

SACRAMENTO CITY PLANNING COMMISSION

December 12, 1967

Report of Planning Director, Joseph Avena

SUBJECT: Utilization and Development of a 100' wide strip of land formerly a section of the Central California Traction Company's Railroad Right-of-Way which is now the property of the City of Sacramento.

LOCATION: Along 21st Avenue alignment, eastward from Stockton Boulevard to the Southern Pacific Railroad.

BACKGROUND

The Central California Traction Company has operated a railroad freighting business in Sacramento for a number of years, operating over tracks in City Streets from a westerly terminal at 3rd & X Streets to Stockton Boulevard and 21st Avenue. On 21st Avenue from Stockton Boulevard eastward to the City Limits, the Central California Traction Company operated over its own right-of-way.

In 1961, the State of California adopted a freeway route in the W & X Streets corridor eastward from the Sacramento River to Alhambra Boulevard. The Central California Traction Company had to cease its operation along X Street. Thereafter, the CCTC abandoned its old route along city streets and its 21st Avenue right-of-way and entered into an agreement with the Southern Pacific and Western Pacific Railroad Companies to reroute CCTC rolling stock along the tracks of these two Companies in the City.

On October 27, 1967, the CCTC quitclaimed to the City of Sacramento all of the right, title and interest of the 100' wide strip of right-of-way along 21st Avenue from Stockton Boulevard eastward to the Southern Pacific Railroad right-of-way line.

CHARACTER OF THE 21st AVENUE AREA

The railroad track along 21st Avenue has been removed, and the land is vacant. The strip is not maintained and is characterized by dirt mounds and deep holes, with debris and trash strewn among the tall weed patches growing in the area. Also, the strip is paralleled by a hodge-podge of narrow, substandard streets intermixed with standard streets constructed

to modern subdivision requirements. This undeveloped strip impedes north-south circulation between 14th Avenue and Fruitridge Road in the Colonial Community. The easterly projection of 21st Avenue to Power Inn Road through this Community is impeded by the SPRR right-of-way.

CHARACTER OF THE COLONIAL COMMUNITY

The Colonial Community is primarily developed with residential use. The condition of dwelling units in this Community is generally good. The 1960 Census of the housing revealed that 4.8% of all dwelling units are in a deteriorating condition and 1.6% are dilapidated. Commercial and industrial uses are confined to major streets. That portion of the Colonial Community that parallels 21st Avenue is zoned and developed for residential uses.

SUMMARY

The 21st Avenue alignment is therefore a minor residential street, the use of which is mainly by local residents of the area. Its use as a major east-west circulator is restricted by the SPRR right-of-way. The principal use of the abutting properties is residential, and in its unkempt condition, the 21st Avenue strip fosters a deteriorating effect on the Community. The City therefore, should be concerned that this newly acquired land not stand unimproved, creating an eyesore and downgrading of this Community.

RECOMMENDATION

As this is the only sizeable vacant land in this area, and as there is a negligible amount of public "open space" in the Community, the City is now in the position, through its ownership of this land, to improve and enhance the Community environment by:

1. Utilizing the strip of land to correct and improve the deficiencies in street width and construction along the entire length of 21st Avenue in the study area.
2. Utilizing the excess land as a landscaped median strip to provide "open space" along the entire length of 21st Avenue in the study area.
3. Providing street openings through 21st Avenue to improve north-south circulation from 14th Avenue to Fruitridge Road.

A project in line with the above recommendation will provide a solution which adequately diminishes the undesirable appearance of this property and will provide additional amenities which will upgrade and stabilize

community appearance and value.

It is therefore recommended the Commission set a public hearing on this matter for January 23, 1968 regular meeting.

Respectfully submitted,



JOSEPH AVENA
PLANNING DIRECTOR

ITEM 7

SACRAMENTO CITY PLANNING COMMISSION

Regular Meeting

AGENDA

December 12, 1967, 5:10 PM

UNFINISHED BUSINESS

1. Request for extension of Special Permit No. 1806 to use flood zoned property for high rise apartment house, between 5806 & 5890 Riverside Boulevard.

REZONINGS

2. Rezoning for 16 unit apartment complex. From R-1 to R-4. NE corner of Fernley Avenue & El Monte Avenue.
3. Rezoning for a Service Station. From R-1 to C-2. 2741 & 2749 Sutterville Road.

TENTATIVE MAPS

4. Sierra Oaks Unit #15. American River Drive & Munroe Street.
5. Harris Heights. Clipper & Westview Ways.

MISCELLANEOUS PLANNING & ZONING MATTERS

6. Proposed construction & parking facilities for demolished building, Trinity Cathedral, 27th Street & Capitol Avenue.
7. Proposed development plan. 21st Avenue from Stockton Boulevard easterly. Set Public Hearing.