WELCOME TO 2014!
WHAT’S IN STORE FOR THE LA WATERFRONT?

2014 is shaping up to be the busiest year yet on the LA Waterfront. More than half a million people came down to the waterfront in 2013, and our calendar of events this year will provide even more opportunities to attract out-of-area visitors.

The biggest new development this year will be the opening of the Downtown Harbor this summer, a public waterfront $38.5 million project which will feature a public plaza and promenade at the intersection between the waterfront and downtown San Pedro business district.

This wonderful new public area will open in time for the Tall Ships Challenge 2014 Festival scheduled for August 20-24. We’re expecting hundreds of thousands of visitors for the five-day event that will include majestic vessels from around the world parading through the Port’s Main Channel.

In other project news, the Wilmington Marina Parkway, a promenade and landscaping project, is due to be completed this spring. Negotiations are also progressing in terms of redeveloping the Ports O’ Call area with a fresh and unique mix of attractions, shops and restaurants. Driven by a larger vision, the project will link all the elements of our waterfront and create a new and exciting visitor-serving destination along the Port’s Main Channel.

Meanwhile, more locals and visitors are discovering attractions like the Battleship IOWA, CRAFTED at the Port of Los Angeles, the new Catalina Express ferry terminal (see Page 5) as well as the restaurants, parks, marinas, museums and businesses that make the LA Waterfront a great place to play, dine, shop, and explore.

Other special events in the year ahead include free boat tours (May 17th) and more outdoor movies and concerts. This year’s Cars & Stripes Forever! event, slated for June 27th, will be the best yet.

Where to begin? Now is the perfect time of year to visit the Cabrillo Marine Aquarium and go on an ocean excursion to view one of nature’s most spectacular sights: the annual migration of the Pacific gray whale.

So come on out and enjoy YOUR LA Waterfront in 2014!

Gary Lee Moore, P.E.
Interim Executive Director

BOARD OF HARBOR COMMISSIONERS
Ambassador Vilma Martinez, President
David Arian, Vice President
Patricia Castellanos, Commissioner
Anthony Pirozzi, Jr., Commissioner
Edward Renwick, Commissioner

Cover photo by Michael Justice

The LA Waterfront is published by the Port’s Media Relations Division
Check the Port’s website for information on staff, developments, notices, and more at www.portoflosangeles.org
Get information on Port special events by calling (310) 722-3508

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities

This past December, the newly assembled Los Angeles Board of Harbor Commissioners held its first meeting. Appointed by Los Angeles Mayor Eric Garcetti and tasked with guiding the management and policies of the Port, the new Board brings a diversity of knowledge and experience to the Port. It also has a uniquely local perspective – three of five Harbor Commissioners are Harbor Area residents.

“I’m very happy with the Harbor Commissioners appointed by Mayor Garcetti,” said Los Angeles City Councilman Joe Buscaino, whose 15th District includes the Port. “Bringing in a local perspective is very important and will assure that the needs and concerns of all stakeholders are considered during the decision-making process.”

Ambassador Vilma Martinez has been elected Harbor Commissioner President. She served as U.S. Ambassador to Argentina from 2009 to 2013. Since 1982, Ambassador Martinez has been a partner in the law firm of Munger, Tolles & Olson. She also previously served as a University of California Regent from 1976 to 1990. In addition, she was President Clinton’s appointee to the Advisory Committee on Trade Policy and Negotiations from 1994 to 1996.

“The Board is committed to working hard to ensure that the Port of Los Angeles remains the nation’s premier trade gateway, creating jobs and renewed investment,” said Ambassador Martinez. “We’ll also continue to look to our local community for its input and involvement as we move forward.”

Long-time Harbor Area resident David Arian – who was appointed to the board in 2010 – was reappointed and elected Board Vice President. Arian is president of the Harry Bridges Institute, a San Pedro-based nonprofit dedicated to community organization. Arian grew up and spent most of his career on our waterfront, having worked as a longshoreman from 1965-2009.

Also appointed to the Board is Patricia Castellanos, who presently serves as deputy director of the L.A. Alliance for a New Economy (LAANE), a leading policy and advocacy nonprofit organization. Previously, she served for six years as LAANE’s director of the Coalition for Clean and Safe Ports.

San Pedro native and new Board member Anthony Pirozzi, Jr. currently serves as the director of the Systems Integration, Test and Launch organization at Boeing Satellite Development Center in El Segundo. Pirozzi has been actively involved in the San Pedro Chamber of Commerce and most recently served as president of the local Eastview Little League.

Bringing financial expertise to the Board is Edward Renwick, a partner at The Yucaipa Companies, LLC, a Los Angeles-based private investment firm. He is also chief executive officer and co-founder of Raineth Holdings, a $40 million real estate investment fund. Renwick holds a B.A. from Stanford University and a J.D. and M.P.P. from Harvard University.

The Board holds its regular meetings at 8:30 a.m. on the first and third Thursday of each month. Meetings are open to the public and held at the Port of Los Angeles Administration Building, 425 S. Palos Verdes Street in San Pedro. For more information, go to www.portoflosangeles.org/commission/schedule.asp

MEET THE NEW L.A. HARBOR COMMISSIONERS

Left to right, Edward Renwick, David Arian, Ambassador Vilma Martinez, Patricia Castellanos, Anthony Pirozzi, Jr.
### ROADWAY PROJECTS FOCUS ON SAFETY, TRAFFIC FLOW

Making it easier and safer for cars and trucks to navigate the waterfront, the Port is investing more than $46 million in two major construction projects to improve roadways serving San Pedro and Wilmington. The work centers on the interchange connecting the westbound SR-47 to the northbound Harbor (I-110) Freeway and key intersections linking local streets to the I-110 at C Street.

Construction is due to begin shortly and extend through 2016. Electronic signs, the Port’s website and online messaging are among the ways the Port will continually update local residents and motorists on temporary road closures and work that impacts neighborhoods.

The projects are putting local people to work. The lead contractors are Southern California companies, and the projects will create more than 700 direct and indirect jobs.

The SR-47/I-110 project will widen the westbound transition after the Vincent Thomas Bridge to the northbound I-110 by adding a second lane to the interchange that extends beyond the John S. Gibson Boulevard off-ramp. The existing lane will remain open during construction, which is due to begin in March 2014.

When the work is done, motorists will have more room to merge and maneuver. The same project will improve on- and off-ramps at John S. Gibson Boulevard and widen the Pacific Avenue and Channel Street bridges.

A key benefit is the installation of new sound walls, incorporated into the project to reduce existing freeway traffic noise affecting residential neighborhoods. Varying in height between 8 and 14 feet, the walls are due to be built between March 2014 and October 2015. The Port will contact homeowners directly to let them know when to expect work in their area.

The Channel Street Skate Park will be closed from fall 2014 to fall 2015 due to heavy overhead construction. Skaters will have a local alternative: a new skate park at San Pedro’s Peck Park.

For about six months beginning in fall 2015, the project will limit street traffic along a half-mile stretch of John S. Gibson Boulevard to one lane in each direction. Also that year, the John S. Gibson freeway on-ramp will be closed for about three months.

The other project, known as the I-110/C Street interchange, will eliminate bottlenecks caused by two major intersections within about 500 feet of each other and the I-110/C Street entrance and exit. Due to begin in February, the work will remove the intersection of C and Figueroa streets and reconfigure them with a safer, more convenient network of streets and freeway ramps.

A new off-ramp will funnel traffic from the northbound I-110 directly onto eastbound Harry Bridges Boulevard. A dedicated lane for cars and trucks traveling north on John S. Gibson Boulevard to Harry Bridges Boulevard will join the ramp. The project also will add a dedicated lane for traffic exiting the southbound I-110 and continuing south on John S. Gibson Boulevard.

Realigned streets will meet at a single signalized intersection. The north-south axis will be John, S. Gibson and Figueroa Street. The east-west axis will serve traffic exiting the southbound I-110 to Harry Bridges Boulevard and traffic entering the northbound I-110 from Harry Bridges Boulevard. C Street will end in a cul-de-sac before reaching Figueroa Street.

The cost of both projects is $101 million. The Port is paying for about half. Federal, state and other local funds are picking up the rest.

### TAKE IT EASY AT CATALINA EXPRESS

The business is called Catalina Express, but what’s the hurry? Stay awhile, have a seat and grab a bite to eat.

One may not think of a passenger ferry terminal as an inviting place to dine, yet operators of Catalina Express are out to change minds.

Between the busy harbor area and Catalina Island 25 miles from the LA Waterfront sits two new restaurants in a relaxing waterfront oasis.

You’ll find this gem snug beneath the Vincent Thomas Bridge and big cruise ships at the Port’s World Cruise Center.

While containers, shipping and trade are vital to the Los Angeles regional economy, so is tourism. That’s why the Catalina Bistro and Express Grill were added to the terminal as part of a recent remodel.

The restaurants cater to island-bound day trippers and vacationers. They also offer conveniently located dining for breakfast, lunch, including sandwiches, salads and small snack creations by Chef Laurel Lyman. Free parking for the first hour is available. With a capacity of up to 700 people, the facility is also ideal for corporate events and private parties.

The Catalina Express terminal is a short walk along the Cruise Ship Promenade to the Gateway Plaza Fountain at the entrance to the World Cruise Center, where Harbor Blvd. intersects with the exit of the 110 and 47 freeways. The Gateway Plaza Fountain features 58 choreographed water jets that build a dramatic waterfront entryway.

The fountain sits along Harbor Blvd. Parkway Promenade, which leads to the Battleship IOWA entrance at First Street and Harbor Boulevard.

For details about the new restaurant and terminal at Catalina Express, visit http://www.catalinaexpress.com
With so many changes happening along the LA Waterfront, it was a fitting venue this past fall for Cirque du Soleil’s “Totem.”

Totem is a tale of transformation, of humble human beginnings that take off with soaring aspirations toward flight and achievement. Similarly, the LA Waterfront is in the midst of its own transformation, from local attractions to a world-class destination where the city meets the sea.

The Cirque show featured multiple weekend and weekday performances in October and November. The Outer Harbor provided a scenic backdrop which many visitors had not experienced. It was the first time the acrobatic music and dance troupe appeared in San Pedro. Local restaurateurs noticed the difference immediately.

“We had a steady flow of newcomers, customers who hadn’t been to San Pedro before, and people who were from out of town and didn’t know San Pedro had a wine shop and tasting room and tapas bar,” said Alison Koth, owner of Off The Vine, a wine store and café near Sixth Street. “It worked beautifully for us.”

Sandy Bradley, executive director at the San Pedro Chamber of Commerce, said local officials recognized the special opportunity to host Totem and began planning months in advance. She said officials met with the show’s promoter, linking businesses and media with Cirque and promoting discounts via websites. “We did what we thought would be good for the community because it (the show) had never been here before,” Bradley said.

Jay Chaowalit, co-owner of Baramee Thai Restaurant on Sixth Street, said have Cirque in San Pedro “lifted the spirits of people because we had something in town that was different and new and positive. People were asking, ‘did you see Cirque yesterday? Did you like it?’”

But the more things have changed, the more they’ve seemingly stayed the same at Pelican Loft. Boats are bigger and fabrics have improved, but the shop still uses cut-out patterns, scissors and old sewing machines, including one from the 1930s. It’s a labor-intensive niche specialty as boat covers are seldom cookie-cutter one-size-fits-all.

Lili Boccanfuso, co-owner of Neil’s Pasta and Seafood Grill on Fifth Street, said having Cirque in San Pedro “lifted the spirits of people because we had something in town that was different and new and positive. People were asking, ‘did you see Cirque yet? Did you like it?’”

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Pelican Loft remains open. Palmitier sold the business to a surfing buddy he’s been grooming to take over.

Palmitier has enjoyed running his own business, yet at 70 years old he said he’s ready for a change, so “it won’t be hard to leave. It’s time,” he said.

Change is inevitable and it’s coming to the Pelican Loft, the venerable old boat canvas- and sail-making shop on the LA Waterfront.

After 33 years, shopkeeper Sam Palmitier is calling it quits. Since 1980, he and his employees have cut, stitched, repaired and installed countless fabric items for boats and other needs from a tiny little shop at 264 E. 22nd St. in San Pedro. The good news is that Pelican Loft remains open. Palmitier sold the business to a surfing buddy he’s been grooming to take over.

Pelican Loft seamstresses make sails, bunks, bark bags, flags, covers, shade tops and more. Palmitier said he once made covers for John Wayne’s private yacht, “Wild Goose.” He once sewed a huge cloak atop a fence to cover a Malibu backyard party so neighbors couldn’t see celebrities next door. During the 1984 Olympics in Los Angeles, he made a 500-foot by 12-foot billowing flag for the downtown federal building.

Most of all, he’ll miss his workers and customers. “In the clientele, 999 of 1,000 are just really nice people, although sometimes you run into someone who is just stranger than science,” he said.

Enter new owner Joe Johnson, 50, and a man looking for new wind to fill his sail. Johnson is a creative type, a former graphic designer for Boeing. He met Palmitier surfing, they’ve been friends for years, and Johnson saw an opportunity to grow the business while utilizing his creative talents. As an entrepreneur, “it’s up to your own wit to keep it going and you don’t have to worry about somebody else deciding things for you,” Johnson said.

New ownership means change. Pelican Loft will get its first website and e-mail address, which is a big step considering it's never even had a fax machine. Johnson said he’ll upgrade some equipment and look for opportunities to expand the business, but changes will be subtle.

As for Palmitier? He plans to sail off into the sunset. He'll stick around to help out and give advice as needed, but plans to be scarce.

“From the store, I want to go play. I want to surf and sail more,” Palmitier said. “I want to sail off into the sunset. I'm ready for a change, so it won't be hard to leave. It's time.”

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“From the store, I want to go play. I want to surf and sail more,” Palmitier said. “I want to take my little boat up to the Channel Islands. I want to do more boating and not help others so much with boating needs.”
¿BIENVENIDOS AL 2014!

¿QUÉ VIENE PARA LA ZONA COSTERA DE LOS ÁNGELES?

El 2014 promete ser el año más atareado en la Zona Costera de Los Ángeles. Más de medio millón de personas vinieron a la zona costera en 2013 y nuestro calendario de eventos traerá incluso más oportunidades para atrapar visitantes de fuera del área.

El nuevo y más grande avance este año es la inauguración del proyecto del Puerto Central, que unirá todos los elementos de nuestra zona costera y creará un destino marítimo en la intersección entre el muelle y el centro de la zona comercial de San Pedro.

En diciembre pasado, los nuevos Comisionados de la Junta del Puerto de Los Ángeles llevaron a cabo su primera reunión. Designada por el Alcalde de Los Ángeles, Eric Garcetti y con la tarea de guiar la administración y las políticas de Puerto, la nueva Junta trae una diversidad de conocimiento y experiencia para poner sobre la mesa. También tiene una perspectiva exclusivamente local – tres de los Comisionados del Puerto son residentes del área del Puerto.

“Estoy muy feliz con los Comisionados del Puerto designados por el Alcalde Garcetti,” dijo Joe Buscaino, Concejal de la Ciudad de Los Ángeles, cuyo 15° Distrito incluye el Puerto. “Contar con una perspectiva local es muy importante y garantiza que se tengan en cuenta las necesidades e inquietudes de todos los interesados durante el proceso de toma de decisiones.”


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De izquierda a derecha, Edward Renwick, David Arian, Embajadora Vilma Martínez, Patricia Castellanos, Anthony Pirozzi, Jr.

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Para que los automóviles y los camiones se muevan más fácilmente y de manera más segura en la zona costera, el Puerto está invirtiendo más de $46 millones en dos importantes proyectos de construcción para mejorar las carreteras de las áreas de San Pedro y Wilmington. El tratamiento de cierre se centra en la intersección que conecta la SR-47 oeste con la Autopista Interstatal Harbor (I-110) al norte y las intersecciones clave que conectan las calles locales con la Interstatal - 110 y la Calle C.

La construcción está prevista que comience próximo y se extenderá hasta el 2016. Las vallas electrónicas, la página web del Puerto y los mensajes en línea son algunas de las formas en que el Puerto seguirá actualizando continuamente a los residentes locales y a los automovilistas sobre las cierres temporales en las carreteras y las obras que afecten los vecindarios. Los proyectos están dando trabajo a las personas locales. Los contratistas líderes son compañías del sur de California y los proyectos generarán más de 700 empleos directos e indirectos.

El proyecto SR-47/I-110 ampliará la transición hacia el oeste después del puente Vincent Thomas hacia el norte de la I-110 al anadir un segundo carril a la intersección que se extiende más allá de la salida del John S. Gibson Boulevard. El carril existente permanecerá abierto durante la construcción que debe empezar en marzo de 2014.

Cuando se haga el trabajo, los automovilistas tendrán más espacio para incorporarse al tráfico y maniobrar. El mismo proyecto mejorará las entradas y salidas en John S. Gibson Boulevard y ampliará los puentes de Pacific Avenue y Channel Street.

Un beneficio clave es la instalación de nuevas barreras acústicas incorporadas al proyecto para reducir el ruido existente del tráfico de la autopista que afecta a los vecindarios residenciales. Con una variación de altura entre 8 y 14 pies, las barreras deben construirse entre marzo de 2014 y octubre de 2015. El Puente Gibson Boulevard hasta un carril en cada dirección. También ese año estará cerrada la entrada a la autopista John S. Gibson por aproximadamente tres meses.

El otro proyecto conocido como la intersección de la Interestatal-110/Calle C eliminará las congestiones de tráfico causadas por dos intersecciones Mayores en una distancia de 500 pies de una a otra y la entrada del I-110 y Calle C. Programado para comenzar en febrero, el trabajo eliminará la intersección de las calles y Figueroa y las reconfigurará con un tramo de más seguro y conveniente de calles y entradas y salidas en las autopistas.

Una nueva salida canalizará el tráfico en dirección norte hacia la Interestatal 110 directamente en dirección este hacia el Buelfer Harry Bridges. Un carril destinado a los automovilistas y camiones que viajan hacia el norte en John S. Gibson Boulevard hasta el Buelfer Harry Bridges se unirá a la rampa. El proyecto añadirá un carril destinado al tráfico que sale de la I-110 en dirección sur y continuará por el sur en John S. Gibson Boulevard.

Calles re-alianadas se encontrarán en una sola intersección señalizada. El eje norte-sur será el Buelfer John S. Gibson y la Calle Figueroa. El eje este- oeste atenderá al tráfico que sale en dirección sur de la Interestatal-110 y el Buelfer Harry Bridges y el tráfico que entra hacia la Interestatal norte en el Interestatal-110 del Buelfer Harry Bridges. La Calle C terminará en una calle sin salida antes de llegar a la Calle Figueroa. El costo de ambos proyectos es de $100 millones. El Puerto paga la mitad. Los fondos federales, estatales y otros fondos locales pagarán el resto.
Port of Los Angeles Harbor Cup 2014
Cal Maritime Intercollegiate Regatta

The Port of Los Angeles is proud to sponsor this exciting event March 7-9, hosted by the California Maritime Academy, for the seventh consecutive year at Los Angeles Yacht Club, located in the beautiful Cabrillo Way Marina. This world-class regatta promotes environmental awareness, stewardship, and teambuilding among youth, while encouraging an appreciation for land and sea. Witness them now -- before they get to America’s Cup! The official Regatta Headquarters is Los Angeles Yacht Club, 285 Whaler’s Walk, in San Pedro. Race times are Friday at 1 p.m., and Saturday and Sunday at 11:30 a.m. For more information, call (310) 831-1203, or visit www.layc.org.

NEWS AT THE PORT

AltaSea at the Port of Los Angeles Moves Forward

The Los Angeles City Council has approved a 50-year lease to transform a 100-year-old location in San Pedro into a world-class urban marine research and innovation center called AltaSea at the Port of Los Angeles. The lease agreement involves approximately 35 acres of land and water at Berths 56-60 and 70-71. The planned AltaSea campus will feature circulating sea-water labs, offices, classrooms, lecture halls, support facilities, an interpretive center, a facility for marine-related commercial ventures, and an opportunity to develop the world’s largest seawater wave tank for studying tsunamis and rogue waves. The anchor tenant of Phase 1 will be the Southern California Marine Institute, a strategic alliance of 12 major universities in Southern California that have marine science academic and research programs. The project will be developed through a public-private partnership that includes the Port, AltaSea and a host of regional public and private universities. Phase 1 is currently estimated to cost $185 million with a 2018 completion goal.

S.P.Slip Named 2013 Project of the Year by APWA

The Port of Los Angeles received the 2013 B.E.S.T. Project of the Year award from the Southern California Chapter of the American Public Works Association (APWA) for its Southern Pacific (S.P.) Slip Waterfront Plaza, which pays homage to San Pedro’s history as a commercial fishing hub, located near Ports O’ Call Village. Winning in the recreation and athletic facilities category, the S.P. Slip Waterfront Plaza includes improved public waterfront access for pedestrians and vehicles and development of a 1.5-acre landscaped plaza that features the “Ghost Fish 107” sculpture, a 40-foot blue fin tuna by artist Carl Cheng, hung from a galvanized steel frame over the water at Berth 73. Teak benches by San Pedro woodworker Harold Greene were also installed near the public art display. The plaza was completed in December 2012 at a cost of $6.5 million.

Port Entices Ocean Carriers with New Business Incentives

The Los Angeles Board of Harbor Commissioners has approved a new incentive program to reward shipping lines that bring new container business to the Port of Los Angeles in 2014. The Ocean Common Carrier Incentive Program adds to the advantages of moving cargo through America’s No. 1 container port at a time when the fundamentals of shipping are changing and international carriers are rethinking traditional business practices. Under the incentive program, an ocean carrier will earn $5 per 20-foot equivalent unit (TEU) for each incremental container it ships through the Port in calendar year 2014. The rate jumps to $15 per TEU for all TEUs, if a carrier’s container volume grows by 100,000 or more units for the same 12-month period.