> and am reaching out to the members on the CCC.

> >

> > On the City level, what I have finally learned is the following:

> > while we work with the Dept of Transportation (DOT) for these

> overnight parking district boundaries, resolutions, etc., they do not

> have the necessary environmental expertise to fill out the 35-page or so

> application which the CCC requires. This application, actually 2, need

> to be applied for and approved for the areas West of Lincoln. We will

> need a local permit and a coastal permit, what is referred to as "dual

> permit jurisdiction"

> >

> > So, (sorry, this is a long story!) DOT is not the appropriate dept to

> do this lengthy and very environmentally-detailed application. The

> appropriate dept is the Bureau of Engineering, Environmental staff. I

> have met with the staff member who will fill out our applications. Her

> name is Lisa and she is super smart and will help us out, however, this

> work does not fall under her "normal scope of work" so it costs money.

> Normally, the DOT would just transfer money to BOE for this work, but as

> the City has no money for anything above and beyond, we are reviewing

> our budget situation to see how these costs can be covered or absorbed

> by one or more of the depts.

> > I hope you are sitting down, as the cost estimate I rec'd from Lisa

> is about \$35,000-\$50,000 per application!!

> > So, we are working with the General Managers of both depts to get

> that reduced and to package all the applications together as one, for

> just one charge.

> >

> > That is where we are.

> > I will continue to keep you updated. Thank you as always for your

> extreme patience with this project!

> >

> > ~LM

> >

File Number

06-2826

Last Changed Date

01/03/2007

Title

overnight parking district NO 522 / WEST VENICE AREA

Initiated by

Rosendahl Mover 2006 / Smith

Subject

Resolution - WHEREAS, the establishment of **overnight parking districts** is expected to be an effective tool to address a variety of public safety and public welfare issues associated with vehicles that have no legitimate reason to be parked overnight in a given area; and

WHEREAS, the West Venice area is a residential area consisting primarily of single- and multi-family homes with inadequate off-street parking - a problem that is exacerbated by the overnight parking of commercial vehicles and abandonment of vehicles on the streets of this area by non-residents resulting in the inability of the residents to find parking on their blocks, noise, litter, and visual blight, which are adversely impacting the residents' quality of life; and

WHEREAS, the vehicles that would be displaced as a result of the establishment of an **overnight parking district** are either illegally abandoned in the West Venice area or are privately owned and could be either parked overnight at the owners' residences or properly stored in off-street parking facilities; and

WHEREAS, the Los Angeles City Council, by Ordinance No. 176861, effective September 14, 2005, provided for the establishment of **overnight parking districts** by Resolution of the Council in each case, under Section 80.54 of the Los Angeles Municipal Code; and

WHEREAS, pursuant to LAMC Section 80.54(c), the City Council may authorize DOT to issue Overnight Parking Permits in residential areas with inadequate off-street parking, which exempt residents and their guests from the overnight parking restrictions, with the maximum numbers of permits and their fees specified in the Resolution establishing the OPD; and

WHEREAS, the West Venice area lies within the Coastal Zone and any changes in parking conditions are subject to the jurisdiction of the California Coastal Commission, which may require the City to obtain a Coastal Development Permit in order to implement an **overnight parking district**.

NOW, THEREFORE BE IT RESOLVED, that the City Council, pursuant to Los Angeles Municipal Code Section 80.54 hereby establishes **overnight parking district** No. 522 consisting of both sides of all street segments within the area bounded on the east by Abbot Kinney Boulevard, on the south by Washington Boulevard, on the west by Pacific Avenue, and on the north by Brooks Avenue and including the properties on the west side of Abbot Kinney Boulevard, the north side of Washington Boulevard, the east side of Pacific Avenue and the south side of Brooks Avenue; and

BE IT FURTHER RESOLVED, that upon approval of **overnight parking district** No. 522 through the adoption of this Resolution, the following parking restriction is authorized for use throughout **overnight parking district** No. 522:

"NO PARKING, 2 AM to 6 AM"

BE IT FURTHER RESOLVED, that the Department of Transportation be directed to obtain approval for **overnight parking district** No. 522 from the California

BE IT FURTHER RESOLVED, that the Department of Transportation shall issue a maximum of three Resident Permits to each Dwelling Unit in OPD No. 522 for a fee of \$15.00 each per year, a maximum of two Visitor Permits per dwelling unit at anyone time valid for a maximum of four months at a fee of \$10.00 per permit, and a maximum of 25 one-day Guest Permits for the same day for a fee of \$1.00 per permit; and

BE IT FURTHER RESOLVED, that the issuance of more than 25 one-day Guest Permits for the same day to a single Dwelling unit shall require submittal to DOT of prior written approval of the Council Office representing OPD No. 522; and

BE IT FURTHER RESOLVED, that the Department of Transportation be directed to take the appropriate steps to prepare, issue and require payments for permits from the residents of this **overnight parking district** in accordance with Section 80.54 of the LAMC and this Resolution; and

BE IT FURTHER RESOLVED, that DOT is hereby authorized to install or remove the "NO PARKING 2 AM TO 6 AM" restriction on any street segment within OPD No. 522 only upon receipt of a written request from the affected Council Office.

Council District

11

Date Received

11/15/2006

File History

11-15-06 - This day's Council session

11-15-06 - Ref to Transportation Committee

11-15-06 - File to Transportation Committee Clerk

12-19-06 - Council Action - Motion ADOPTED to approve Transportation Committee communication recommendations to:

1. ESTABLISH OPD No. 522, pursuant to Los Angeles Municipal Code (LAMC) Section 80.54, consisting of both sides of all street segments within the area bounded on the east by Abbot Kinney Boulevard, on the south by Washington Boulevard, on the west by Speedway, and on the north by Brooks Avenue and including the properties on the west side of Abbot Kinney Boulevard between Main Street and Washington Boulevard, the north side of Washington Boulevard between Oxford Avenue and Speedway, the east side of Speedway between Washington Boulevard and Brooks Avenue and the south side of Brooks Avenue between Speedway and Main Street.

2. AUTHORIZE the Department of Transportation (DOT), upon approval of OPD No. 522, through adoption of the accompanying resolution as detailed above in Recommendation No. 1 and attached to the Council file, the following parking restriction is authorized for use throughout OPD No. 522:

"NO PARKING, 2AM TO 6 AM"

3. DIRECT the DOT to obtain approval for OPD No. 522 from the California Coastal Commission prior to taking any actions to implement OPD No. 522.

4. RESOLVE that the DOT shall issue a maximum of three Resident Permits to each dwelling unit in OPD No. 522 for a fee of \$15.00 each per year; a maximum of two Visitor Permits per dwelling unit at any one time valid for a maximum of four months at a fee of \$10.00 per permit; and a maximum of 10 one-day Guest Permits for the same day for a fee of \$1.00 per permit.

5. DIRECT the DOT to take appropriate steps to prepare, issue and require payments for permits from the residents of OPD No. 522 in accordance with LAMC Section 80.54 and the Resolution as attached to the Council file.

6. AUTHORIZE the DOT to install or remove the "NO PARKING 2 AM TO 6 AM" restriction on any street segment within OPD No. 522 only upon receipt of a written request from the affected Council Office.

12-26-06 - File to Transportation Committee Clerk OK

1-3-07 - File in files

California Vehicle Code 22507.5

22507.5. (a) Notwithstanding Section 22507, local authorities may, by ordinance or resolution, prohibit or restrict the parking or standing of vehicles on certain streets or highways, or portions thereof, between the hours of 2 a.m. and 6 a.m., and may, by ordinance or resolution, prohibit or restrict the parking or standing, on any street, or portion thereof, in a residential district, of commercial vehicles having a manufacturer's gross vehicle weight rating of 10,000 pounds or more. The ordinance or resolution relating to parking between the hours of 2 a.m. and 6 a.m. may provide for a system of permits for the purpose of exempting from the prohibition or restriction of the ordinance or resolution, disabled persons, residents, and guests of residents of residential areas, including, but not limited to, high-density and multiple-family dwelling areas, lacking adequate offstreet parking facilities. The ordinance or resolution relating to the parking or standing of commercial vehicles in a residential district, however, shall not be effective with respect to any commercial vehicle, or trailer component thereof, making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted streets or highways or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted streets or highways for which a building permit has previously been obtained.

(b) Subdivision (a) of this section is applicable to vehicles specified in subdivision (a) of Section 31303, except that an ordinance or resolution adopted pursuant to subdivision (a) of this section shall not permit the parking of those vehicles which is otherwise prohibited under this code.

(c) For the purpose of implementing this section, each local authority may, by ordinance, define the term "residential district" in accordance with its zoning ordinance. The ordinance is not effective unless the legislative body of the local authority holds a public hearing on the proposed ordinance prior to its adoption, with notice of the public hearing given in accordance with Section 65090 of the Government Code.

PUBLIC RESOURCES CODE

SECTION 30210-30214

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(b) For purposes of this section, "new development" does not include:

(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

(4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.

(5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

30214. (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Thursday, August 9, 2007

Midnight swim claims lives

Police say bodies found this morning are those of missing swimmers.

By DOUG IRVING, SALVADOR HERNANDEZ and CINDY CARCAMO
The Orange County Register

HUNTINGTON BEACH – Ryan Reid and Christopher Palmer shared a passion for motorcycles, a taste for fun and a laugh-it-off approach to life. They sat together at the office, and they celebrated together when the day was done.

They died together sometime after midnight Wednesday, after they waded with three others into waters off Huntington Beach known for treacherous rip currents. A man taking a morning stroll found Reid's body on the beach about five hours later; surfers spotted Palmer's body about two hours after that.

In the tight circles of the motocross industry in which they worked, Reid and Palmer were known as stand-up guys who worked hard and played just the same. Friends say Palmer, in particular, lived by the slogan he had printed out and posted on his cubicle wall at work:

"We're here for a good time. Not for a long time."

Palmer, 24, was the character, well-known and well-liked in the motocross business; he would call his boss "big guy," and then he'd volunteer for a weekend shift. He had been a pool lifeguard for the city of Paramount for two summers as a teenager. Reid, 22, was more laid-back, and people who worked with him said he never seemed to stop smiling.

"They liked to have a good time together, pal around together," said Stephen Hong, who worked with them in the sales office at ASV Inventions, a motorcycle-parts company in Huntington Beach. "They were 20 (plus)-year-old kids from the O.C. They liked to have a good time."

Palmer, Reid and a third co-worker spent Tuesday evening eating and drinking in downtown Huntington Beach, according to police. They were joined at some point by two women; it wasn't clear late Wednesday how they knew the women.

The group ended up on the beach. Shortly after midnight, Palmer, Reid and the others waded into the water, lifeguard officials said.

Palmer and Reid stayed in the water, even when the rest of the group retreated to the shore. The others "heard them out there having a good time," marine safety Lt. Michael Baumgartner said.

But some time afterward, the three on the beach realized they could no longer hear Palmer and Reid. They alerted a maintenance worker near the pier, who called for help at 1:10 a.m.

Within 20 minutes, lifeguards in a boat were searching the waters, and a police helicopter was hovering over the beach. But it would be several hours before a man walking on the beach and drinking his morning coffee would find Reid's body; and even longer before surfers would find Palmer's body about half a mile up the beach.

Both were wearing what appeared to be swim trunks, and Palmer still had his identification card with him.

The beach closes at 10 p.m., and marine safety officials said the last lifeguard would have left by the time the group went into the water. At Huntington Beach as elsewhere, even seemingly calm waters can hide dangerous rip currents that can pull swimmers out.

“The vast majority of our rescues are related to rip currents,” said Baumgartner, the marine safety lieutenant.

The news of the deaths of Palmer and Reid traveled quickly through the motocross industry Wednesday. Former colleague Javier Raisch said Palmer was “the kind of guy who could get along with anybody.” Gonzolo Mendez used to work with Reid and described him as “just a go-around guy.... I never saw him in a bad mood.”

Reid’s mother and some of his friends at a Huntington Beach home declined to comment.

Hong, their colleague at ASV inventions, said he was planning a memorial motocross ride to honor them and raise money for their funerals. He had not scheduled a time or place for the ride late Wednesday.

“When I get home tonight,” he said, “I’ll probably just break down.”

Ian Hamilton contributed to this report.

Drowning Deaths at 64th Street, Playa del Rey, excerpted from LAWeekly

Drowning Deaths Remembered

Two years after alleged hazing tragedy, families have tears but not closure

By Christine Pelisek

Thursday, September 23, 2004 - 12:00 am

Twenty-two-year-old Kristin High wanted to be a civil rights attorney. The former Cal State Los Angeles student and mother of a 2-year-old boy named Skyler had marched in numerous rallies against police abuse, organized the NAACP chapter of her L.A. campus and worked on committees to register people from her Compton neighborhood to vote.

Her burgeoning activism ended on September 9, 2002, when High and fellow classmate 24-year-old Keritha Saafir drowned in waves that were reportedly 6 to 8 feet high at Dockweiler State Beach just after 10:30 p.m. Their families claimed the deaths were a sorority pledge ritual gone awry and filed a \$100 million lawsuit against Alpha Kappa Alpha, the nation's oldest black sorority, and against individuals who were with High and Saafir that night.

"Kristin had a call to change the world," said High's mother, the Rev. Patricia Strong-Fargas, in front of 70 friends and family at the Holy Chapel Missionary Baptist Church in Compton who gathered Sunday for a peace rally and to remember the deaths of the two students. "She had started that change. I can't stop till her dreams and causes have made a difference in this world."

Next meetings of California Coastal Commission

	<p>OCTOBER 10-12, 2007</p> <p>Crowne Plaza Los Angeles Harbor Hotel 601 S. Palos Verdes Street San Pedro, CA (310) 519-8200</p>
	<p>NOVEMBER 14-16, 2007</p> <p>San Diego</p>

Venice Neighborhood Council



Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

per email of August 13, 2007

Dear Governor,

Knowing of your interest in health-giving sports, I am sure you will be interested in the Public Safety aspects of the beaches. My aunt, Thelma Payne was an Olympian and my husband Earle Audet a two-time National Shot Put Champion. My son Brian McKinney a gymnast. I tell you these things so you will understand that I grew up and lived in the world of sports, And that I also know how much the beaches of Southern California have given to healthy sport.

But the beach is a dangerous place at night. There is no way to bring light and scrutiny to provide for Public Safety on our beautiful beaches from sundown to sunup.

So I would like to call your attention to the apparent reluctance of the South Coast Division of the California Coastal Commission to process a permit for night time parking restrictions near the beach. What I believe should be a pro forma application from the City of Los Angeles is turning into a nightmare of EIR's, and a requirement to provide evidence of crime and unsanitary conditions.

What is going on here?

It would please me greatly if you can use your good office to send a representative to the next meeting of the Venice Neighborhood Council at Westminster Elementary School Auditorium on August 21 at 7:00 PM. At that time the L.A. Council District 11 representative will be on hand to report to the community on what is happening. For more information I can be reached at 310-821-4417, or (sometimes) cell 310-251-1054.

Thank you for your attention.

DeDe Audet
da