



**Clockshop**  
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BoardClerk@Metro.net

Re: General Public Comment on Los Angeles Aerial Rapid Transit Project Final Environmental Impact Report (FEIR)  
(Against)  
For January 25, 2024 Metro Board Meeting

Dear Metro Board:

Representing Clockshop, I write to address LAART's FEIR and make a general public comment.

Clockshop is a 501c3 nonprofit that has worked in partnership with California State Parks as a cooperating association for a decade to provide free community arts and cultural events in public green spaces. Some of our key programs include an annual Kite Festival in **LA State Historic Park**, a Reading and Listening by Moonrise concert series, youth arts workshops, and temporary public art installations by some of LA's most rigorous BIPOC visual artists. Over 10,000 community members yearly take advantage of our free cultural offerings. We often work in partnership with environmental justice advocates, because we see our work in the arts as a key pathway for community members to form emotional connections to public land and advocate to preserve it. As part of that work, we speak out against private developments and government infrastructure projects that negatively affect the communities around the public park spaces that we work within, and advocate for those that provide better access and sustainability for those communities. Clockshop became aware of this project in 2018, and has researched and engaged with partners in assessing the impact of this project on the park and the surrounding communities.

The private aerial tramway that LA ART intends to build on behalf of Frank McCourt to go 1.2 miles from Union Station to near the gold line stop and then over the **LA State Historic Park** and residential communities to Dodger Stadium. This project would have devastating impacts on our community for decades, including removing **81 mature trees from LA State Historic Park, closing the park for two years, and killing or dramatically reducing our annual People's Kite Festival and other popular free community park events.** Cable cars would be zooming by, 19 hours a day, only 26 feet over the heads of parkgoers. It would forever alter this beloved historic park, historic Olvera Street, Union Station, and the surrounding neighborhoods of Chinatown, Solano Canyon, and Lincoln Heights.

Clockshop is strongly opposed to this project, as it would deeply impact our operations as a non-profit, and would incredibly negatively impact LA State Historic Park, which is the key site for most of our arts and cultural activities.



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Good alternatives to the LA Art project have not been adequately studied in the FEIR. The existing Dodger Express has been consistently cited as the preferred method of transport by community stakeholders. A regional event bus system, like the one at the Hollywood Bowl, is a proven and effective alternative that would serve far more people across the region than this LA Art project. An electrified fleet of regional busses would not be nearly as costly and could be used for other purposes off-season.

### **Conclusion**

Clockshop strongly opposes this project, which would layer unnecessary negative environmental impact, remove free public park space, access, and viewsheds, and interrupt or remove free community cultural programs that serve primarily surrounding communities of color. It is not fair, and it is not right to do this to the generations of community members that fought for this public green space with blood, sweat, tears. There is no public benefit to this project that does not already exist in another already funded, already public, free form (i.e. the Dodger Express).

Clockshop's staff, board, and diverse community of parkgoers agree that this project should be immediately terminated, and we urge Metro's board to reject LA ART's EIR.

Sincerely,

Sue Bell Yank  
Executive Director, Clockshop