



The South Park Neighborhood Committee Newsletter

October 2021

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The South Park Neighborhood Committee

is a volunteer group of caring South Park residents that takes pride in our community. We wish to be part of a positive influence for all the residents of South Park.

Our mission is “to seek to utilize a united voice that has strength and influence for the mutual benefit of the South Park residents”. We are thrilled to now have representation and newsletter distribution from 15 residential buildings within the South Park area.

We sincerely appreciate your input and comments. The best way to contact the committee is via email at Southparkneighborhoodcommittee@gmail.com.

South Park Committee Members:

Marty Goldberg, Board Member, Elleven
Kevin Sharkey, Board Member, EVO
Michael Ourieff, Board Member, Luma
John Nilsson, Board Member, Ten50
Chris Diaz, Manager, Aven
Candice Warren, Manager, 916 Georgia
Marcus Hamm, Property Manager, Axis on 12
Luke Banham, General Manager, Circa L.A.
Noah Vanaman, Business Manager, City Lights on Fig
Kitt Boodsayaskul, General Manager, Concerto Lofts
Niki Fraiser, General Manager, Elleven
Luc Sasseville, General Manager, EVO
Priscilla Naiman, Manager, Flower Streets Lofts/Grand Lofts
Francis Langlois, General Manager, Luma
Tracy Robinson, General Manager, Market Lofts
Ariana Ojeda, Community Manager, Olive Lofts
Carrie Spain, General Manager, Ritz Carlton
Monica Heredia, General Manager, Ten50

Contributing to the Newsletter: Debra Shrout and Virginia Wexler
Photography: John Nilsson

Project and Building Development

UPDATE: 1130 S. HOPE STREET PROJECT

Project Gets Letters of Endorsements

By Marty Goldberg

The South Park Business Improvement District (SPBID) and Downtown Los Angeles Neighborhood Council (DLANC) both met in September and voted to support the revised plans for the 1130 South Hope Street proposed hotel development.

The new plans include offsite parking, 8 stories, and 104' build-

ing height. SPBID did stipulate they would need 24-hour onsite personnel in the lobby.

The developer is no longer requesting any entitlements from the city, and it is believed they will move to get L.A. City Planning approval to start construction later in 2023.



SOLAR ROOFTOPS FOR SOUTH PARK - ON INDEFINITE HOLD

By John Nilsson



I have officially placed my investigation of the feasibility of installing rooftop solar panels on my condominium building in South Park on hold as we wait further developments in the on-going saga of who owns the rights to the sun.

The original premise of installation of solar panels on the roof of 1050 South Grand Avenue continues to have great promise. In summary, due to the relatively small rooftop area of the TEN50 Condominiums building, solar panels have been estimated to provide only 7% of the total electric needs for the 149 unit, 22-story building. Surprisingly, this installation would pay for itself in less than 5 years and result in a reduction of the building's electric bills by over \$500,000 over a 20-year period - and, the internal rate of return to the TEN50 HOA on this investment would exceed 18% per annum! Putting this into perspective, think of taking the money invested in installation of the solar system and investing instead in a savings account that returns 18% year after year. That's an impressive return! Name a savings account with this kind of interest return!

So why am I putting this investigation on the shelf for the time being?

1. Current tax law allows individual homeowners a substantial tax break of 10-year straight line depreciation on solar installation (California State), 100% bonus depreciation (under the Federal Tax Reform Bill), and a Business Energy Investment Tax Credit of 26%. Unfortunately, the current law does not allow these tax benefits to non-profit homeowner's associations. In our building's case this represents a loss of \$67,000 in tax benefits to be applied to the initial cost of the system. Biden is pushing for universal solar usage over the next 20 years. To do this, Congress is going to have to pass tax benefits applicable to non-profit homeowner associations to make these investments viable for high density city dwellers.

2. A 70-story residential apartment building is in the final planning stages to be built directly to the east of our building. While initial shading studies indicate the building will have only a small effect on the projected solar system installation, it will have some effect that cannot be practically estimated at this time.

3. Finally, the uncertainties of politics. While all our local, state, and federal political leaders have gotten on the renewable energy band wagon, they continually talk up solar in their public statements but continue to entertain counter-productive bills from the monopoly energy providers. (For instance, the aforementioned federal government push to solarize that is not backed up with credible tax incentives.) More important however is the actions of California State Legislators who are in the pockets of the large utility companies. When SB1039, which was introduced by big utility interests and would have brought solar power to a dead stop in California (like a similar bill that passed in Nevada), was defeated by public outcry this summer, a new bill was proposed by the same lobbyists that has the same solar-killing features just 2 weeks following SB1039's defeat. This new bill is scheduled for a vote late this year or early next year and proposes to do away with the sharing of excess solar energy production with the grid and the levering of a \$50 to \$75 per month penalty on the electricity bills of Californians who have installed solar systems. If passed, the bill would have the effect of cancelling all benefits to roof top solar systems and effectively end rooftop solar in the state of California.

We need to have a national policy that forever breaks and blocks these roadblocks in all states and prohibits politically powerful big utility monopolies from continuing to feather their own futures with our money. Who owns the sun's power, anyway – do you and I or DWP (Department of Water and Power)?

LATEST UPDATE ON OCEANWIDE PROJECT

By Marty Goldberg



One of the most frequent questions asked in the South Park neighborhood is what is going on with Oceanwide on Figueroa between 11 and 12th Streets? News has been sparse; however, I recently came across the following article published on [TheRealDeal.com](https://www.therealdeal.com), Los Angeles, dated September 16, 2021, and written by Orion Jones. A copy of the article is below.

From [TheRealDeal.com](https://www.therealdeal.com):

Contractor bails on Oceanwide's LA megaproject after scoring \$42M judgment

Chinese conglomerate faces mounting debt on numerous stalled projects. The developer has been ordered to appear before a federal court over the enforcement of a \$42 million judgement in favor of Lendlease Construction, the general contractor on Oceanwide's \$1 billion mixed-use development in Downtown L.A. The virtual appearance is scheduled for Oct. 8th in the Central District of California, court filings show.

Meanwhile, Lendlease will exit the stalled project, a source familiar with the development said, leaving Oceanwide to find another contractor before it can resume construction.

One of the largest development projects in L.A., the so-called Oceanwide Plaza promised hundreds of condo units and a luxury hotel spanning three glass skyscrapers directly across from the Staples Center, plus a 150,000-square-foot open air mall. But construction at the site halted abruptly in 2019 as contractors hit the developer with claims for more than \$100 million in unpaid work. Undeterred, Oceanwide struck a \$100 million agreement with Lendlease in March 2020 to resume construction but missed scheduled payments just three months later.

A court-appointed arbitrator awarded \$38 million to Lendlease late last year; its agreement with Oceanwide provided for expedited resolution should the developer miss payments. Oceanwide attempted to dismiss the judgment, arguing that Lendlease failed to maintain proper licensing during construction, but a judge denied that motion in June.

Now, Oceanwide must pay the original award plus interest and legal fees. The company did not respond to a request for comment. Lendlease acknowledged the court order in its favor but declined to comment further.

Oceanwide is attempting to sell trophy assets to finance its mounting debt, including a repeatedly stalled sale of its Oceanwide Center project in San Francisco and its Beijing headquarters, for which the developer is reportedly asking \$3 billion.

The company's debt-fueled expansion into international markets has caught the eyes of Chinese regulators, as \$3.2 billion in payments owed to Oceanwide's bondholders are scheduled to mature this year.

Oceanwide disclosed several high-profile resignations in July, including CEO Zhang Xifang and chief risk-control officer Chen Guoqi, the San Francisco Business Times reported.



Transportation

STATE TRANSIT BILLS AFFECTING SOUTH PARK

By Virginia Wexman

The State of California is currently considering several transit-related bills, some of which would have a noticeable impact on our community.

Here are a few of the most relevant:

AB 43: Establishes new rules for speed limits:

Current California law requires municipalities to adjust speed limits to reflect how fast most drivers go in designated areas—even if their average speed exceeds the posted speed limits. In practice, this policy has resulted in ever-increasing speed limits. This bill would allow speed limits to stay the same or revert to a previous, lower speed on



streets where safety upgrades have not been added. It would also allow cities to set a standard speed limit of 20–25 mph in senior zones or business districts, and it would allow the use of radar guns in such districts. In its statement of support for this bill, the Natural Resources Defense Council decried “antiquated state laws that set speed limits based on the driving habits of the most reckless drivers.” LA’s City Council unanimously approved a resolution to support this bill. When introducing the resolution, Councilmember Paul Koretz commented, “Increasing speed limits through residential areas increases the chances of fatal crashes and yet state laws are tying my hands, forcing speed limit increases in my district in order to qualify for radar enforcement.”

Sponsor: Laura Friedman (D, 43rd District: Glendale, Burbank, La Cañada Flintridge)

Current Status: Sent to Governor September 13.

What’s in it for South Park: Wouldn’t it be wonderful if we could establish lower speed limits for drivers on our streets to make our community safer for bikers and pedestrians?

AB 117: Gives rebates for electric bikes: To get more Californians out of their cars, the legislature proposes giving a rebate to people who buy electric bikes. The California Bicycle Coalition’s letter of support for this bill states, “E-bikes make it easy to travel farther, faster, and over more challenging terrain than a regular bike. Studies of North American e-bike users show that up to 75% of e-bike trips replace car trips.”

Sponsor: Tasha Boerner Horvath (D, 76th District: northern San Diego County)

Current Status: In committee.

What’s in it for South Park: This law would encourage South Parkers to purchase electric bikes and make more use of our many protected bike lanes.

AB 122: Eliminates some mandatory bike stops: This law would enable bikers to treat stop signs as yield signs, allowing them to maintain momentum if no pedestrians are nearby.

Sponsors: Philip Ting (D, 19th District: western San Francisco and northwestern San Mateo County), Laura Friedman, and Tasha Boerner Horvath

Current Status: Sent to Governor Sept 13.

What’s in it for South Park: This law would help our bikers to stay safer by minimizing the balancing challenges associated with stopping and starting.

AB 550: Creates a pilot program for speed camera systems: Speed camera systems use radar or laser technology to snap a photo of cars exceeding the speed limit. This bill would direct the state’s transportation agency to develop guidelines for speed camera pilot programs so local cities could launch their own versions. Such programs would be run by local transportation agencies, not police. David Chiu, the bill’s sponsor, states that such a policy will allow local cities to “use proven safety tools and end senseless deaths. At a certain point, we have to say enough is enough.” In her statement of support LADOT Director Seleta Reynolds commented, “Excessive speeding takes so much from our communities—and this deadly trend has only worsened during the pandemic. Automated Speed Enforcement is a proven street safety tool that has reduced traffic deaths and injuries by 70% in other cities. With this bill, we can allow cities to develop thoughtful programs to deploy this technology equitably while protecting individual privacy.”

Sponsor: David Chiu (D, 17th District: East San Francisco)

Current Status: In committee.

What’s in it for South Park: Our community would be far safer if more drivers slowed down.

AB 773: Slow streets: According to the Natural Resources Defense Council, during the pandemic Los Angeles received 175 applications from neighborhoods that wanted signs and barricades installed to slow drivers and make certain streets local traffic only. AB 773, would build on the public support for such slow streets and make these programs permanent by officially lowering speed limits on designated streets and installing permanent signs that would limit them to local traffic only.

Sponsor: Adrin Nazarian (D, 46th District: central-southern San Fernando Valley)
Current Status: Sent to Governor September 13.

What's in it for South Park: We could hope to piggyback on this legislation to lobby for more stop signs on our streets, especially Grand and Olive, which connects with the #10 freeway.

AB 917: Permits video cameras on bus lanes: This law enables cameras to get the license plate numbers of drivers who park in bus lanes so that these scofflaws can be ticketed. Such a policy already exists in San Francisco and Alameda County.

Sponsor: Richard Bloom (D 50th District: West Los Angeles, Beverly Hills, Agoura Hills, Malibu, Topanga, Pacific Palisades, Bel Air, Brentwood, Santa Monica, Beverly Hills, West Hollywood, Hancock Park, and Hollywood)
Current Status: Sent to Governor September 13.

What's in it for South Park: This law promises to punish drivers who casually park wherever they like on our roadways—a particular benefit to us given that dedicated bus lanes are due to be installed on Grand and Olive.

AB 1147: incentivizes active transit: The block grant program in AB 1147 supports two kinds of planning and infrastructure efforts. One is inspired by the idea of a 15-minute city. A 15-minute city is a place where practically everything people need is accessible by a 15-minute bike ride or walk. The bill's grant program for 15-minute cities could provide funding for CalBike's proposed bikeway network grant program. The program would provide substantial funding to communities willing to design safe bikeways that offer continuous connections to key destinations. The other provision in the bill is a program to fund the development of bicycle highways. A bicycle highway is a limited access, fast-moving, separated route for bikes only. The California Bicycle Coalition calls this bill "a truly innovative piece of legislation that could open the door to more livable communities, more humane commutes, and stronger neighborhoods."

Sponsor: Laura Friedman
Current Status: Sent to the Governor September 10.

What's in it for South Park: South Park fits the definition of a 15-minute city, and its utopian qualities would be further enhanced by improving and adding to our existing bike lanes, which this bill could incentivize.

AB 1238: Decriminalizes jaywalking: Known as the Freedom to Walk Act, this law gives pedestrians the right to decide for themselves where and when to walk, whether in mid-block or against the light. In its editorial supporting this bill, the Los Angeles Times states, “California’s jaywalking law ignores the reality on the ground, which is that the vast majority of our streets were designed to move cars quickly, not to allow convenient, safe walking.” The California Bicycle Coalition adds, “If a police officer cites you for crossing the road outside a designated crosswalk, you may face a fine as high as \$250. That number can get higher as additional violations are added. This jaywalking fine is higher than most parking tickets and some common traffic citations. A jaywalking ticket may also cost you \$1,000+ in insurance hikes and penalties.”

Sponsor: Philip Ting

Current Status: Sent to Governor September 13.

What's in it for South Park: There is probably no more walkable neighborhood in LA than South Park, and this law will make our community even more pedestrian friendly.

AB 1401: Eases parking requirements: This bill would prohibit a local government from imposing a minimum automobile parking requirement on developers of new buildings that are close to public transit. In its letter of support, the League of Women Voters of California states, “In addition to lowering the cost of development, this bill incentivizes the residents of buildings near transit to abandon car ownership in favor of more climate-friendly transit options.”

Current Status: Held in committee as of August 16.

Sponsor: Laura Friedman

What's in it for South Park: As more new developments opt out of on-site parking, we could see a reduction in a major feature of what is sometimes called “hostile architecture” - parking garages in residential buildings that front on our streets, making them less pedestrian-friendly. We could also see an increase in alternative modes of transit as new residents of such buildings embrace the benefits of a more convenient, money-saving and environmentally sustainable car-free lifestyle.

GOINGS ON AND ABOUT SOUTH PARK..

SOUTH PARK NEIGHBORHOOD COMMITTEE TO BEGIN SOCIAL MEDIA PRESENCE

By Marty Goldberg

The South Park Neighborhood Committee is launching a Facebook page that will showcase the monthly newsletter. In addition, it will be an opportunity for South Park residents to communicate and interact with each other in a positive manner on topics that are important to those living in the South Park neighborhood.

If you would like to join the South Park Neighborhood Facebook group, go to:

<https://www.facebook.com/groups/891916095036454>

Or email us at:

Southparkneighborhoodcommittee@gmail.com.

The South Park Neighborhood Committee is also in the process of enhancing the structure of the group by forming an ad hoc committee. The ad hoc committee will be tasked to help transition the group to include open committee meetings, establish a board of directors, and establish local activities. Please contact us if you or if you know someone who would like to join the ad hoc committee.

PLEASE NOTE:

Join your neighbors and the LAPD Central Division Officers at Starbucks on 11th & Grand, on Oct 20th from 11:00 AM - 1:00 PM to connect over coffee and a causal conversation about issues that matter most to you in your community.

South Park Scene



THROW CLAY LA HAS A VIBE *By Marty Goldberg*

Many times, I have walked past Throw Clay LA pottery studio at 1006 South Olive Street, south of Olympic Boulevard. Looking through the large, open-air bay windows I saw rows of wood tables with people seated, socially distanced, smiling, and working intently on creating bowls, planters, cups, vases, and other art forms. I could feel the vibe from the street.

Recently, I had the pleasure to meet and have a one-on-one with its owner and founder, John Prescott. John was raised in Oregon, but his pursuit of acting (he was in live theatre, film, and TV shows) took him to Boston, New York, and ultimately to Los Angeles in 2012. While in L.A. a friend took him to a one-time wheel pottery class, and John loved it. He became a member near his home in Echo Park. He started teaching classes. He was good at it and enjoyed it. Some friends inspired him to open his own shop. He recognized the growth in DTLA and chose South Park since the closest pottery studio was in the Arts District. John had found lots of places to eat, drink, and workout in South Park, but not too many other things being offered. So, he opened Throw Clay LA in January 2020.

He was challenged during parts of the pandemic, but other than 2 1/2 months, he was able to remain open. While closed he rented out his pottery wheel to help pay rent. John was the only teacher of the 6 weekly classes. Now things are booming. There are 14 classes a week taught by 6 different teachers. John continues to teach 2 classes. He commented, “we are really good at teaching beginners.” They offer a one-time wheel class (maximum 8 people per class), and a 4-week class (changing to a 6-week pottery course starting in November) to experience the entire basic pottery process. Some classes offered work with the pottery wheel, and some are hand-building (basically everything other than using the wheel, such as slab roller, coils, press mold, etc.). Throw Clay LA offers a private event every week for up to 20 people. A limited number of memberships are available for experienced potters with access to the studio during open hours. The studio is open every day at 10:00 am and closes at 10:00 pm during the week and 7:00 pm on weekends.

Throw Clay LA has attracted a diverse group of South Park neighbors who enjoy and highly rate this wonderful activity. John proudly acknowledges that the studio is currently at maximum capacity for the number of weekly classes offered, and he is considering expansion of the studio space or possibly opening a new location.

I have not worked with moldable clay since high school (a long time ago). After speaking with John and feeling the vibe in the studio, I am excited to feel the wet clay take form in my hands as I signed up online for a one-time Wheel Class. Let’s see where it goes from there. To further prepare me, John in his gentle, soft-spoken way offered me the same tip of encouragement he gives to other first timers ready to embark on a fun, productive, social event. “Use your entire body to stabilize your hands. Don’t look at the clay. Hands to remain calm.”



Community Feedback

Dear Marty:

I would like you to include in the upcoming issue this information about two important Calbike's initiatives that may affect the DTLA community and beyond. Both bills are getting to the governor's desk to sign soon. If by the time the next issue goes out he has not yet signed them, your support will be critical.

The first one is to express your support to allow lower speed limits: (AB 43, Friedman) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB43

The 85th percentile rule (<https://www.calbike.org/assemblymember-friedman-tweaks-speed-limit-laws-to-save-lives/>) forces communities to let people who drive too fast set speed limits on most California streets. While it doesn't eliminate the 85th percentile rule, **AB 43** gives communities more flexibility to lower speed limits in high-injury corridors. **Add your name** <https://www.calbike.org/yes-on-ab-43-lower-speed-limits/> to show your support for this bill.

The Second one is Regional Transportation Planning Reform (**AB 1147, Friedman**). https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1147 One of the most exciting bills in this legislative session, AB 1147, came in a plain brown wrapper. Assemblymember Friedman's visionary bill will change the priorities in regional transportation planning documents. Among the priorities AB 1147 would enshrine into law is creating bicycle highways and **15-minute neighborhoods** <https://www.calbike.org/15-minute-city-and-bicycle-highways-in-california-ab-1147/>. Calbike hopes the governor recognizes the value of this measure for combating climate change and creating livable communities.

This information taken from the Calbike's news <https://www.calbike.org>
Thanks for your support!

Best,
Andre Lukin, Ten50

Dear Marty:

South Parkers have a home-grown candidate in the Los Angeles mayoral race: Jessica Lall. Lall served as Executive Director of the South Park Business Improvement District (SPBID) from 2013-2017 before moving on to her current position as head of the Central City Association. Her tenure in our community has given her unique qualifications to lead the city. With its mix of luxury condos, low-income apartments, supportive housing for the homeless, and tourist destinations like the Convention Center, Staples Center, and LA Live. South Park may well be the most economically and ethnically diverse area in all of Los Angeles; as such, we could serve as a model for LA's future.

As head of our SPBID, Lall took on the many challenges that our neighborhood presents. Her tenure here was nationally lauded for the many innovative programs she launched, including public art projects, the construction of new parks, and sidewalk repair. She was also actively engaged in providing support for the many unhoused people who populate our streets. "The success of these projects depends on our ability to understand the motivations of the people that live and work in South Park," she stated at the time. When Lall moved on to direct the Central City Association, she was able to expand her efforts to include all of Downtown LA. Such a record makes her ideally suited to chart a more inclusive and sustainable future for the city at large.

As mayor, Lall pledges to create a public health department for the city of LA, which could address homelessness issues such as addiction and mental illness in a coordinated and effective manner. "We cannot do this council district by council district," she has said. "This has to be a citywide effort." She also wants to use tools like rezoning and developer incentives to create more affordable housing.

"It's not like I'm coming in as someone who has never worked within city government, has not worked on the issues," Lall says. "I have a strong track record of both over the last decade." Her tenure at the South Park BID established the bedrock of that track record.

Virginia Wexman, Elleven