

**SPECIFIC PLAN**  
**FOR THE DEVELOPMENT OF**  
**PACIFIC ELECTRIC RIGHT-OF-WAY**

Prepared by the  
City of Seal Beach Planning Department  
Robert S. Neprud, Planning Director

Spring, 1974

Resolution No. 2362

A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF SEAL BEACH ADOPTING A  
SPECIFIC PLAN FOR THE DEVELOPMENT OF  
THE PACIFIC ELECTRIC RIGHT-OF-WAY

WHEREAS, in October of 1973 the City Council of the City of Seal Beach adopted a revised Land Use Element to the City's General Plan; and

WHEREAS, as an implementation measure of said Plan, a Specific Plan has been prepared for the Pacific Electric right-of-way prescribing that the area be developed as an open space greenbelt with limited public facilities and parking; and

WHEREAS, the Specific Plan has been reviewed and approved by both the Redevelopment Agency and Planning Commission; and

WHEREAS, the implementation of the Specific Plan will enhance the quality of the environment and contribute to the general welfare of the community;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Specific Plan for the Development of the Pacific Electric right-of-way subject to the following conditions:

1. That the intersection at Main Street and Electric Avenue form a typical four-way intersection described as Intersection "B" in the Plan.
2. That thirty-nine (39) parking spaces be provided at the intersection of Main Street and Electric Avenue.
3. That tennis courts not be constructed on the right-of-way.
4. That the bike lanes be placed on the roadbeds as in Concept #3 of the Specific Plan.
5. That the greenbelt be 100 feet wide and the roadbeds of both Electric Avenues be 30 feet wide each.
6. That the triangular parcel of land, presently bounded by 5th Street,

Marina Drive, and Electric Avenue be landscaped and included as part of the plan, once a lease is negotiated with the owner of the parcel.

7. That the balance of the Plan, not covered by items 1 through 6 above, be adopted as proposed.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting held on the 4th day of *October, 1974*, by the following vote:

AYES: Councilmen *Blackman, Holden, McKnew*

NOES: Councilmen *Kempton*

ABSENT: Councilman *Sales*

*Glenn I. McKnew*  
Chairman

## TABLE OF CONTENTS

	<b>Page</b>
Introduction	1
Description	2
History	3
Specific Plan	5
Development Plan	6
Implementation	12
Commercial Parking Study	14
Main Street Intersection Study	18
Tennis Court Study	19
Bike Lane Study	21

## INTRODUCTION

The purpose of this report is to provide a Specific Plan for the development of a portion of the abandoned Pacific Electric right-of-way which is located in the Coastal District of the City of Seal Beach. (See vicinity map). It is the intent of the City that this area be developed as a greenbelt with some public facilities and limited parking. The direction provided in this report was obtained from input furnished by the City Council, Planning Commission, Parks and Recreation Commission, resident of the community and the City staff.

This report is divided into three major sections. These concerns (1) a history and background of the project area, (2) a development plan, and (3) related studies that address several unresolved issues.

## DESCRIPTION

The portion of the abandoned Pacific Electric right-of-way proposed to be developed is a linear strip of land 100 feet wide and approximately 3600 feet long. This project area is slightly over 8 acres in size and is bounded by Electric Avenue (north), Seal Beach Boulevard, Electric Avenue (south), and Marina Drive. Currently, the right-of-way is relatively flat and is unimproved with the exception of 28 paved parking spaces and some landscaping adjacent to the intersection with Main Street. Main Street and 12th Street are the only streets that presently intersect the right-of-way.

## HISTORY

In 1904 the Pacific Electric Railroad constructed a line through the project area in the Coastal District of Seal Beach. During that same year, passenger service was initiated to the beach cites in Orange County. Seal Beach was located on the route which connected Los Angeles and Newport Beach. People initially came to Seal Beach from Los Angeles for weekends at the beach. For many years the City was dependent on tourist trade as a major source of income. The presence of the railroad accelerated the growth of Seal Beach during the early 1900s.

In the early 1940s, the Federal Government acquired Anaheim Bay and a large portion of the surrounding countryside and constructed the Ammunition and Net Depot. This Naval facility opened in the summer of 1944. As a result of the Navy's use of Anaheim Bay, a portion of the railroad track in the project area had to be rerouted. A new line was constructed to the northeast, and its tracks cut across a residential portion of Seal Beach between 15th Street and Seal Beach Boulevard.

The Pacific Electric Railroad discontinued passenger service to the Seal Beach area in 1948. However, the tracks were not removed until 1966. Since that time the railroad right-of-way has remained vacant and unimproved.

In 1971, the City of Seal Beach Redevelopment Agency purchased approximately two acres of the right-of-way between 15th Street and the Naval Weapons Station after an unsuccessful attempt by a developer to build residential units on that land. The Redevelopment Agency is in the process of purchasing the remainder of the right-of-way between 15th Street and Marina Drive. The Redevelopment Agency should take title to this land by the end of 1974.

## A SPECIFIC PLAN

Under the provisions of the State Government Code, cities may adopt Specific Plans for the development of areas within their jurisdictions that require special planning consideration. Specific Plans provide a valuable tool for the implementation of General Plans. They address such subjects as the location and extent of various land uses, intensity of development and the location and width of existing and proposed streets.

In October of 1973, the City of Seal Beach adopted a revised Land Use Element to the City's General Plan. At that time it was determined that a Specific Plan should be prepared for the Pacific Electric right-of-way and that this area should be developed as a part with some public uses and limited commercial and residential parking.

This Plan has been prepared by the City staff under direction of the City Council, Planning Commission, Parks and Recreation Commission and residents of the community. A number of public meetings have been held to obtain necessary input prior to the preparation of this plan.

## DEVELOPMENT PLAN

The Pacific Electric right-of-way will be developed as an open space greenbelt with limited public facilities and parking. The proposed improvements to be placed on the right-of-way consist of two mini-plazas, focal point developments, a bus shelter, parking at Main Street, a library-senior citizen's building, a Red Car historical museum, a shaded conversation area, a bicycle rest area and a pedestrian walkway. The rest of the right-of-way will be landscaped and the area will assume a passive recreational character.

The right-of-way will retain its present width of 100 feet. The two Electric Avenue roadways which flank the right-of-way will maintain their current roadbed widths of 30 feet. These two streets will be modified and Electric Avenue (north) will be restricted to one-way traffic in a westerly direction and Electric Avenue (south) will be confined to one-way traffic in an easterly direction. Bicycle lands are proposed to be located in the two Electric Avenue roadbeds. Fourteenth Street, which currently does not intersect the right-of-way, is proposed to be cut through to improve traffic circulation.

### Improvements

The following is a brief description of the major improvements to be placed on the right-of-way. The improvements are described from Marina Drive to Seal Beach Boulevard. (See map No. 1).

1. The intersection of Electric Avenue and Marina Drive will be modified to form a "T" intersection. This change will improve traffic circulation and should reduce the accident rate at this intersection.
2. A mini-plaza is proposed to be developed at the west end of the greenbelt. This area is considered a focal point and will be attractively landscaped. The improvements at this site will consist of a textured Portland cement concrete slab, benches, and extensive landscaping. The plants selected for this area will be located in such a manner that there will be adequate sight clearance for motorists. (See Illustration No. 1).
3. A mini-plaza is proposed to be developed at the west end of the greenbelt. This area is considered a focal point and will be attractively landscaped. The improvements at this site will consist of a textured Portland cement concrete slab, benches, and extensive landscaping. The plants selected for this area will be located in such a manner that there will be adequate sight clearance for motorists. (See Illustration No. 1).

4. At 7th Street, a pedestrian walkway will be constructed across the right-of-way to improve pedestrian circulation in this area.
5. A combined library and senior citizens' center is proposed between 7th and 8th Streets. An area of approximately 10,000 square feet has been designated for this use. Depending on available funding, this joint use building could be constructed as early as fiscal year 1975-76. This site was selected because (a) it is close to the City Administration Building, therefore concentrating the civic center functions in one area, (b) the complex is close to Main Street, (c) parking proposed adjacent to Main Street could also be used by library patrons, and (d) the site is near the existing library.
6. A Red Car Museum will be located to the east of the proposed library-senior citizens' facility. The museum will consist of a restored Pacific Electric red car and will display exhibits related to Seal Beach's history. This site will give the red car excellent exposure to Main Street and parking near that intersection can be utilized by those wishing to visit the red car.
7. Parking areas are proposed to be located on both sides of the Main Street intersection. The exact number of spaces and their location will be decided during the adoption of the Specific Plan. The number of parking spaces which could be provided range from 14 to 56. For more information on this subject, please refer to Study No. 1 at the back of this report.
8. Focal point plazas are proposed to be located on the right-of-way on both sides of the intersection with Main Street. These areas are designed to be points of interest that will help unite the 200 and 300 blocks of Main Street. Extensive landscaping is proposed for these areas in addition to a bus stop shelter, informational kiosks, benches, decorative rocks and textured walkways. (See Illustrations Nos. 4, 5, 6 and 7).
9. Two alternative designs are being considered for the intersection with Main Street. The present configuration could be maintained or it may be modified to create one standard intersection. The selection of an intersection design will affect the configuration of the focal points and the location of adjoining parking areas. For more information regarding this issue, please refer to Study No. 2 at the back of this report.
10. A mounded grass area is proposed directly to the east of the parking lot adjacent to 10th Street. This area could be used for discussions or the playing of musical instruments, etc. The mounding would be designed in a manner that would create a favorable setting for these activities.
11. Between 10th and 11th Street there will be a large open area planted with turf. This area could be used for unsupervised recreational activities. In addition, if summer concerts were desired, it would be possible to set up a temporary bandstand at this location.
12. At 11th Street a pedestrian walkway could be constructed across the right-of-way to

improve pedestrian circulation in this area.

13. A shaded conversation area consisting of a wooden structure and specimen tree is proposed at 12th Street. This structure would provide shelter from the direct sunlight and would offer some variation to the development pattern of the right-of-way. (See Illustration No. 10).
14. A large open space area is proposed between 12th and 14th Streets. This location would accommodate unsupervised recreational activities or tennis courts. For more information on the question of tennis courts, please refer to Study No. 3 at the back of this report.
15. At approximately 15th Street, a bicycle rest area is proposed. This area would contain a bike rack, benches, a drinking fountain and extensive landscaping. (See Illustration No. 11).
16. A mini-plaza is proposed to be developed at the east end of the greenbelt. This area is considered a focal point and will be attractively landscaped. The improvements at this site will consist of textured Portland cement concrete slab, benches, and extensive landscaping. The plants selected for this area will be located in such a manner that there will be adequate sight clearance for motorists. (See Illustration No. 12).
17. The intersection of Electric Avenue and Seal Beach Boulevard will be modified to improve traffic circulation. The new design will increase the safety of the intersection.

### Landscaping

Most of the right-of-way will be planted with turf, ground cover, shrubs and trees. These plants have been selected based on the geographical location of the site and their adaptability and tolerance to a coastal environment. approximately 300 trees and shrubs will be planted on the right-of-way. Of these, approximately 175 will be trees and the remaining 125 will be shrubs. The turf that has been selected will be a combination of Manhattan rye and bluegrass. (See Map No. 2).

Nearly all of the trees that have been selected are evergreen and were chosen because of their attractive flowers or colorful foliage. The trees to be planted on the right-of-way will have moderate or fast growth rates.<sup>1</sup> At maturity the trees should average 30 to 50 feet in height and have a variety of shapes.

The trees will be planted in odd-numbered clusters to enhance their appearance. There will be concentrations of trees and shrubs at focal points.

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<sup>1</sup> The various trees should grow between 6" to 2' in height per year.

Additionally, specific areas may be set aside for cultivation and maintenance by local horticultural organizations such as the Leisure World Garden Club.

### IMPLEMENTATION

It is proposed that the right-of-way be developed during fiscal 1974-75 with the exception of the library-senior citizen facility. In addition to the development of the right-of-way, a storm drain will be installed in Electric Avenue between 12th Street and Seal Beach Boulevard and both Electric Avenues will be resurfaced. The combined cost of the improvements noted above, with the exception of the library-senior citizen facility, is estimated to be \$370,000.

The following is a list of project costs for the improvement of the Pacific Electric right-of-way and Electric Avenues. These estimates are made without benefit of working drawings and may be subject to change.

Curb	\$	30,000
Paving		96,000
Storm Drain		120,000
Grading, Sprinkler System, Soil Amendments and Seeding		55,000
Bus Shelter & Shaded Conversation Area		10,000
Shrubs, Trees, Rocks & Benches		35,000
Sidewalks		15,000
Engineering		<u>9,000</u>
TOTAL		370,000

The improvements to be made on the right-of-way and Electric Avenues are scheduled in the following order:

1. Engineering field survey to establish existing conditions and determine what modifications will be required.
2. Design and construct the storm drain and curbs around the right-of-way.
3. Grade the right-of-way.
4. Leach mineral salts from the soil on the right-of-way.
5. Install walkways and other paved areas, build bus shelter and shaded conversation area, and moved Red Car Museum to new location.
6. Add soil amendments to prepare soil for planting.
7. Install sprinkler system.
8. Plant turf, ground cover, shrubs and trees.

9. Construct a library and senior citizens' facility. This improvement is projected to be developed about fiscal 1975-76, depending upon available funds.

**STUDY No. 1 - COMMERCIAL PARKING**

It has been determined that limited commercial parking should be provided on the Pacific Electric right-of-way adjacent to Main Street. Presently there are 28 paved parking spaces on the right-of-way near this intersection.

The number of commercial parking spaces that could be placed on the right-of-way is affected, to some degree, by the selection of an intersection design at Main Street. If the present intersection configuration is maintained, between 14 and 56 parking spaces could be provided. If the intersection were modified, the approximate number of parking spaces would range from 26 to 39. (See Illustration Nos. 2 and 3).

In an attempt to determine the parking needs for commercial activities, the merchants of the 200 and 300 blocks of Main Street and 900 block of Electric Avenue (north) were contacted. Of the 51 businesses operated in this area, 45 were surveyed; representatives of the remainder were not available for comment. Thirty-six merchants were of the opinion that additional commercial parking was needed, while the other nine felt that the existing parking was adequate. Currently, there are 121 on-street parking spaces in the two blocks on Main Street, the one block face on Electric Avenue, and the Pacific Electric right-of-way.

More information has been requested concerning the need for additional commercial parking. Because of seasonal changes in the degree of activity near the beach, the diversity of businesses, the fact that some businesses close and new ones open, and the variation of hours of operation, it is extremely difficult to determine how many commercial parking spaces should be provided. As a result, the following inventory is furnished for your consideration. It should be understood that this is a summary and that these figures should be considered in general terms. The on-site loading zones were not considered as contributing to the on-site parking under the column "Code Required Parking".

<b><u>Business Name &amp; Address</u></b>	<b><u>Employees</u></b>	<b><u>No. of On-Site Parking Per Day</u></b>	<b><u>Customers Parking</u></b>	<b><u>Code Required Parking</u></b>
Hartwells 347 Main Street	4	12	100	11
Clothesline 331 Main Street	2	8	32	4
Jozine Coiffures 333 Main Street	2	0	48	4

Harbour Surfboards 329 Main Street	2	2	32	8
Photo Studio 327 Main Street	1	2	16	8
Seal Beach Dairy 323 Main Street	1	2	25	2
Beauty Shop 321 Main Street	3	10	50	10
Jimmy's Barber 317½ Main Street	1	1	10	4
Beverly Frame Shop 317 Main Street	1	0	16	1
Commercial Building 6 311 Main Street		26	75	26
Benny Rapp Chevron 5 350 Main Street		15	175	13
Bay Theater 350 Main Street	5	0	500	188
Main St. Medical 330-332 Main Street	4	10	40	5
Glen Jones Commercial 325 Main Street	8	7	120	22
Pet Shoppe 318 Main Street	2	4	25	2
West Wind 308 Main Street	2	0	24	5
Wong House 306 Main Street	5	0	200	16
Corner Drug	5	0	600	12



Page 18 - City of Seal Beach Planning Department  
 Specific Plan for the Development of Pacific Electric Right-of-Way 1974

Cricket Antiques 211½ Main Street	1	2	65	3
Gatsby Gallery 209½ Main Street	2	0	?	2
Green Pepper 209 Main Street	5	0	180	24
Idell's Ideas 205 Main Street	1	5	16	3
Walt's Wharf 201 Main Street	7	2	300	44
Bank of America 208 Main Street	14	21	776	28
Putnam Plumbing 210 Main Street	3	4	30	6
Masonic Temple 212 Main Street	7	0	10	28
Health Food Store 214 Main Street	1	3	50	9
Potter's Wheel 216 Main Street	1	3	25	6
Gold Mine 218 Main Street	1	6	20	3
Frames By Don 220 Main Street	1	4	10	4
Howard Brief, Esq. 222 Main Street	2	2	10	17
Total - 51 Businesses	161	193	4114	606

## STUDY No. 2 - MAIN STREET INTERSECTION

Two street alignments are being considered for the intersection of Electric Avenue and Main Street. The intersection could be maintained in its present configuration or be modified to create one standard intersection. If the intersection were modified, traffic circulation would be improved. However, this concept would divide the right-of-way into a number of parcels, therefore limiting the usability of some of the parcels.

Recently, two additional stop signs were installed on Main Street at Electric Avenue (north) and Electric Avenue (south). Indications are that the additional stop signs have improved traffic safety at these intersections.

At the joint session of the City Council, Planning Commission and Parks and Recreation Commission, some confusion arose regarding the movement of pedestrians and bicycles across the intersection. The accompanying sheet illustrates the sidewalks and crosswalks for both alignments. (See Illustrations Nos. 8 and 9).

### STUDY No. 3 - TENNIS COURTS

Recently a number of residents have expressed an interest in having tennis courts constructed on the right-of-way in conjunction with the greenbelt development. If courts were to be installed, each would require an area of 60' x 120'. Tennis courts should be enclosed by at 12' high fence, and if lighting were desired for evening play, the light standards should be a minimum of 25' in height.

Presently there are seven tennis courts in the City which are open to the public at least during portions of the day and evening. Two additional courts are currently under construction and three more are tentatively proposed for development in the near future. Of the seven tennis courts, six are located at school sites and three of these are multi-purpose courts, which are used for both tennis and basketball.

The following is an inventory of existing and proposed tennis courts within the City:

<u>Location</u>	<u>Area</u>	<u>Number of Courts</u>
McGaugh Intermediate School	Marina Hill	3 Existing
Zoeter Elementary School	Coastal District	3 Existing
Marina Community Center	Coastal District	1 Existing 1 Proposed in 74-75
Heather/Lampson Park	College Park East	2 Under construction
Edison Park	College Park West	2 Proposed in 75-76

If tennis courts were to be placed on the right-of-way there would be several benefits. The additional courts would partially fulfill the need for more courts for instruction, as well as increase the number of courts available for general recreational play.

In January, various uses were considered to be included in the right-of-way development plan. At that time there was little support for locating tennis courts on the greenbelt. Three reasons why tennis courts were not considered desirable were (1) that fences around the tennis courts would not compliment the development of the right-of-way, (2) the linear configuration of the right-of-way would require that tennis courts be placed end-to-end, and (3) this use is not consistent with the passive development theme which is proposed for the right-of-way.

Since that time, further analysis has revealed that these courts could not be constructed in the desirable north-south direction and constructing courts end-to-end is not well situated for the

purpose of instruction.

The determination as to whether or not tennis courts should be developed on the right-of-way will have to be made by the Planning Commission and City Council in their consideration of the Specific Plan.

#### STUDY No. 4 - BIKE LANES

It has been determined that it would be more desirable to designate bike lanes on the Electric Avenues than to place a 10' wide bike path on the right-of-way greenbelt. The staff has reviewed four feasible alternative locations for bike lanes and would recommend Concept No. 1 described below. The concepts are numerically ranked according to the preference of the staff. All of the alternatives are viable, but Concept No. 1 appears to be the most advantageous for this particular situation. (See Illustration No. 13).

The following is a description of the four concepts and the major advantages and disadvantages of each alternative.

#### Concept No. 1

Under this alternative the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8' one-way bike lane, a 14' travel lane and an 8' parking lane.

The major advantages of this concept are:

1. Bicycle traffic would be located on the right-hand side of automobile traffic, which is the side of the street where bicycles are traditionally ridden. This concept would create minimal confusion for motorists and bicyclists at street intersections.
2. During times of peak traffic and high parking demand, the bike lane could be utilized for additional automobile parking. When this occurred, bicyclists would continue to ride on the right-hand side of moving traffic.

The major disadvantages of this concept are:

1. Motorists would have to park on the left-hand side of the street (adjacent to the right-of-way) which is more awkward for the average driver than parking on the right-hand side of the streets.
2. Motorists leaving their cars would have to cross Electric Avenue in order to reach their residences.

### Concept No. 2

Under this plan the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8' parking lane, a 14' travel lane and an 8' one-way bike path.

The major advantages of this plan are:

1. During times of peak traffic and high parking demand, the bike lane could be utilized for additional automobile parking.
2. Bikes would be ridden adjacent to the greenbelt and the bike lane would create a buffer between the right-of-way and the automobile travel lane.

The major disadvantages of this plan are:

1. Bicycles would be ridden on the left-hand side of automobile traffic, which is not in compliance with the traditional pattern. The concept would create confusion for motorists and bicyclists at street intersections.
2. During times when the bike lanes were used for automobile parking some confusion would be created regarding where bicycles should be ridden (on the left or right of moving traffic).

### Concept No. 3

Under this alternative the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8' parking lane, an 8' one-way bike lane and a 14' travel lane.

The major advantages of this plan are:

1. Bikes would be ridden in the traditional location on the right-hand side of moving traffic. confusion at intersections would be minimized under this alternative.
2. The roadbed would be wide enough to allow occasional parking adjacent to the Pacific Electric right-of-way, but there would be some confusion for both motorists and bicyclists.

The major disadvantages of this alternative are:

1. Motorists who had parked their cars would open their car doors into the area that would be striped as a bike lane. This would be a hazard to bike riders.

2. When parking was permitted adjacent to the right-of-way the area available for bike riding would be reduced and motorists would have to drive in a portion of the bike lane. This situation would be confusing because bike riders and motorists would be sharing an area that was designated as a bike lane.

#### Concept No. 4

Under this plan the uses of the two Electric Avenue roadbeds would differ. A cross section of Electric Avenue (north) from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8' parking lane, a 12' travel lane and a 10' two-way bike lane. The roadbed of Electric Avenue (south) from the existing sidewalk and parkway would contain an 8' parking lane, a 14' travel lane and an 8' parking lane.

The major advantages of this concept would be that approximately 85 additional parking spaces could be provided on Electric Avenue (south) adjacent to the Pacific Electric right-of-way while still providing a bicycle route which would not be located in the right-of-way.

The major disadvantages of this concept are:

1. Two way bicycle traffic would be located on the left-hand side of automobile traffic, which does not follow the traditional pattern. This plan would create considerable confusion for motorists and bicyclists at street intersections.
2. Bikes traveling in an easterly direction would be ridden in the opposite direction of vehicular traffic. Bicyclists are not encouraged to ride against the traffic in Seal Beach except in a few limited locations.

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ILLUSTRATIONS

1 THRU 13

NUMBERS APPEAR

UPPER RIGHT-HAND

CORNER

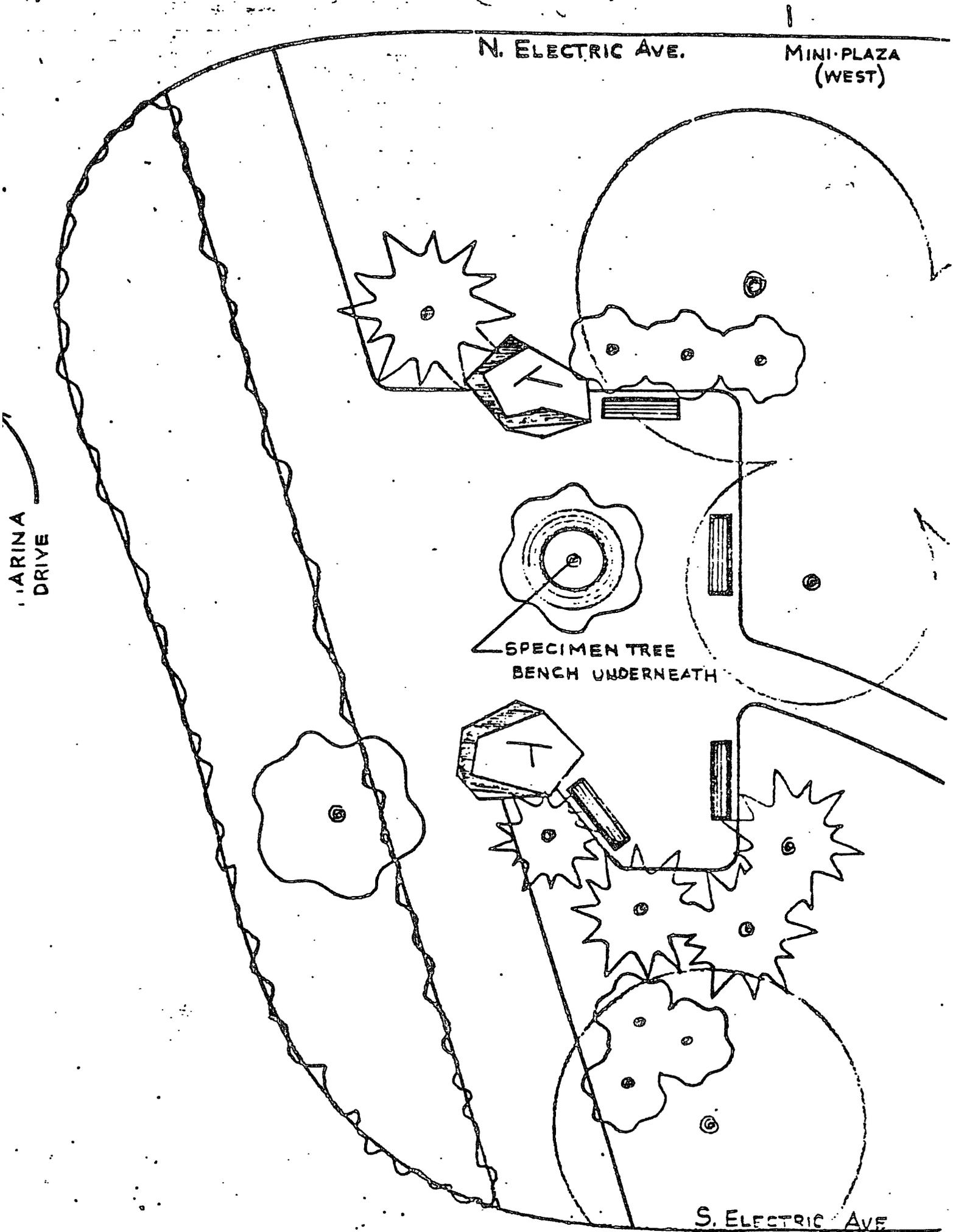
N. ELECTRIC AVE.

MINI-PLAZA  
(WEST)

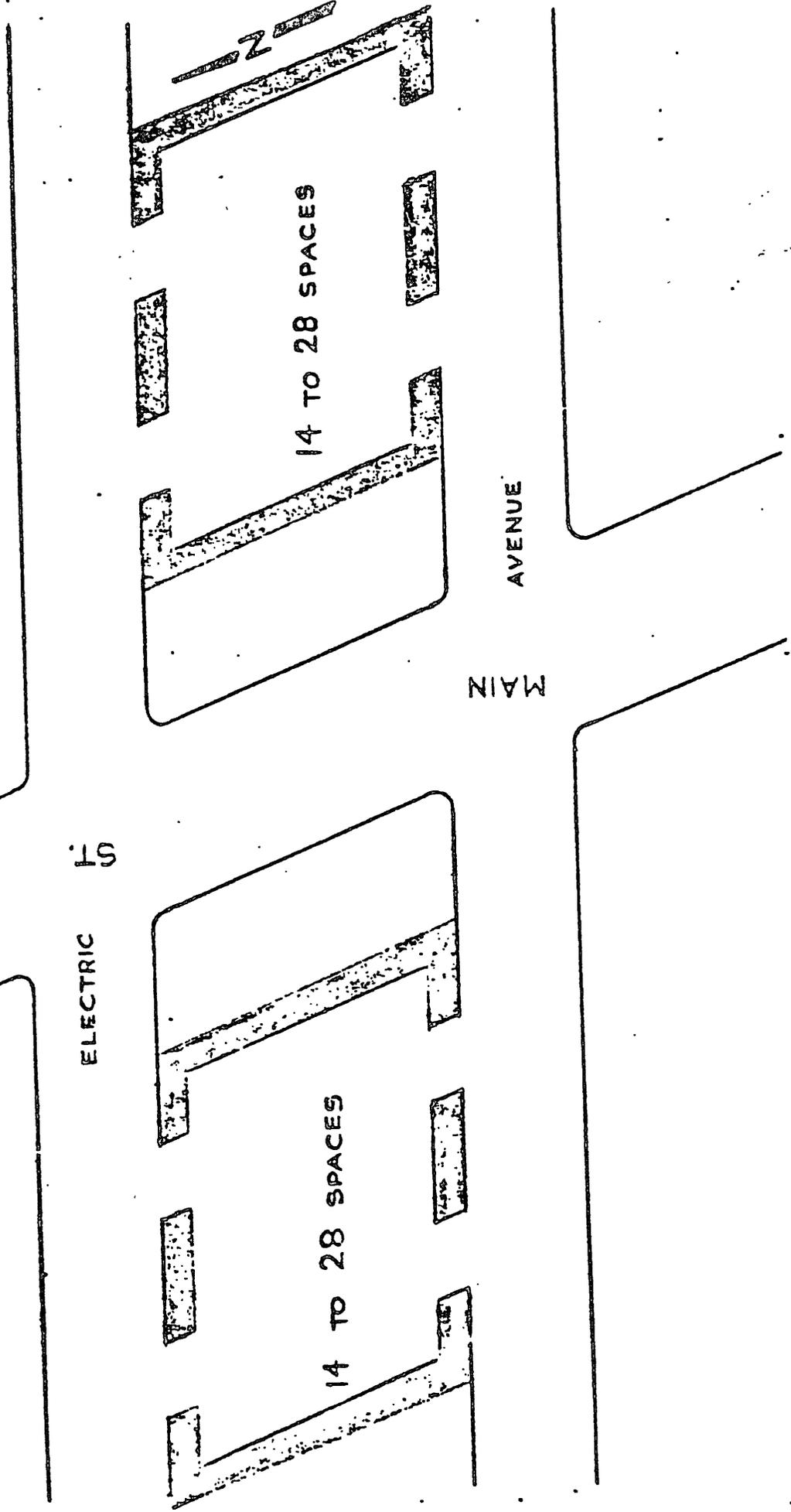
ARINA  
DRIVE

SPECIMEN TREE  
BENCH UNDERNEATH

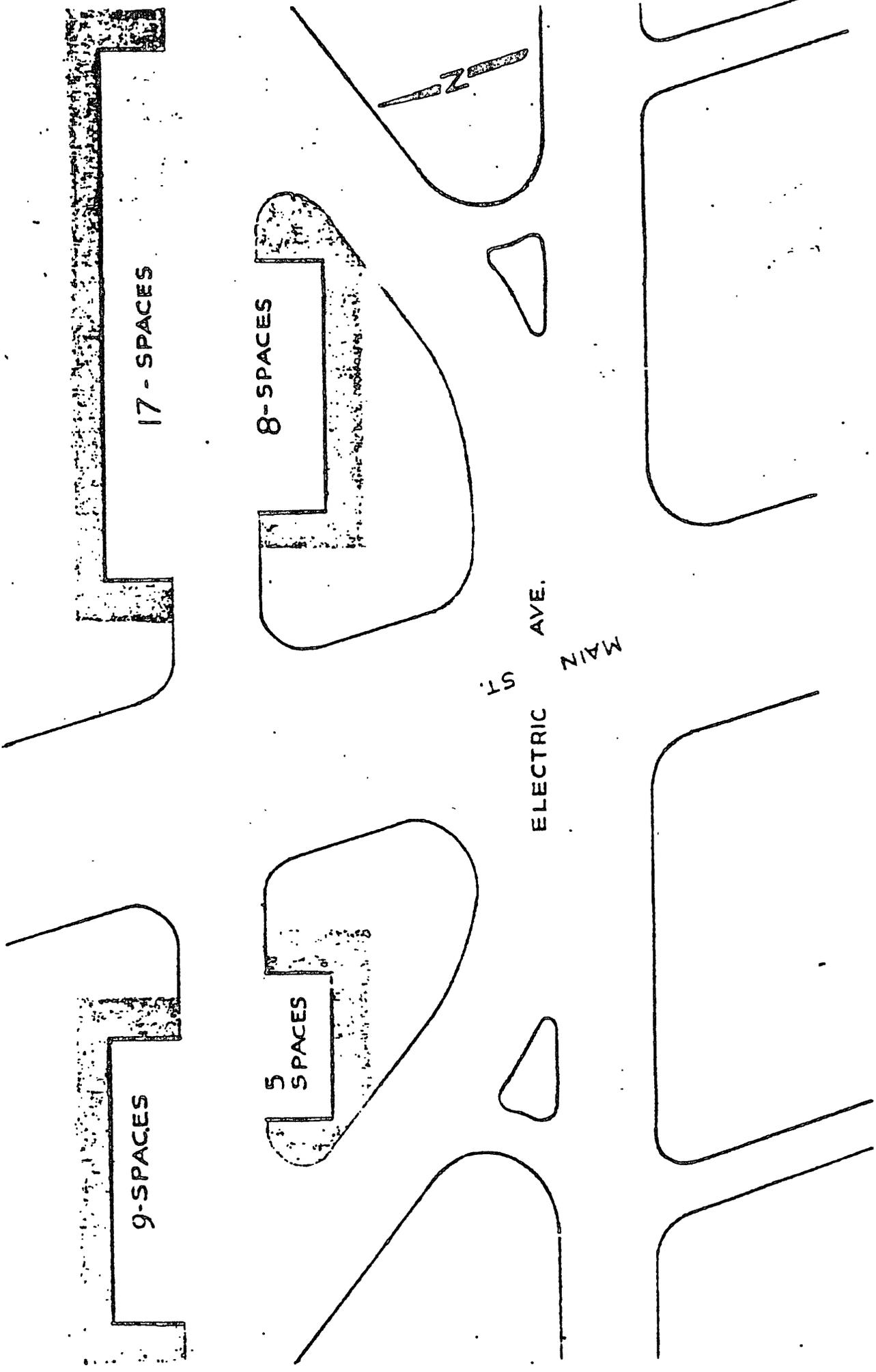
S. ELECTRIC AVE.



A INTERSECTION PARKING CONFIGURATION (NO. 2)



B INTERSECTION PARKING CONFIGURATION (NO.5)



9-SPACES

17 - SPACES

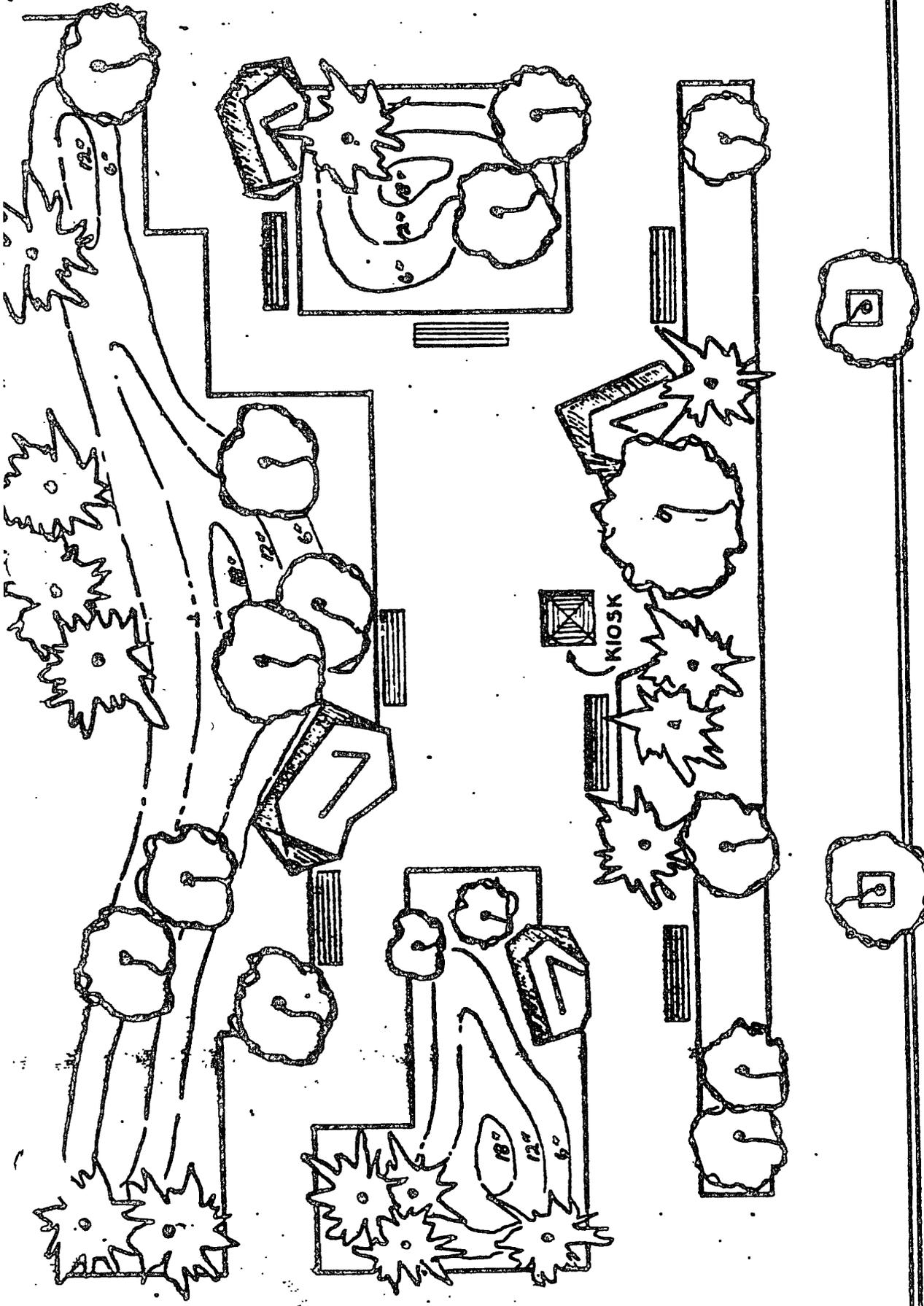
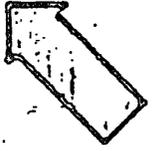
5 SPACES

8-SPACES

ELECTRIC ST.  
MAIN AVE.

4 FOCAL POINT A  
(WEST)

N. ELECTRIC AVE.

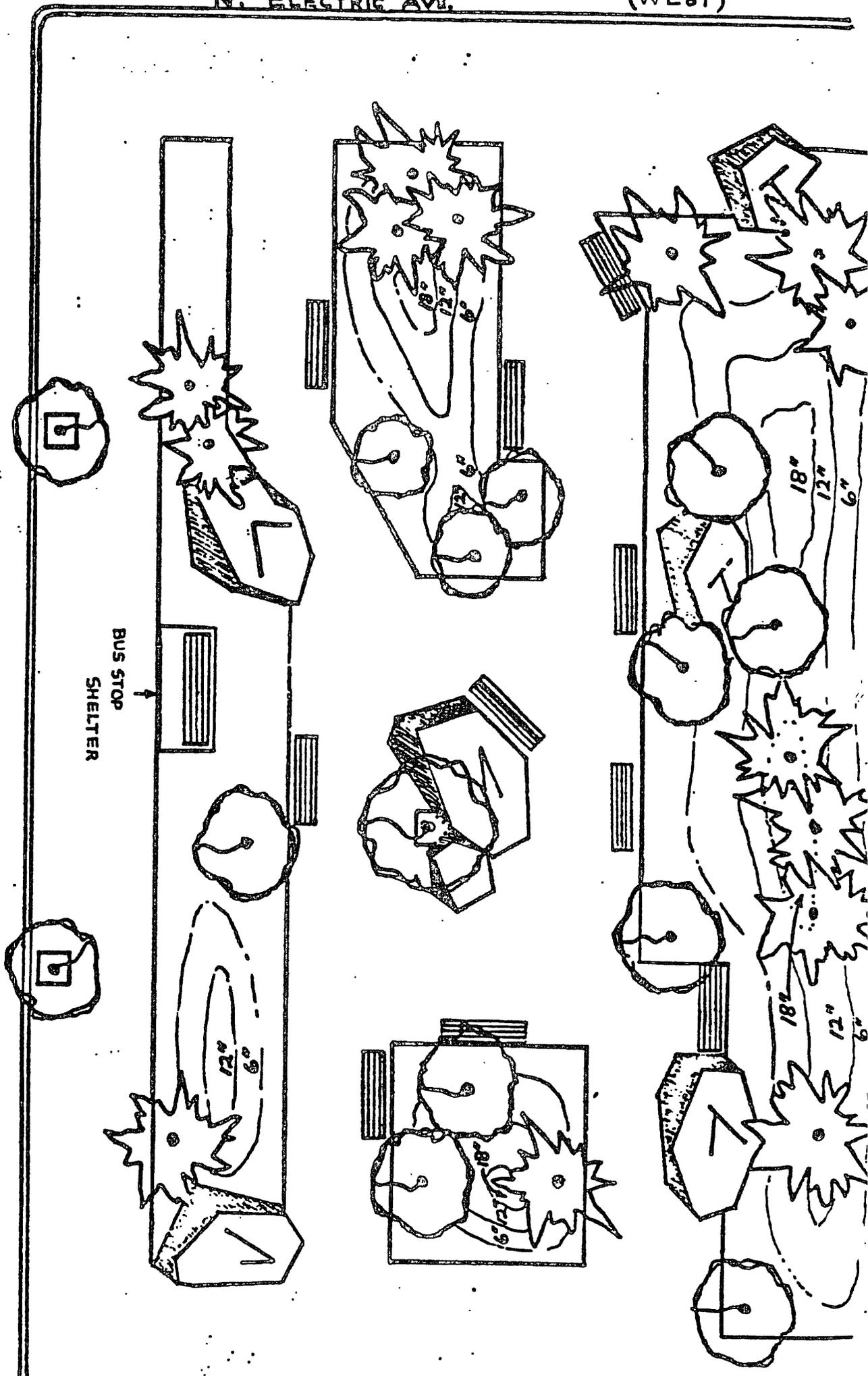
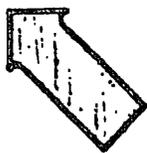


MAIN ST.

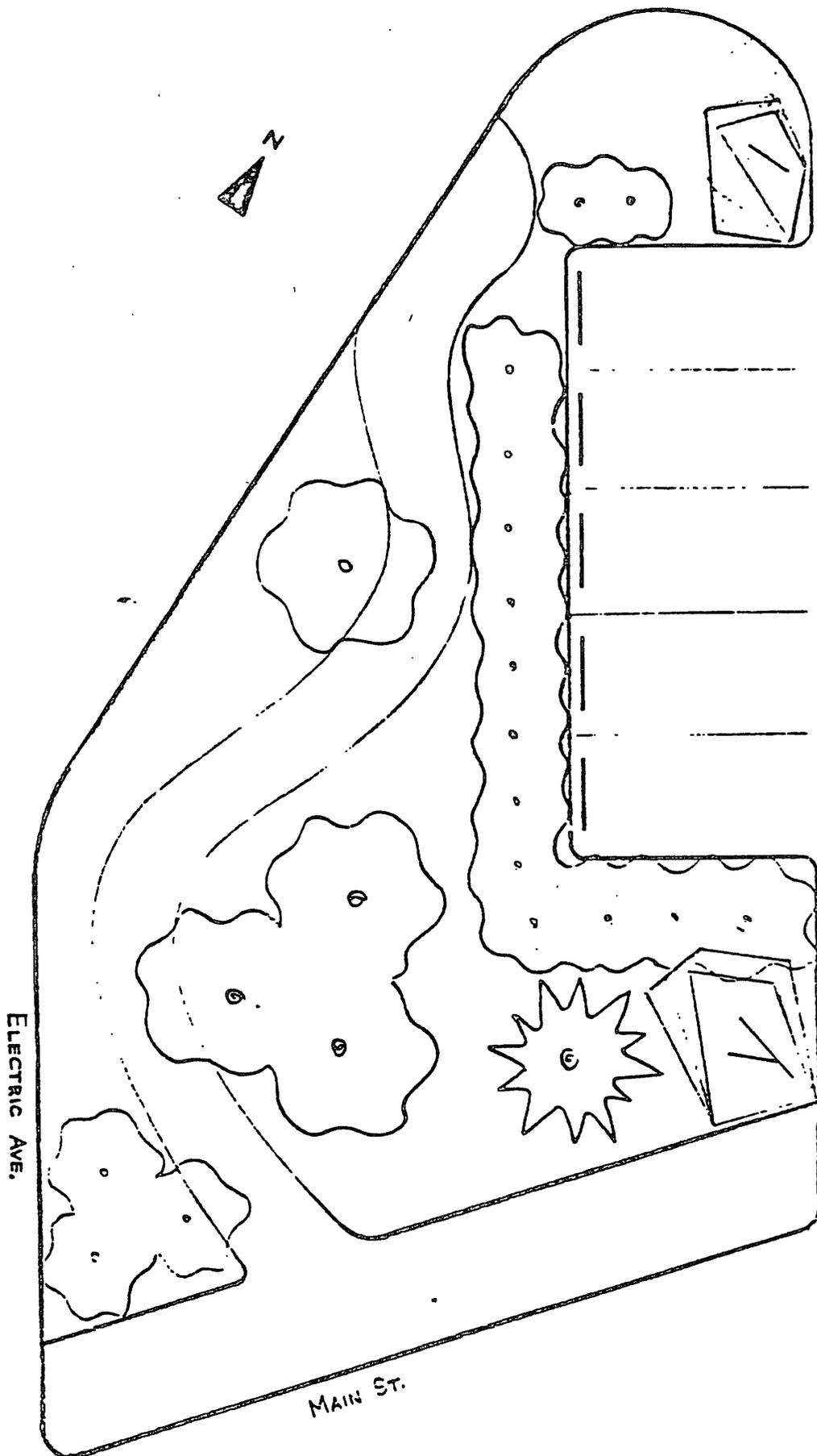
5 FOCAL POINT B  
(WEST)

N. ELECTRIC AVE.

MAIN ST.



6  
FOCAL POINT E  
(WEST)



7

Focal Point (EAST)

MAIN ST.

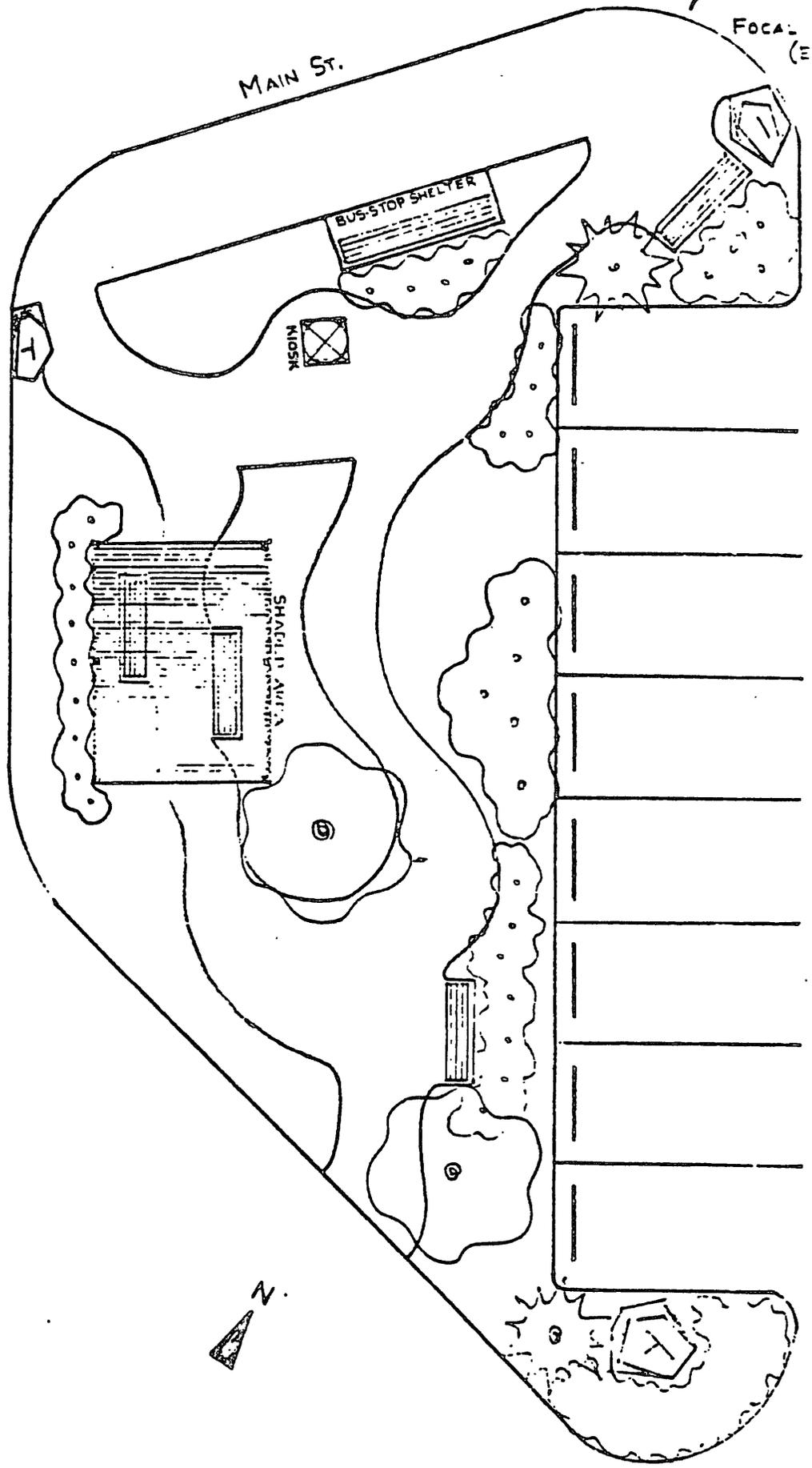
BUS-STOP SHELTER

KIOSK

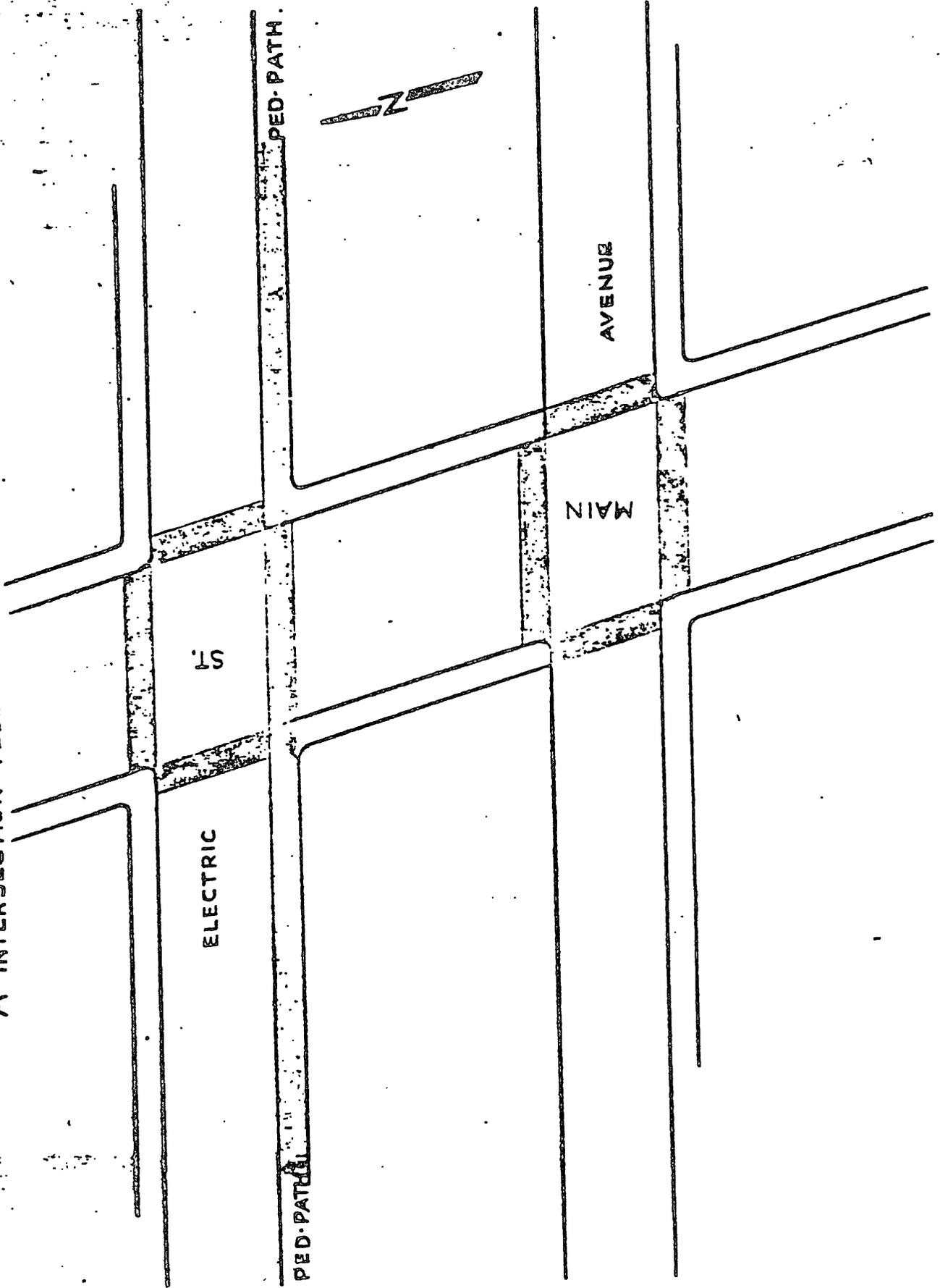
T

ELECTRIC AVE.

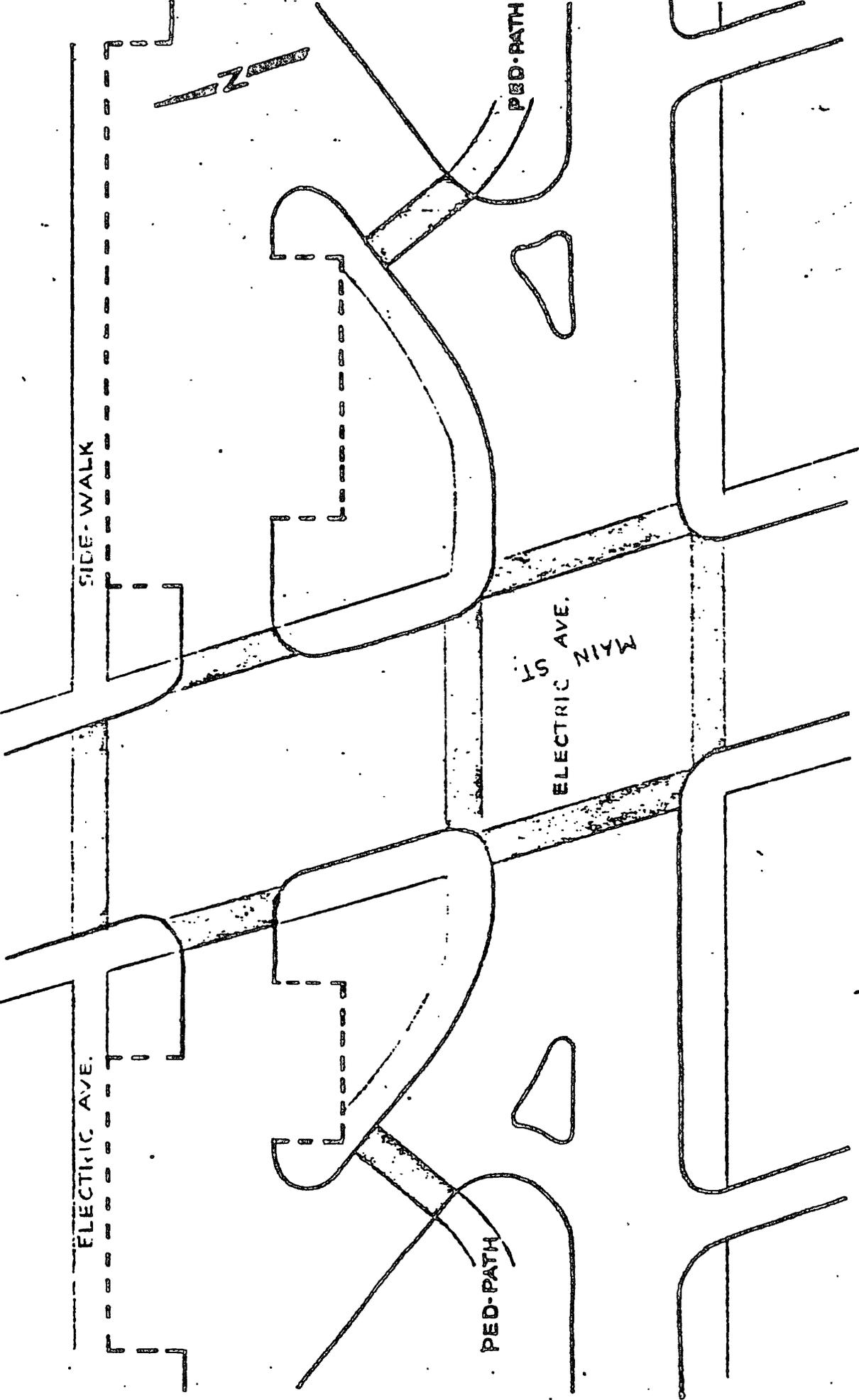
SHAPIR AVENUE



A INTERSECTION PEDESTRIAN CONFIGURATION (NO. 8)



B INTERSECTION PEDESTRIAN CONFIGURATION (NO. 9)



N. ELECTRIC AVE.

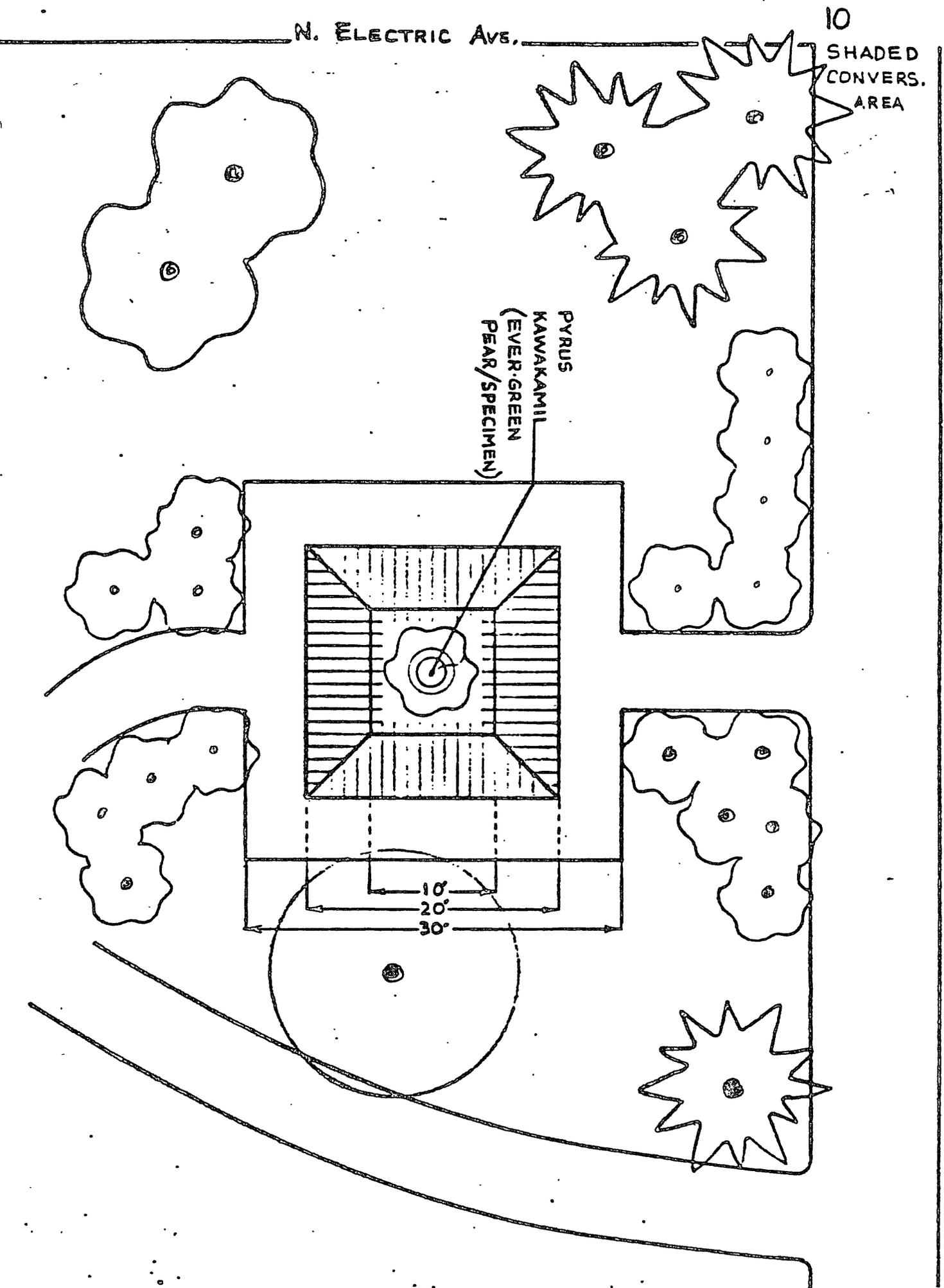
10

SHADED  
CONVERS.  
AREA

PYRUS  
KAWAKAMIL  
(EVER-GREEN  
PEAR/SPECIMEN)

10'  
20'  
30'

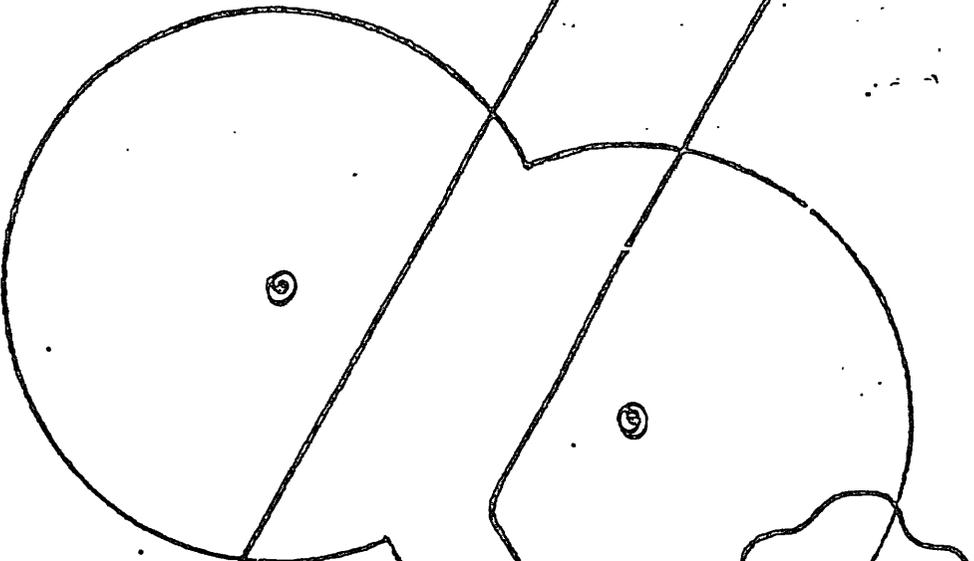
TWELFTH STREET



N. ELECTRIC AVE.

↑ 16TH ST.

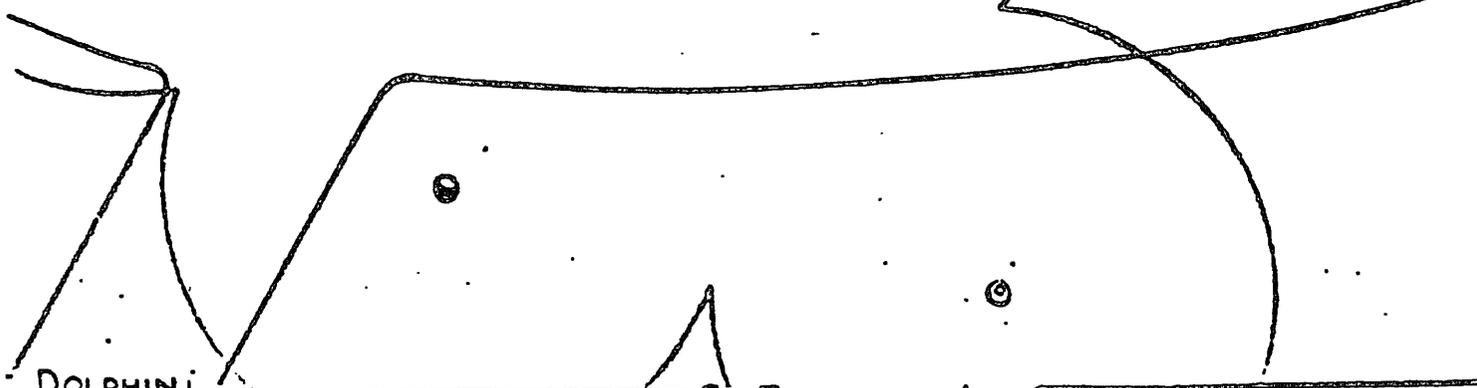
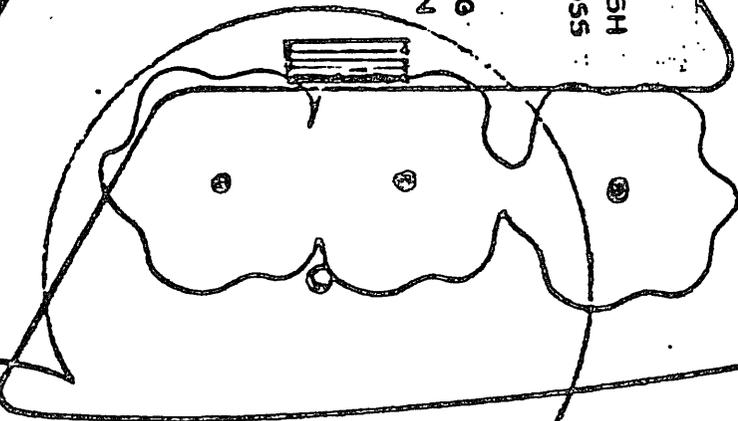
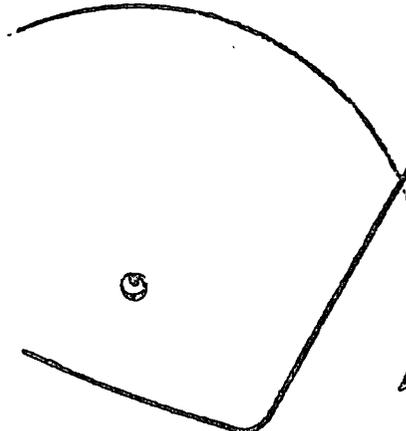
11  
BIKE  
REST  
AREA



RACK

DRINKING  
FOUNTAIN

IRISH  
MOSS

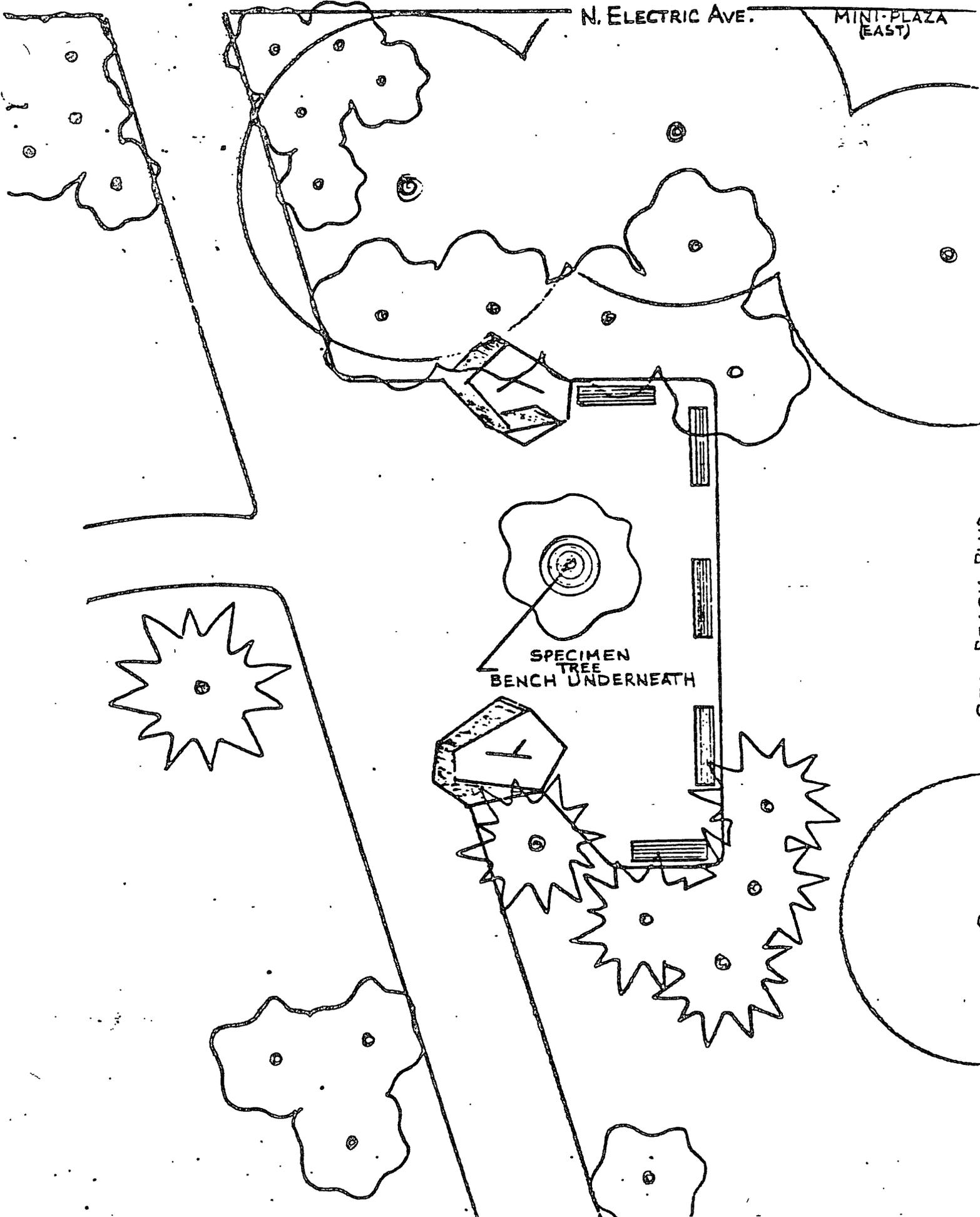


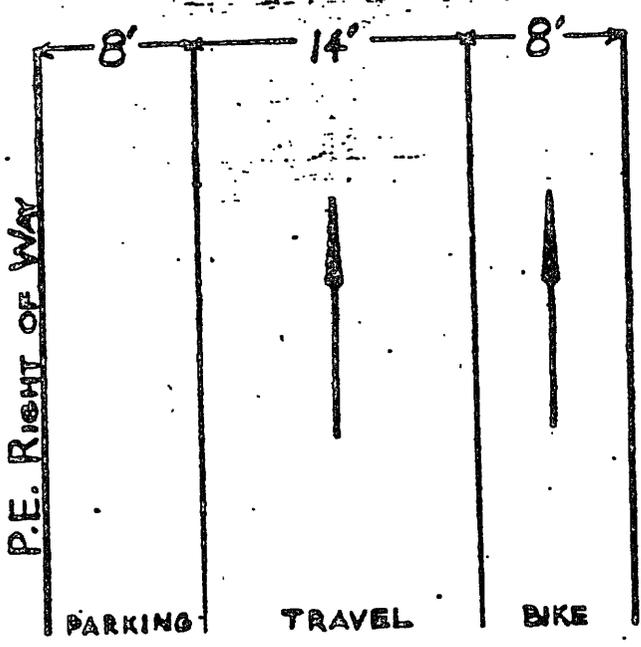
DOLPHIN

S. ELECTRIC AVE.

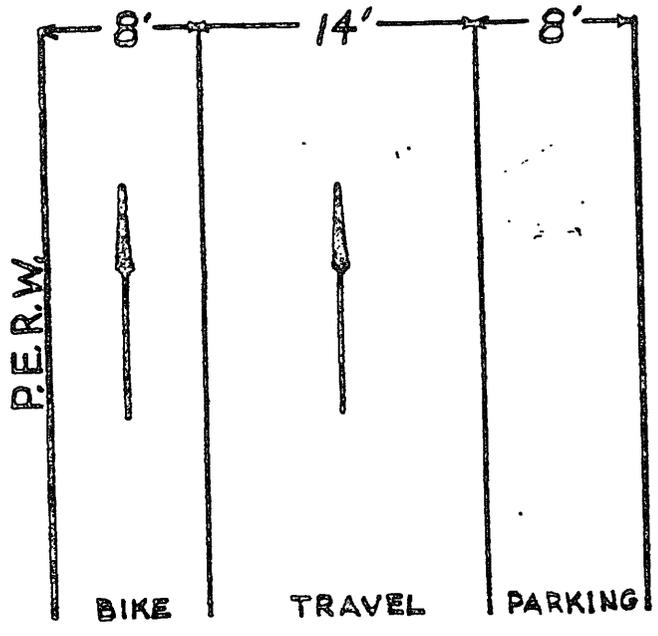
N. ELECTRIC AVE.

MINI-PLAZA  
(EAST)

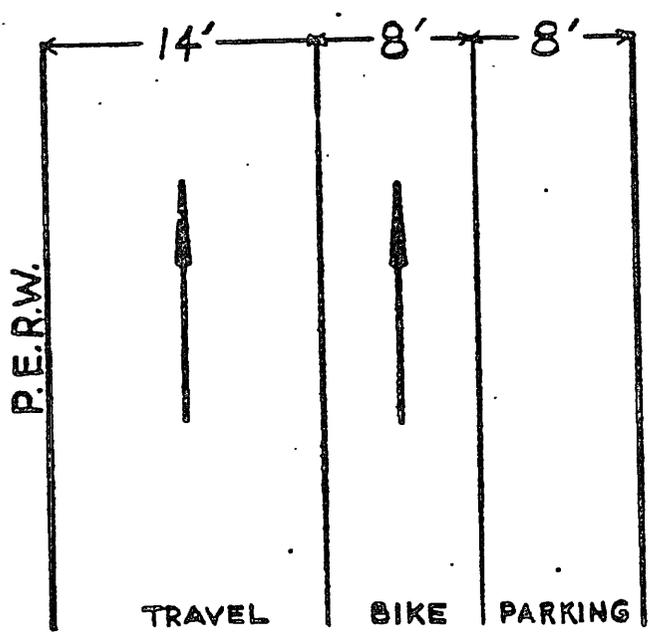
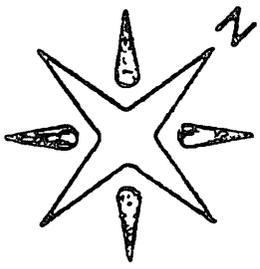




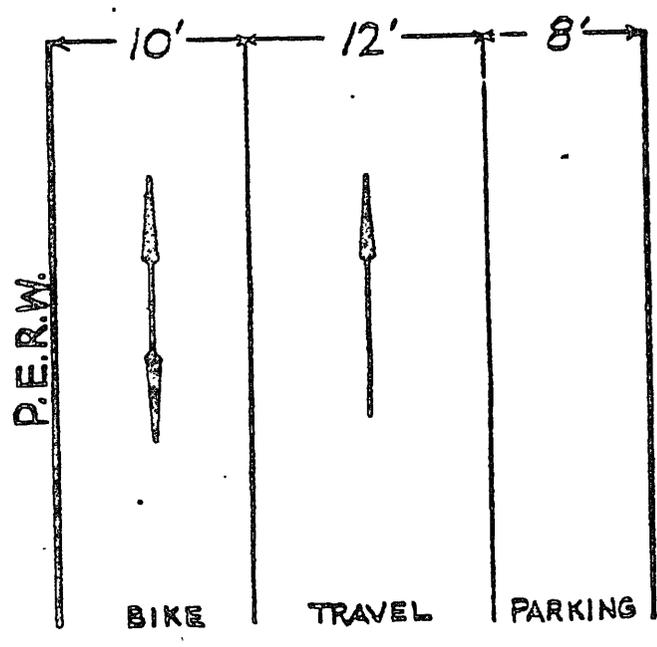
1



2



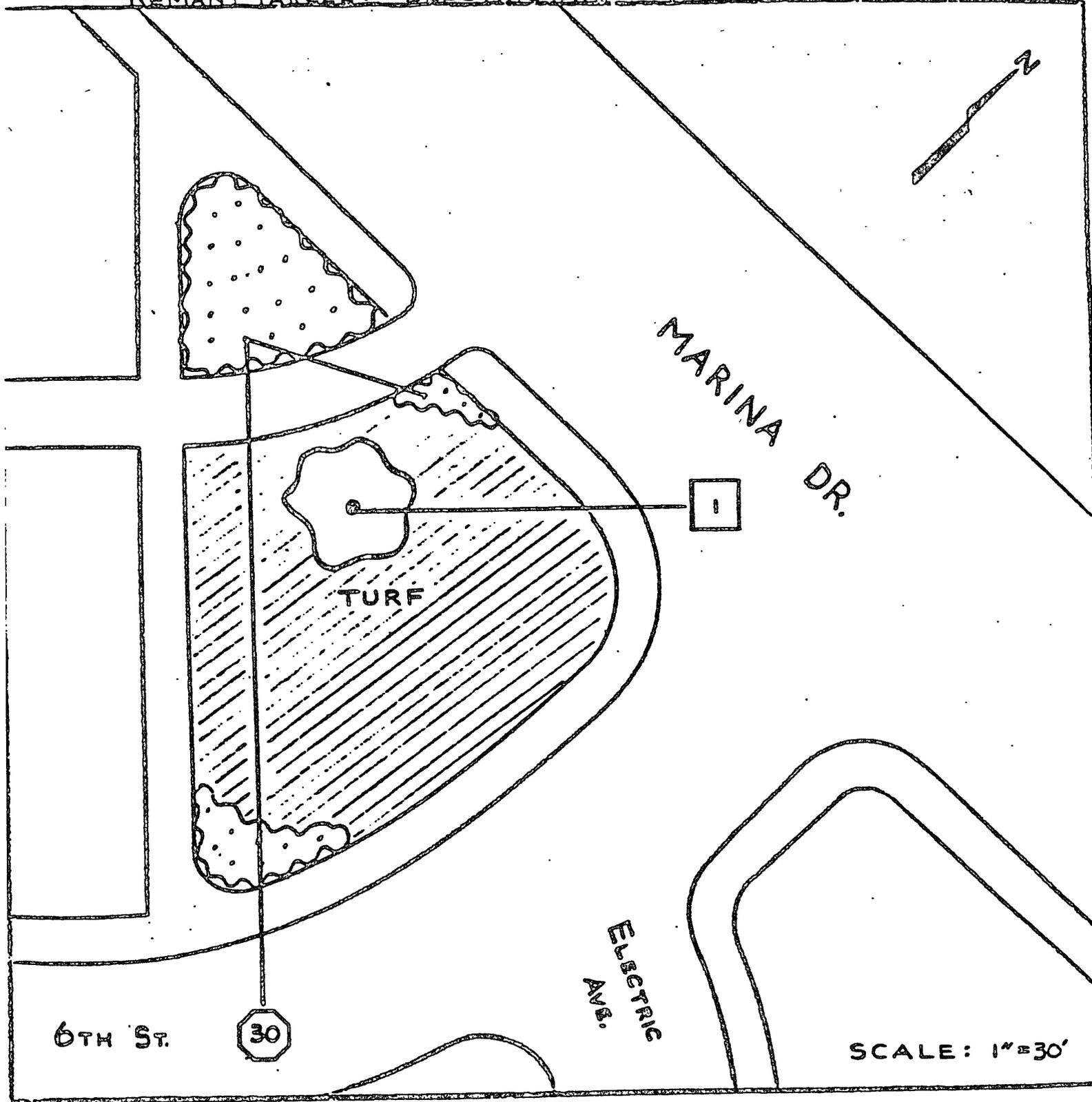
3



4\*

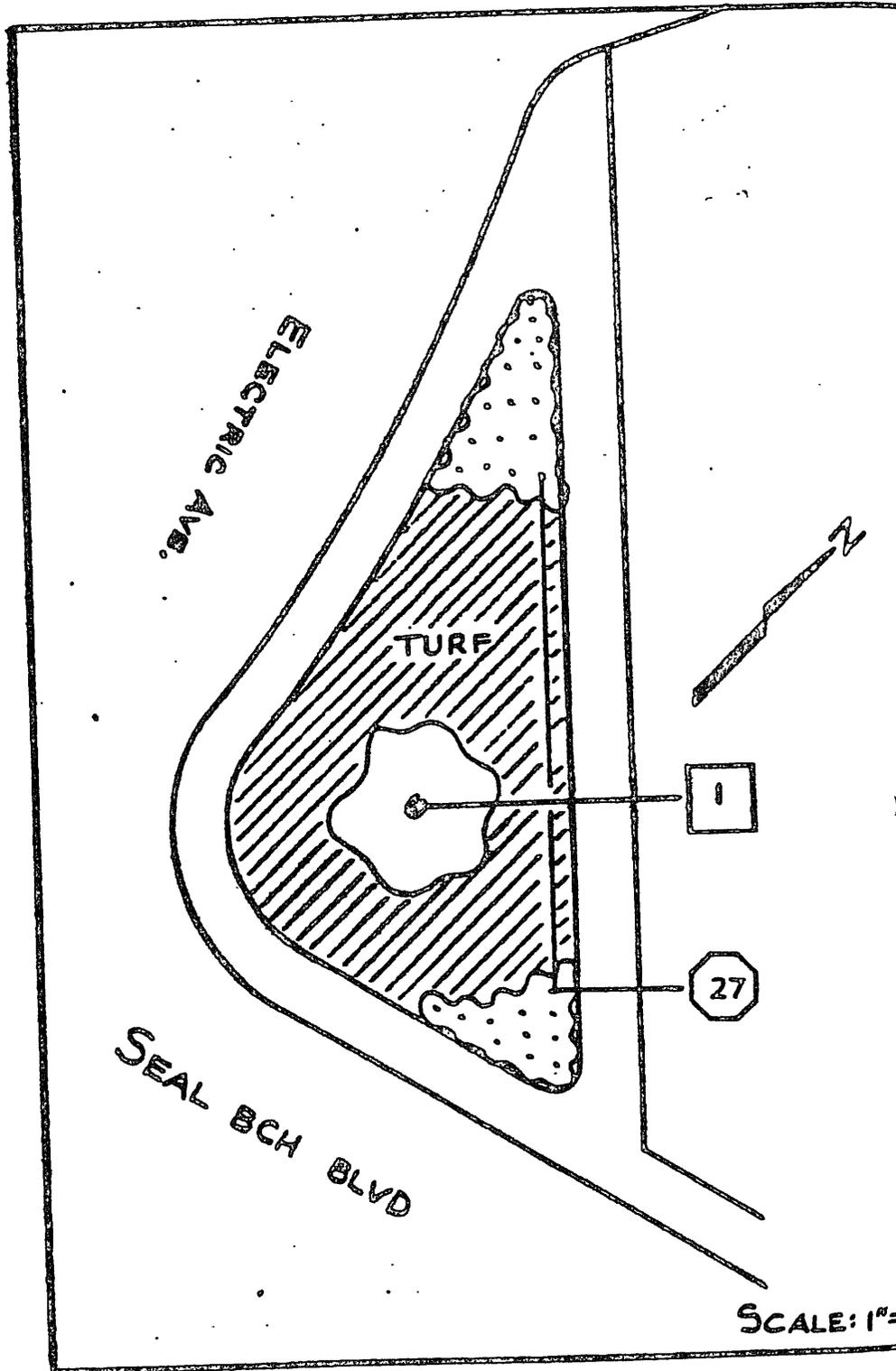
\* NORTH-SIDE: TWO-WAY-BIKE/TRAVEL/PARKING  
 SOUTH-SIDE: PARKING/TRAVEL/PARKING

REMANANT PARCEL: ELECTRIC AVE. & 6TH ST. & MARINA DR.



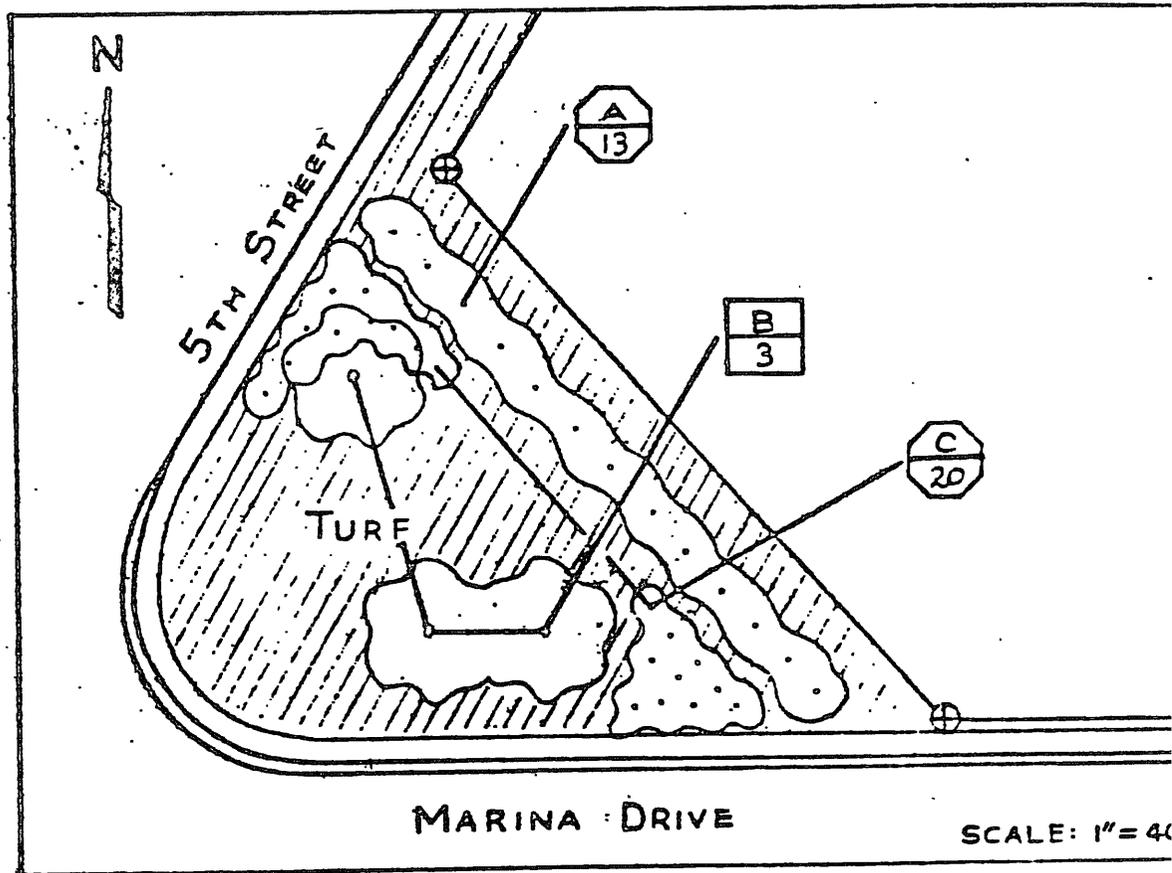
-  — *RAPHIOLEPIS INDICA* "ROSEA"  
PINK INDIAN HAWTHORN
-  — *ERYTHRINA CAFFRA*  
CORAL TREE.

REMNANT PARCEL: ELECTRIC AVE @ SEAL BEACH BLVD



- ②⑦ — RAPHIOLEPIS INDICA "ROSEA"  
PINK INDIAN HAWTHORN
- ① — ERYTHRINA CAFFRA  
CORAL TREE

TRIANGULAR PARCEL: 5TH AND MARINA



SYMBOL	NAME	QUANTITY
A	DODONEA VISCOSA "PURPUREA" PURPLE HOPSEED	13
B	ERYTHRINA CAFFRA CORAL TREE	3
C	RAPHIOLEPIS INDICA "ROSEA" PINK INDIAN HAWTHORNE	20

○ 5 GAL      □ BOX