

## Developers Unveil Preliminary Plan For SeaPort Marina

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After collecting input from roughly 500 people over the last few months, the developers of SeaPort Marina have honed their vision for the site, incorporating elements that illustrate their own goals, as well as the public's expectations. A preliminary plan will be released soon, and Long Beach residents will again have the opportunity to voice their thoughts.

Basic components of the plan include 200,000 square feet of retail space for high-end stores; a 100-room boutique hotel; and 325 for-sale residential units, of which 240 would be distributed throughout the project and 85 would be connected to the hotel and its concierge services.

Located on the corner of Pacific Coast Highway and 2nd Street, SeaPort Marina was acquired in late 2007 by

siblings Amy and Raymond Lin, owners of TakiSun Inc. and former owners of the site. They collaborated with David Malmuth, managing director of Development Services Group, who brought in Clifford L. Ratkovich, president of Ratkovich Properties. The groups formed a collective partnership to develop the site.

The developers in March assembled an architectural team composed of Los Angeles-based Rios Clementi Hale Studios and Long Beach-based Studio One Eleven. Asked to create a series of options responding to the principles, context and design factors of the site, the team produced three distinctive plans.

To explore the different directions, the developers discussed the designs with members of the community and then synthesized the input with their favorite elements to develop a preliminary plan.

One key requirement was to elevate the site and vary



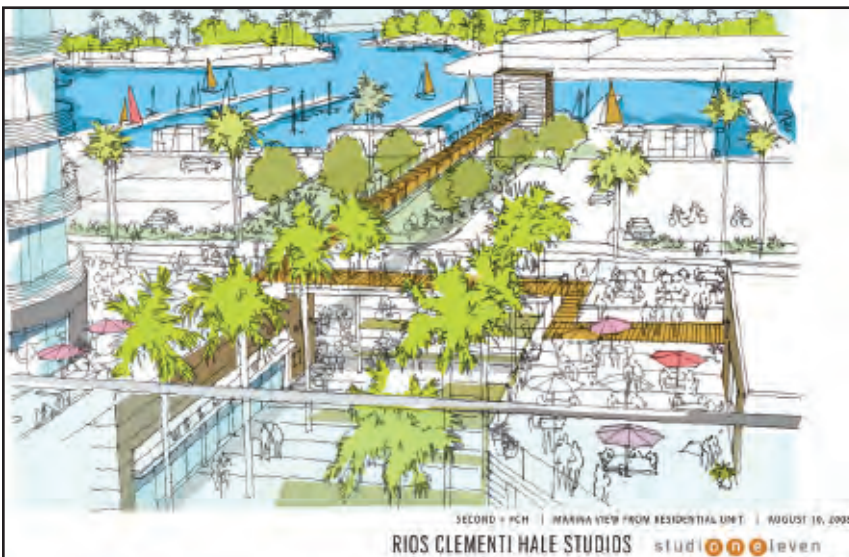
Architects Rios Clementi Hale Studios and Studio One Eleven created three distinctive plans for SeaPort Marina, allowing developers and the public to select which elements would be incorporated into a single plan. The preliminary plan will also be presented to the community for input. (Photograph by the Business Journal's Thomas McConville)



The ground level and podium composite plan. Basic components include 200,000 square feet of retail space, a 100-room boutique hotel and 325 for-sale residential units. The entire project would also be interconnected with a second-level pier along the western edge of the site, over Marina Drive and the parking lot to the marina. (Rendering courtesy of Development Services Group)



Above, view of the marina from a residential unit. Developers intend to maximize the site's views of the water, as well as enhance the connection to the waterfront, which brings additional opportunities for activity, including guest boat slips, gondolas and an AquaLink connection. Below, corner of 2nd Street and Pacific Coast Highway. The curvilinear building along 2nd Street evokes a nautical quality, further strengthening the site's connection to the water. (Renderings courtesy of Development Services Group)



building heights to maximize the site's views of the water and to preserve existing views. For example, Marina Drive would be lined with one- and two-story buildings, and structures would gain height moving toward the center of the site. Six-story structures would sit atop one level of retail, while the project's tallest building would be 12 stories.

For the corner of 2nd Street and Pacific Coast Highway, meanwhile, architects designed an iconic building "that announces a sense of arrival to the city and the development," Ratkovich says. The curvilinear building has a nautical quality, further enhancing the connection to the water, he adds.

The entire project would be interconnected with a second-level pier along the western edge of the site, across the parking lot and over the ocean. Connecting to the waterfront brings additional opportunities for activity, Ratkovich explains, noting that the developers have begun holding discussions with city officials about the potential for guest boat slips, gondolas and an AquaLink connection.

As it currently stands, the project includes three-quarters of an acre of public space anchoring the northern end of the central retail street. The hotel/condominium complex would be located at the southern end of the street. Space for three restaurants and addi-

tional retail has also been allocated along Marina Drive.

In addition, the architects designed a new alley connecting Pacific Coast Highway to Marina Drive, which would serve as the site's main entrance for cars, pulling traffic further south to help alleviate congestion. Plans call for one level of subterranean parking, as well as an above-ground parking garage concealed behind other buildings.

According to Ratkovich, the developers are also considering incorporating a food market, a bicycle station and shop, and a viewing platform to observe the neighboring Los Cerritos Wetlands should they be restored. To strengthen its connection with the community, the project must pay respect to and relate to the wetlands, says Carl Kemp, managing partner of The Kemp Group, the firm representing the developers. He adds that developers have also suggested building a multifunctional, 99-seat theater and a marine biology/natural science learning center for California State University, Long Beach.

"This development becomes a part of the greater community," Kemp says, explaining that the developers want to enhance the community and make SeaPort Marina more than just an amenity.

They are also committed to helping establish an improved eastern gateway to the city. Plans suggest beautifying the area flanking Studebaker Road just off of the 22 Freeway, as well as reaching over to Naples Island.

Malmuth says the team will soon present the preliminary plan to the community, and it should agree on a proposal by late September or early October. He adds that the projected completion date is about four years out, given that city approvals will likely take a year, California Coastal Commission approvals will likely take nine months to one year and construction could take another two years.

"The speed of that process is directly related to the community's enthusiasm to the project," Malmuth says. "Therefore, everything that we get done is somewhat in self-interest – we want people to feel ownership because that's what is necessary in order to make this work, [and] . . . we want to be sure that we can look at our neighbors and say, 'We're doing the right thing.'"

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