

SACRAMENTO CITY PLANNING COMMISSION

November 28, 1967

MEMBERS IN SESSION:

SUBJECT: Request for Rezoning - R-3 to C-2.  
SE corner of Fruitridge Road & 65th Street  
Expressway

The extension of 65th Street Expressway south from 14th Avenue to Stockton Boulevard has been a plan of the City for many years. It was included in the 1930 Major Street Plan recommended by Bartholomew & Associates and subsequently adopted by the City. It was included in all updating of the Major Street Plan and until activated, the plan remained unchanged. The one major change in execution of the plan was to acquire the right-of-way with limited access to provide even greater traffic flow capacity now and in the future as vehicular trip demands increased.

To coordinate circulation facilities planning with land use development, the Planning Commission adopted a policy of restricting commercial zoning at the 4-corner intersections of 65th Street Expressway with 14th Avenue, Fruitridge Road, Lemon Hill Road, and Elder Creek Road. This even included the removal of any commercial zoning existing at or near these intersections at the time the area was annexed to the City. This containment policy has been closely adhered to since its adoption as indicated by denial of previous requests for rezoning, (including this same property requested by the applicant). The maximum potential capacity of the facility can only be achieved if traffic generating commercial land uses are restricted from locating adjacent to and congesting these key intersections.

The Commission has also followed the policy of providing ample zoning in terms of net acreage and spacing of Commercial Districts to meet the needs of neighborhoods, and having met these needs over the years, the Commission and City Council have contained the existing areas. As a part of this policy, the Commission has also determined that the Commercial strip zoning of the City's major streets shall be avoided wherever possible. This is reflected in the current zoning of Fruitridge Road from Stockton Boulevard to Power Inn Road.

In summary, the Commission has refused rezoning in this area in the past on the basis of the following points:

1. There is adequate land zoned for commercial purposes to serve the needs of the immediate neighborhood.
2. The zoning patterns are well established according to the General Plan and Community Plan for the area.
3. All previous requests have been denied as constituting 4-corner zoning, whether the start is with one or more corners.
4. Specifically, on 65th Street Expressway, the policy has been not to zone the intersection of cross arterials. The facility was built at considerable expense to the taxpayer to provide an up-to-date trafficway, and to negate a portion of that expenditure adjacent to the intersection by development of commercial congestion points is not good land use or circulation planning.

The Planning Department believes the past policy of the Commission in this respect is a well-advised one and recommends it be continued by denying this rezoning application.

Respectfully submitted,

  
JOSEPH AVENA  
PLANNING DIRECTOR

JA:vb

PETITION TO REZONE for a service station and automotive center.

Existing Use: Two single family dwellings and unimproved land.

OWNERS: John Cabral, David P. Dolson, Rado Palandech

APPLICANT: Major Realty, 4920 Freeport Blvd., by Ray R. Santin

PROPERTY: 6520-6528 Fruitridge Road, SE corner Fruitridge Road & 65th Street Expressway. Fcl. 2.88 acre parcel of land 282.97' x 523.13' located in the NW $\frac{1}{4}$  Sec. 27, R5E, T8N, MDB&M, excepting therefrom the No. 150' of the E. 150'.  
No. Parcels: 3 Aggregate Size: 2.88 Acres.

ZONING: Existing: R-3 Light Density Multi-family.  
Proposed: C-2 General Commercial.

STATEMENT: The applicant proposes development of an automotive center consisting of a service station adjacent to 65th Street Expressway and other allied automotive service and repair facilities to the rear of the parcel. The plan also proposes establishment of a public street through the property serving these uses.

On January 22, 1963, after several hearings, the Planning Commission denied a similar request on the same property for development of a shopping center and service station. Again on February 12, 1963, a revised application for rezoning to C-1 instead of C-2 for a shopping center without the service station was also denied by the Commission. Subsequent requests for an appeal of these actions to the City Council were denied.

