

P93-111 - FONG RANCH HIGH SCHOOL - SPECIAL PERMIT

REQUEST: A. Special Permit To Allow the Construction Of A 198,000± Square Foot High School On 51.0± Acres In The Agriculture (A) Zone.

LOCATION: Location: Northeast Corner of Truxel and San Juan Roads
Parcel Number: Portion of 225-0170-032
South Natomas Community Plan Area
Natomas Unified School District
Council District 1

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|---------------------------|--|
| APPLICANT: | Applicant: Natomas Unified School District Contact: General Davie; Phone: 641-3300 Address: 1515 Sports Dr., Suite 1, Sacramento, CA 95834 |
| OWNER: | Property Owner: Fong Ranch Properties Owner Address: 5431 Pleasant Dr., Sacramento, CA 95822 |
| PLANS BY: | Stafford & King, 1210 G Street #1, Sacramento, CA 95814 |
| APPLICATION FILED: | July 15, 1993 |
| STAFF CONTACT: | Jim McDonald, Associate Planner, 264-5723 |

SUMMARY/RECOMMENDATION:

The applicant proposes to construct a 198,000 square foot high school on a 51.0± acre vacant parcel zoned Agriculture (A). The school will have an enrollment capacity of 1800 students and provide approximately 650 parking spaces for students, staff and visitors. The project will also include a 3,000 seat stadium and a 2,000 seat gymnasium. Schools are allowed uses in any zone, subject to approval of a Special Permit. In evaluating the project, the basic issues are the potential loss of park acreage, traffic volume, and design compatibility with transit. **Staff recommends approval of the project.** This recommendation is based on its consistency with the policies regarding public uses in the South Natomas Community Plan (SNCP) and Citywide General Plan, and the compatibility with land uses surrounding the site.

PROJECT INFORMATION:

| | |
|-----------------------------|--|
| General Plan Designation: | Low Density Residential(4-15)[21 acres] / Parks, Recreation, Open Space[30 acres] |
| Community Plan Designation: | Residential (4-8) / Residential(7-15) / Parks-Parkways-Open Space |
| Existing Land Use of Site: | Vacant |
| Existing Zoning of Site: | Agriculture |

Surrounding Land Use and Zoning:

North: Agriculture; A
 South: Residential; R-1A/R-2B
 East: Residential; R-1
 West: Residential; R-1A/R-2B

| | |
|------------------------------|--------------------------------------|
| Property Dimensions: | 1,325' x 1,929' |
| Property Area: | 56.0± gross acres 51.0± net acres |
| Square Footage of Buildings: | 198,000 square feet |
| Height of Buildings: | 15 to 35 feet, one and two stories |
| Exterior Building Materials: | Stucco/Brick/Wood/Glass/Metal |
| Roof Material: | metal/single ply membrane |
| Parking Provided: | 650 spaces |
| Parking Required: | N/A |
| Topography: | Flat |
| Street Improvements: | Partially Existing |
| Utilities: | Existing |

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

| <u>Permit</u> | <u>Agency</u> |
|--------------------------------|---|
| Staff Level Design Review | Design Review Staff |
| Transportation Management Plan | Planning Division |
| Encroachment Permit | Public Works, Development Services |
| Driveway Permit | Public Works, Development Services |
| State Permits | Office of State Architect, Office of Local Assistance |

BACKGROUND INFORMATION:

In July of 1992 the Natomas School District ("District") became a unified district, and became responsible for providing facilities for secondary students. On October 14, 1992 the Natomas School Board approved the Fong Ranch site for the first high school.

In March of 1993, the District submitted an preliminary review application for a 40 acre high school site. City and local agency comments were provided to the School District on May 13, 1993 (Attachment E) which addressed infrastructure requirements, site design and land use. In addition to the written report, City staff and Regional Transit (RT) staff met on numerous occasions with District representatives to provide comments and suggestions, resulting in the current plan.

STAFF EVALUATION: Staff has the following comments:

A. **Policy Considerations**

Schools/Parks

The SNCP currently identifies a 23 acre high school site on the west side of Truxel Road between San Juan Road and West El Camino Avenue. The SNCP provides policy direction to designate school sites that are adequately sized to accommodate the normal range of activities. This 23 acre Truxel site is almost one half the minimum size recommended by the State Board of Education standards. Consequently, the District was required to look elsewhere for a site that was a minimum of 40 acres in size.

The proposed high school site will be located on what is now shown in the South Natomas Community Plan as a 30 acre Community Park site. In order to help mitigate the loss of park acreage, the District has agreed to enter into a joint use agreement with the Parks Department for the use of approximately 10 acres. The District and Parks Department are also discussing a "land swap" for the Truxel high school site located on Truxel Road between San Juan and West El Camino Roads. The current plan is to develop a mixed use site that contains a library, community center, park acreage and a Natomas School District administration building. This 23 acre site, however, is currently owned by the Grant School District. Natomas is making legal efforts to acquire the site as part of their unification. Consequently, there is no guarantee that Natomas will ever own the site. If the Natomas Unified School District does acquire the property, the terms of the land swap will have to be determined at that time. Attached is a letter from the District which affirms their interest in a joint use proposal should they acquire the site.

Fong Ranch Special Study Area

The project site, and surrounding property, is also designated in the SNCP as the Fong Ranch Special Study Area (SSA). This designation allows for the re-evaluation of land uses in light of development in the surrounding area and the effectiveness of transportation systems. The re-evaluation could, at the request of the property owners, begin once approval of the Truxel Interchange is initiated. Approval is based on the completion of environmental analysis, acquisition of

funding sources and acquisition of Rights of Way as defined in the SNCP. The re-evaluation does not necessarily guarantee more intense land uses. At the current time, however, the underlying land use allows is a mix of low/medium density residential and parks/open space. The underlying community plan designations will remain if the school is not constructed.

B. Tentative Map Design

Government Code Section 66428 states that parcelization is not necessary for land conveyed to a public entity. Consequently, the School District will not be required to submit a tentative map for the purchase of the school site.

C. Site Plan Design/Zoning Requirements

1. Zoning

The site is currently zoned Agriculture (A). School facilities are allowed in any zone, subject to approval of a Special Permit. The purpose of the Special Permit is to ensure that the project will not be detrimental to public health, safety or welfare or create a nuisance. The Special Permit also provides an opportunity for public noticing, participation and input.

2. Setbacks

The zoning ordinance does not specify setback requirements for school facilities. The school district will, however, provide 25 foot building setbacks from all streets and a minimum of 20 feet of setback area between buildings (except between portable buildings and between the theater and fine arts buildings).

3. Parking/Circulation

Rosin Boulevard was originally planned to connect with Truxel Road between I-80 and San Juan Road. The District asked that the road be re-aligned to the east boundary of the proposed school site to allow for a more efficiently designed site. The Transportation Division prepared a traffic analysis that examined the re-alignment and have given a preliminary approval subject to the provision of street improvements to the satisfaction of the Public Works Department.

The project will provide on-site parking as follows:

- 470 student spaces
- 30 visitor spaces
- 150 staff spaces
- 100 overflow spaces on hardcourts

The zoning ordinance does not contain a parking requirement standard for schools. Regional Transit has expressed some concern that too many spaces are being provided, especially given the close proximity to the future light rail station located at the southwest corner of the site and the proposed bus stop located at the southern edge of the site.

Staff agrees that parking should be reduced whenever possible. The transit stops, however, will not likely be constructed by the estimated date of opening of the school (September 1996). In addition, large events such as basketball games, football games, graduation etc., are anticipated to fill the proposed spaces to capacity and result in off-site parking. According to County zoning ordinance requirements, one space is required per three stadium seats. If this standard were imposed on the proposed project, it would result in a 1000 space parking requirement. Concerns have been expressed by neighbors that the site should provide adequate parking.

The School District did work with City and RT staff to redesign the original proposal to move the parking lot, which fronted on San Juan Road, to a more interior location. A pedestrian path has also been provided from the proposed light rail station to the interior of the campus. The School District will also prepare a transportation management plan to reduce both student and staff commute trips. This plan will be subject to approval by the Planning Director. Staff feels that these measures will encourage the use of alternative modes of transportation.

4. Landscaping

The setback areas will be landscaped with trees, turf and shrubs. Interior areas will also be turfed and 250 trees will be planted in the parking area for shading. The school district has budgeted for all of the landscaping to be provided in the initial phase of construction. Consequently, all of the landscaping should be in place when the school opens.

5. Signage

The School District is proposing an eight foot by twenty foot (160 square foot) monument sign at the southwest corner of the site. This sign, which will not be illuminated, is consistent with sign ordinance requirements for commercial and office uses that are typically allowed one square foot of sign area for each lineal foot of street frontage.

D. Building Design

The proposed buildings will contain a mixture of building materials including cement, stucco, wood, metal and glass. Based on a review of renderings of the proposed buildings and materials samples, design review staff approves of the design as proposed.

The height of the proposed buildings will range from 15 to 35 feet. The proposed range is consistent with the 35 foot maximum building height allowed in the surrounding residential community.

PROJECT REVIEW PROCESS:**A. Environmental Determination**

The Environmental Services Manager has determined that the City shall utilize a Negative Declaration that was previously adopted by the Natomas Unified School Board by resolution on August 11, 1993.

B. Public/Neighborhood/Business Association Comments

A letter was received from Greg Wardrip, a resident of the Vallarta Circle neighborhood, on August 30, 1993, which was supportive of the project (Attachment C). The letter did express some concerns/comments relating to sports fields, parking, Truxel Road extension, LRT easement, landscaping and building materials, noise and safety. Staff feels that Mr. Wardrip's concerns and comments have been addressed in the project design, infrastructure requirements by the City and mitigation measures included in the Negative Declaration prepared by the District.

On September 23, 1993 the Natomas School District held a public meeting at the American Lakes Elementary School for property owners and residents adjacent to the proposed high school site. One property owner attended and spoke in favor of the project as proposed.

On November 17, 1993, Councilmember Heather Fargo sponsored a community meeting to discuss several major projects currently being planned for the Natomas Community, including the proposed high school at Fong Ranch. Although numerous questions were asked of both City and School District staff, no one expressed opposition to the project as proposed.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Their comments are included in the Preliminary Review (Attachment E) and other comment letters (Attachment F). The following summarizes the comments received:

1. Department of Public Works - Transportation/Engineering

Public Works staff comments pertain to the design of the site (i.e., ingress points, provision of street ROW, street cross section design etc.) and financing of street improvements (e.g., traffic signals, street improvements, landscaping etc.). The design issues have been resolved through numerous meetings between City staff and District representatives and are reflected in the project design as proposed. The District will be required to provide street frontage improvements to the satisfaction of the Public Works Department.

The Transportation Division completed a traffic study for the project on March 15, 1993 to address the potential impacts of the proposed high school and to examine the re-alignment of Rosin Boulevard from an intersection with Truxel Road down to an intersection with San Juan Road. The study stated that with certain measures, such as traffic lights and turn lanes, the project impact would not, in and of itself, result in significant traffic impacts. The study also noted that either alignment would be feasible. Potential traffic impacts will be addressed through the provision of street frontage improvements as required by the Department of Public Works.

2. Department of Parks and Community Services

Parks staff expressed concern with the loss of a Community Park site and asked that another be provided prior to approval of the Special Permit. It was also suggested that the District agree to enter into a joint use agreement for recreational space on the proposed site. The District provided the City with a letter of interest (Attachment D) which states that they are willing to participate in a joint use of the former 23 acre high school site located on Truxel Road between San Juan Road and West El Camino Avenue. The District is currently involved in litigation with the Grant School District to acquire the site. The District will make arrangements with the City once that dispute is settled. The District has also agreed to enter into a joint use agreement with the Parks department for a portion of the proposed site.

Parks staff also provided comments regarding the site design of the proposed project. Those comments are reflected in the revised site plan as currently proposed.

3. Department of Utilities

Comments from the Utilities staff note that the following are required: drainage study, grading plan and drainage design per the City Design and Procedures Manual. Detailed requirements of the comment letter will be reflected in the ultimate design of the proposal.

5. Police Department

Comments from the Police Department were supportive of the new alignment of Rosin Boulevard because it provides a buffer between the residential development to the east of the site and the project site. They also suggested that the parking lot be moved to the interior of the site where it is presently located in the revised site plan as proposed.

4. Regional Transit

Regional Transit (RT) staff originally expressed concern that the project be designed to accommodate adequate ROW for the proposed LRT station on the western edge of the site. The District has agreed to set aside land for the future LRT station and has identified the ROW in the current site plan. RT staff also support the new alignment of Rosin Boulevard as it alleviates some of the potential traffic impacts to the operation of light rail.

RT staff also expressed concern with the amount of parking proposed and the location of buildings in relation to the future LRT station. The parking proposed is required to accommodate not only daily student commuting, but also special events such as open house, sporting events and other after school activities that will, on occasion, result in the need for parking off-site. In order to minimize impacts to adjacent neighborhoods, staff feels that the parking proposed is acceptable. While it is true that the buildings would be ideally located directly adjacent to the future LRT station, other factors need to be taken into consideration.

PROJECT APPROVAL PROCESS: Planning Commission has the authority to approve or deny the Special Permit. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

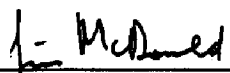
RECOMMENDATION:

Staff recommends the Planning Commission take the following action:

- A. Adopt the attached Resolution approving the Special Permit To Allow the Construction Of A 198,000± Square Foot High School On 51.0± Acres In The Agriculture (A) Zone.

Report Prepared By,

Report Reviewed By,

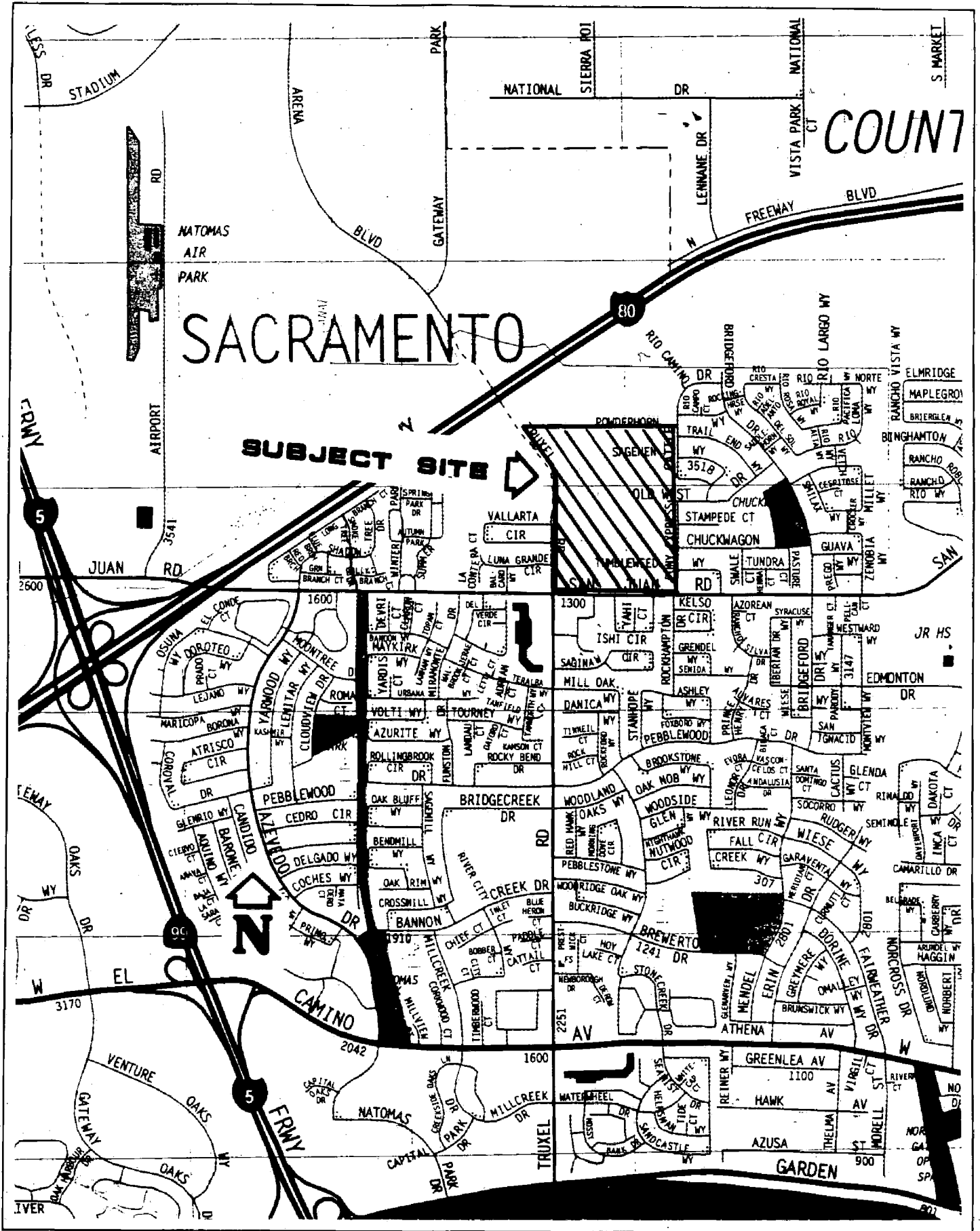

Jim McDonald, Associate Planner


Scot Mende, Senior Planner

Attachments

| | |
|--------------|--|
| Attachment A | Vicinity Map |
| Attachment B | Land Use and Zoning Map |
| Attachment C | Letter From Neighborhood Association |
| Attachment D | Letter of Interest From District |
| Attachment E | Preliminary Review (W/Agency Comments) |
| Attachment F | Miscellaneous Agency Comments |
| Attachment G | Resolution - Special Permit |
| Exhibit G-1 | Site Plans |
| Exhibit G-2 | Elevations |

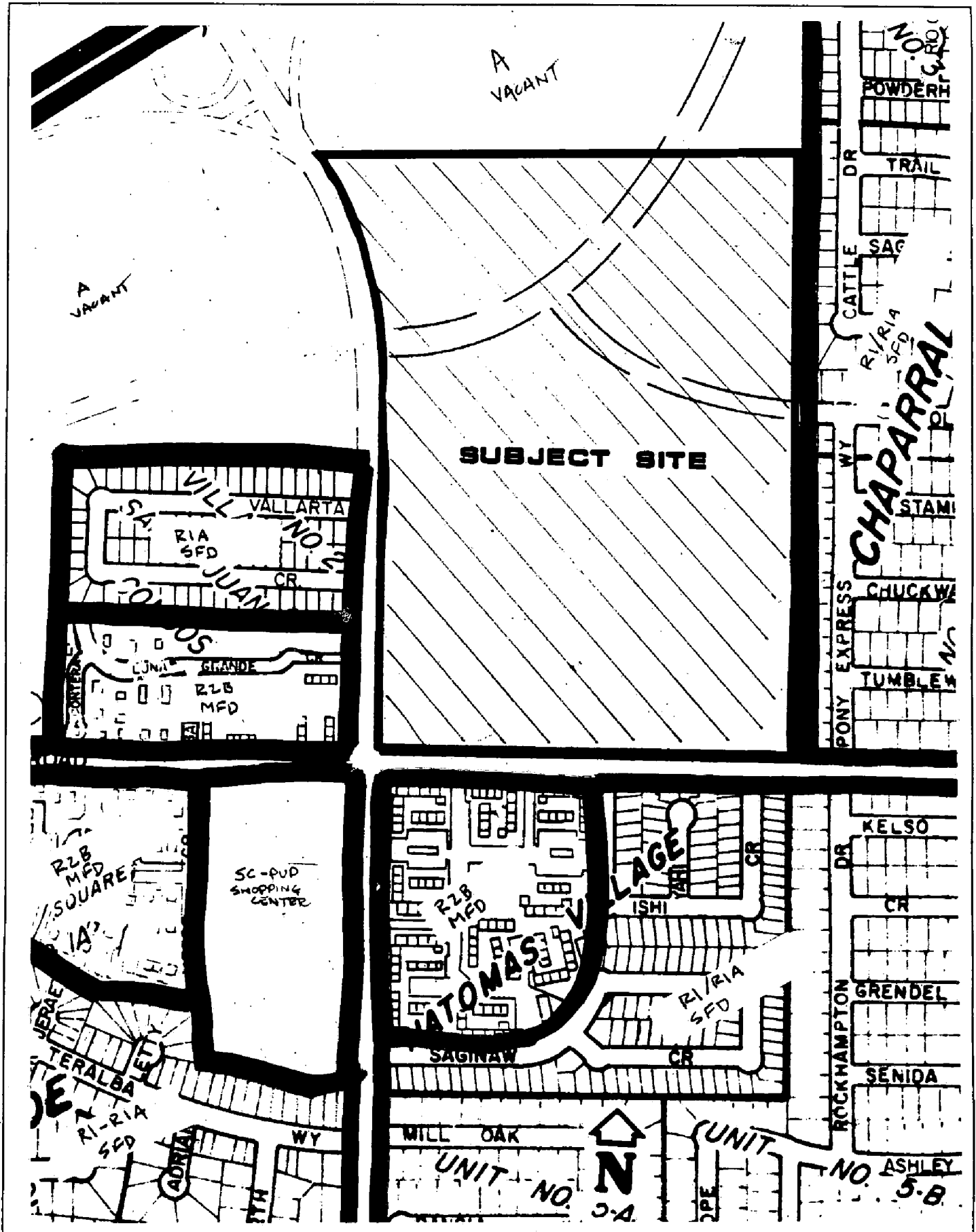
JM/jm:P93-111.CPC 12/02/93



SACRAMENTO

SUBJECT SITE

VICINITY MAP



LAND USE & ZONING MAP

GREGG M. WARDRIP
1683 Vallarta Circle
Sacramento, CA 95834

AUG 31 1993

RECEIVED

August 30, 1993

Mr. Jim McDonald
City Planning Division
1231 I Street, Room 200
Sacramento, CA 95814

Dear Jim:

I would like to take this opportunity to provide input on the special permit and community plan amendment to construct a high school on approximately 56 acres at the northeast corner of San Juan and Truxel Roads. As a Vallarta Circle neighborhood resident, I am keenly interested in the development of the high school as a valuable community asset and in the preservation and enhancement of the Vallarta Circle neighborhood. My comments on the special permit application as submitted by the Natomas Unified School District are listed below.

1. **The Site Plan In General** - My overall reaction to the site plan for the high school is positive. The Natomas Unified School District is to be commended for incorporating many positive elements into the plan, many of which are the result of meetings and discussions with community residents. The south-central orientation of the school buildings, along with set-back parking facilities and sports fields to the west and north make the site plan community-friendly as well as functional for school operations.
2. **Sports Fields** - The two baseball fields and two soccer fields along the western portion of the site are a positive feature of the plan. These open sports fields will provide an attractive setback and transition to the school buildings which are planned for the south-central portion of the site. The green space provided by the sports fields may also provide some consolation for Vallarta Circle homeowners who understood that a community park was planned for the Fong Ranch site.
3. **Parking** - The residents of Vallarta Circle would like the city and school district to take all necessary steps to assure that overflow parking from the high school will not occur in our neighborhood. Steps that should be taken include, but are not limited to, providing ample parking spaces for all students, faculty, employees, and visitors within the high school site. Also, having a security campus with appropriate and attractive landscaped fencing will serve as a deterrent to students and others from parking in residential neighborhoods and other areas outside of the campus.

Mr. Jim McDonald
August 30, 1993
Page 2

4. **Truxel Road Extension** - This will remind the city that when the Truxel Road extension from San Juan Road north to the proposed freeway interchange is constructed, the City Council mandated on January 9, 1990 that traffic noise mitigation measures for the Vallarta Circle neighborhood be constructed.
5. **Light Rail Easement** - Assuming that the light rail line along Truxel Road is not constructed at the same time as the high school, the light rail alignment should be appropriately landscaped and maintained.
6. **Landscaping and Building Materials** - The city and the school district should assure that high quality landscaping and building materials are used so as to maintain and enhance the value of our neighborhood. A comprehensive landscaping plan should be included which provides for landscaping along all fencing and walls in order to "soften" the abrupt effect of the fencing and to avoid the bare "walled city" look.
7. **Noise** - The residents of Vallarta Circle would like the city and the school district to take appropriate steps to mitigate added noise, such as from the planned sports stadium, which may emanate from the new high school.
8. **Safety** - The residents of Vallarta Circle would like the city and the school district to make appropriate security arrangements, such as fencing and security officers, to prevent any increased crime that may occur in residential neighborhoods and other areas as a result of the development of the new high school.

Thank you for this opportunity to provide input on the special permit for the new high school. I appreciate the ongoing assistance that you have provided on this project.

Sincerely,



Gregg M. Wardrip

cc: Natomas Unified School District



B. Teri Burns
Larry Meeks
Bob Reinhard
Richard Taylor
Michael Wiley

NATOMAS UNIFIED SCHOOL DISTRICT

1515 SPORTS DRIVE SUITE 1 • SACRAMENTO, CA 95834 • (916) 641-3300 • FAX (916) 928-1629

GENERAL DAVIE, JR., Ed.D
District Superintendent

March 16, 1993 /

Gary Stonehouse
Planning Director
City of Sacramento
1231 I Street, Suite 300
Sacramento, CA 95814-2904

Dear Mr. Stonehouse:

The purpose of this letter is to affirm the Natomas Unified School District's interest in joint use of the Truxel site with the City of Sacramento.

In past meetings, the city and school district have discussed a community center, library, school district instructional center, child care center and park as possible uses for the Truxel site. Should the school district gain title to the property, the district staff would be very interested in pursuing any of the above mentioned projects or any other project that would be in the best interest of the city and the school district.

Sincerely,

A handwritten signature in cursive script that reads "General Davie".

General Davie, Jr., Ed. D.
District Superintendent

GD:dh



DEPARTMENT OF
PLANNING AND DEVELOPMENT

May 13, 1993

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

Mr. General Davie, Superintendent
Natomas Unified School District
1515 Sports Drive #1
Sacramento, CA 95834

SUBJECT: PRELIMINARY REVIEW OF THE FONG RANCH HIGH SCHOOL
PROPOSAL

Dear Mr. ^{General} Davie:

Planning staff has reviewed your preliminary review application for a high school site located at the northeast corner of San Juan and Truxel Roads. The following report outlines the evaluation and comments from Planning and other City departments and outside agencies concerning your proposal. Specific comments provided by the reviewing City departments are attached and should be reviewed by you and your staff prior to and modifications to the existing plan or special permit application. Your Special Permit Application should address the questions and concerns raised in this letter and attached comments.

A. Proposal

The proposed site is approximately 40 acres in size and located at the northeast corner of San Juan and Truxel Roads. The site is designated as Parks, Recreation and Open Space in the General Plan and as Community Park in the South Natomas Community Plan. In November of 1992, Planning staff initiated a Community and General Plan Amendment to address school facilities in South Natomas, including the designation of a high school at the Fong Ranch location. Processing of this amendment is on hold until the issue of ownership of the existing Truxel high school site (currently owned by Grant Joint Union) is resolved.

The site is currently zoned Agriculture (A). School facilities are allowed in any zone, subject to approval of a Special Permit. The purpose of the Special Permit is to ensure that the project will not be detrimental to public health, safety or welfare or create a nuisance. The Special Permit also provides an opportunity for public noticing and input.

Attached is a checklist of the materials needed for the Special Permit application. Planning staff recognizes that the building elevations may not be prepared for one or two years. Consequently, we have determined that the detailed elevations can be submitted at a later date and reviewed by Design Review staff at the staff level. However, elevations drawn at least to a conceptual level will be required with the Special Permit application.

In addition to the standard application requirements, the Fong Ranch High School Special Permit application should include:

- parking area/spaces
- building square footage
- ingress and egress points
- transit stop locations (existing and future)
- access to transit stops

B. Plan Consistency

The SNCP currently designates the site as a Community Park. Similarly, the General Plan designates the site as a Park/Recreation/Open Space facility. The necessary plan amendments are currently being prepared by planning staff. In order to mitigate the loss of the 30 acre park site designation at Fong Ranch, the Natomas School District should work with the City Parks Department to arrange for an alternative site under terms acceptable to the City. Additional mitigation can be provided through the development of the high school site with joint use school-park elements. The joint use efforts should be identified as part of the Special Permit.

C. Parking

Several comments were received that expressed concern with the amount and orientation of parking. By providing 500 spaces for approximately 1800 students, the school appears to be encouraging the use of the automobile. The Sacramento Region regularly exceeds state and federal air quality emissions for ozone, carbon monoxide and particulate matter. One of the major sources of emissions is the single occupant vehicle (SOV), and one of the best measures available to discourage SOV trips is parking reduction. Consequently, the amount of parking should be re-examined and reduced if possible.

The orientation of the parking lot to San Juan, or any other main street, creates a barrier to pedestrians, bicyclists and transit riders who will be forced to maneuver through a "sea" of parking. The buildings and other high activity uses should be oriented towards the street and transit facilities (both bus and LRT) and parking should be located away from the street.

The Police Department would prefer that the 500 space student parking lot be located more within the site as parking lots located in the front are difficult to supervise and harder to control access. The existing design may lead to additional thefts of and from automobiles and provided a gathering location for non students.

D. Transportation System Management

The City of Sacramento Transportation System Management (TSM) Ordinance requires that projects that generate 100 or more employees must prepare a Transportation Management Plan (TMP) subject to review and approval by the Department of Public Works and the Planning Department. The number of employees (teachers and support staff) should be included in the Special Permit application. A TMP may be required which provides measures to reduce 35% percent of estimated commute trips.

E. Site Plan Design

The current draft site plan includes rough sketches of building foot print, parking lots, play fields etc. to show the relative location of land uses. The Special Permit should include more refined plans with estimates of acreage, square footage, parking facilities etc. The site plan should also identify:

- points on ingress and egress,
- areas of joint use with park facilities
- transit stop locations (existing and future)
- access to transit stops

F. Building Design

Building design, material and colors should be compatible with surrounding development.

- Treatment of buildings should features that provide detail and variation (i.e., awnings, windows, sidewalks, etc.).
- Buildings should provide a pedestrian and transit orientation (i.e., doors and window fronts should face streets, paths and sidewalks)

Detailed building elevations should be submitted as soon as they are available in order to provide the City and general public with an opportunity to provide input prior to submittal of plans to the State Office of Local Assistance (OLA).

G. Entitlements

The project will require the following entitlements as it is currently proposed:

1. Special Permit to construct a high school on 40 acres.
2. Staff level design review (subject to approval by the Planning Director)
3. General and Community Plan amendments to change the land use designation from park site to school site.
4. Transportation Management Plan (TMP) to reduce employee trips

Special Permits are typically processed in 3 to 6 months. Assuming that the environmental document that your consultant is preparing is adequate, we hope to be able to process the proposed application in 2 to 4 months. The other entitlements listed above may be processed concurrently.

H. Environmental Review

City staff is currently coordinating with the Natomas School District and their consultant in the preparation of an environmental document for the Fong Ranch high school site. The objective is the preparation of an environmental document that the City can use to process the required plan amendments and Special Permit.

I. City and Outside Agency Comments

The Planning Division received comments from other City Departments and outside agencies including Traffic Engineering, Utilities, Police, Engineering Development Services, Parks and Community Services and Regional Transit. Their detailed comments are attached and summarized below:

Regional Transit

- The light rail parking reflected on the proposed high school site plan(s) could be significantly reduced or eliminated.
- Relocate the primary use buildings (e.g., classrooms and administrative facilities) towards the San Juan/Truxel intersection.
- Provide direct, safe, pedestrian access from transit stations/stops.
- Minimize automobile parking
- The site should be designed to accommodate the rights-of-way needs for the future Truxel light rail station.
- For safety and transit operational concerns, no driveway ingress or egress across the light rail tracks along Truxel should be permitted.

Traffic Engineering (for the Rosin Court Re-Alignment Alternative Design)

- Access to the school site shall be on Rosin Boulevard. No driveway access will be allowed on San Juan Road.
- Truxel Road shall be dedicated and constructed to conform to the preliminary plans on file in the City Engineering Division office. Truxel Road was realigned too the east to provide noise mitigation for San Juan Villa Estates.

- Rosin Boulevard shall be dedicated and constructed to a City standard 80 feet right-of-way street with four travel lanes and bike lanes. On-street parking will be prohibited.
- On-street parking shall be prohibited on San Juan Road.
- Fund the construction of a traffic signal and necessary islands at the intersection of San Juan and Rosin Boulevard.

The following mitigation measures were identified in the traffic analysis:

1. Truxel Road at Pebblewood Drive - Add a southbound through lane and convert the through-right turn lane to a dedicated right turn lane.
2. Truxel Road at San Juan Road - Add a northbound through lane.
3. Ishi Circle - Provide traffic control measures to eliminate cut-through traffic to the San Juan Road and Rosin Boulevard/Ishi Circle intersection.

The feasibility of the above mitigation measures will need to be determined

- Construct a landscape buffer between Rosin Boulevard and the residential subdivision to the west. Design and width of the buffer should be determined by the Planning Director.
- The landscape buffer shall be maintained by the Natomas High School or included in a Landscaping and Lighting Assessment District. The maintenance cost of the buffer would be assessed to the school.

Development Services (Public Works)

- A mitigation measure for the negative declaration required that Public Works negotiate with the homeowners to possibly move the alignment of Truxel Road 30 or 40 feet to the east.
- A noise study should be performed to determine impact of campus operations on the residential neighborhoods to the east and west of the proposed site.
- Any stadium should be moved towards the back and interior of the project so as to minimize noise impacts on the residents of Vallarta Circle.
- Residents should have an opportunity too comment on the preliminary site plan designs.

- Parking should be moved so that it is not accessible from San Juan Road; rather, it should be placed in back of the school campus and be accessed from Rosin Boulevard.
- The school campus should be moved to the southwest corner of the projects and integrated with the light rail station.
- Both site plan proposals present an unattractive view of the campus from San Juan and Truxel Roads.
- Location of the stadium at the intersection of Truxel and San Juan Roads is not appropriate. As mentioned before, the stadium should be moved to the interior of the project.
- We suggest a landscape setback along San Juan Road and Truxel Road.

Police

- We prefer the plan that shows the residential area to the east of the proposed site being buffered by Rosin Boulevard. Without such a buffer, we can anticipate numerous complaints dealing with theft, vandalism and noise disturbances.
- We would like to see the campus redesigned and the 500 car parking lot located deeper within the site. It has been our experience that parking lots located at the front of the campus are difficult to supervise and harder to control for access and egress. This results in thefts of and from vehicles and provides a gathering location for non students.

This will also provide a more secure parking area for residents attending sporting and other events on campus.

Parks and Community Services

- Development of the Fong Ranch site as a school should proceed only after another site in the South Natomas community is designated as an alternative location for the community park. The School District should identify and provide to the City an alternative site which satisfies the City, under terms acceptable to the City.
- The high school should be developed as a joint use school-park with the elements and terms of joint use to be identified now during development of the master plan. Parks would appreciate the opportunity to review and comment on school plan development so that our concerns and interests might be incorporated into the final design.

- The main parking area should be located between the school buildings and the sports fields to allow for convenient joint use of parking. The parking should also be moved off of San Juan Road to the interior of the site with the school buildings moved closer to the road to improve pedestrian access to the school buildings and to improve appearance.
- Careful consideration should be given to locate the most appropriate and compatible school uses immediately adjacent to the light rail line and stop along Truxel Road.
- Whenever possible, locate ball field backstops to the outside of the site; this opens up the center field area for multiple, overlapping uses.
- Whenever possible, group like fields together - baseball with baseball, softball with softball, soccer with soccer, etc. This improves efficiency in construction, maintenance, and circulation.
- Compare improvements proposed for the future community park site with those proposed for the school to ensure that there is no unneeded duplication of uses.
- The northwest orientation of a softball field (from batter to pitcher is not recommended)
- The site plan showing the rectangular shaped site is far preferred over the "Dec. 23, 1992" plan. A long, narrow site configuration makes for difficult circulation and ball field layout. Also, in the Dec. 23 plan, the portion of the site north of the drainage canal is inaccessible and shouldn't be included as part of the site.

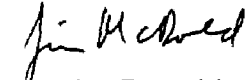
Utilities

- Only one domestic water service per parcel is allowed.
- Multiple fire services per parcel are allowed and may be required.
- All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- If a master plan exists for the proposed developments in this area we would like to examine this proposed high school site in conjunction with the master plan to determine if any infrastructure improvements are warranted.
- It may be advantageous to utilize a private well for irrigation of playing fields, etc., for this project.

- The proposed development is located within Flood Zone A-99, the 100-year flood plain.
- The proposed development is located within Sacramento Sanitation District No. 1.

If you have any questions or need additional information, please either the affected City department/outside agency or me at 264-5723. Thank you.

Sincerely



Jim McDonald
Associate Planner

attachments

cc: Heather Fargo, Councilperson, District 1
Gary Stonehouse, Planning Director
Will Weitman, Principal Planner
Diana Parker, Principal Planner
Michele Rudek, Landscape Architect

JM/jm:M92-075.PRE



SACRAMENTO REGIONAL TRANSIT DISTRICT

MAILING ADDRESS: P.O. BOX 2110 • SACRAMENTO CA 95812-2110 • 916 321-2800

April 2, 1993

CITY OF SACRAMENTO
CITY PLANNING DEPARTMENT

APR 6 1993

RECEIVED

Jim McDonald
Department of Planning and Development
CITY OF SACRAMENTO
1231 I Street
Sacramento, CA 95814

NAME OF DEVELOPMENT: Proposed South Natomas High School Site
at Truxel and San Juan Roads

CONTROL NUMBER: n/a

TYPE OF DOCUMENT: Preliminary site plan(s)

DATE RECEIVED AT RT: March 26, 1993

Regional Transit (RT) staff has reviewed the preliminary site plan(s) for the proposed high school at the northeast corner of Truxel and San Juan roads in South Natomas. As you are aware, on March 9, 1993, RT planning and engineering staff met with General Davie, Superintendent of the Natomas Unified School District, and the school district's architects to discuss the school site design and RT's future transit plans. The issues presented in this letter were discussed at the March 9th meeting.

In January 1992, the RT Board of Directors adopted the Downtown-Natomas-Airport (DNA) Route Refinement Report which specifies the preferred light rail transit (LRT) alignment along the east side of Truxel Road adjacent to the proposed high school. The Route Refinement Report recommended the siting of an 850 space park-and-ride lot at the northeast corner of Truxel and San Juan roads to serve the proposed LRT station. However, this decision was based on the previous designation of the site as a community center/park. Subsequently, given the proposed change in land use to a high school, RT has determined that future light rail transit park-and-ride needs could be accommodated at other proposed station sites along the DNA alignment. This might include the Arco Arena and/or Pebblestone station sites. RT will consider enhancement of RT's bus services and bus/LRT transfer opportunities at the future San Juan LRT station. Therefore, the light rail parking reflected on the proposed high school site plan(s) could be significantly reduced or eliminated.

At present, the proposed high school site is served by RT Bus Route 87, Monday through Friday, with 30 minute frequencies between 6 A.M. and 7 P.M. Route 87 provides connections to light rail and provides service between Downtown Sacramento, South Natomas/Northgate, CSUS, UCD Medical Center and Sacramento City College. As stated earlier, future transit service to the site will include an extension of light rail transit through South Natomas along Truxel Road. Assuming the availability of adequate financial resources, this alignment could be constructed by the year 2010.

Therefore, the San Juan/Truxel high school site will provide an excellent opportunity to maximize transit use and minimize automobile use by students, teachers, administrators and visitors to the campus. Transit use has the potential to reduce automobile traffic and lessen air quality impacts. However, these regional and community goals can only be achieved through careful design of the high school site to a "pedestrian scale". In review of the proposed site plan(s), RT would like to provide specific comments on improving the design for transit and pedestrian "friendliness":

1. Relocate the primary use buildings (e.g., classrooms and administrative facilities) towards the San Juan/Truxel intersection. Ample research exists to support minimizing "walk distances" between transit stations/stops and destinations. On the average, people are willing to walk about 1,000 feet from transit to reach their destinations. The closer the classrooms and administrative buildings are to the transit station/stop, the more transit will be utilized by students and staff. Athletic fields, tennis courts, and stadiums are secondary uses and should not become obstacles between transit facilities and primary uses.
2. Provide direct, safe, pedestrian access from transit stations/stops. Pedestrian paths must be designed with adequate lighting, visibility, and smooth, hazard-free walking surfaces to enhance the safety and attractiveness of walking to transit. Pedestrians should not be forced to walk across parking lots to reach classrooms and offices.
3. Minimize automobile parking. The availability of abundant, free parking at the proposed high school may have a negative influence on transit use. The provision of a 500 space parking lot, in addition to faculty parking, may be excessive and should be re-evaluated.

Jim McDonald
April 2, 1993
Page 3

Additionally, the site should be designed to accommodate the right-of-way needs for the future Truxel light rail station. To assist in this effort, a conceptual station schematic is enclosed which depicts the anticipated track and station right-of-way needs at the San Juan-Truxel station. For safety and transit operational concerns, no driveway ingress or egress across the light rail tracks along Truxel should be permitted. Similarly, RT prefers the site plan which relocates the future Rosin Boulevard extension to the east side of the school. This will help to minimize automobile access across the light rail tracks between San Juan Road and I-80 and improve operational safety.

Thank you for providing RT the opportunity to comment on this project. If you have any questions regarding this letter, please contact Nancy Tronaas, Planner, at 321-2871.

Sincerely,



Debra Jones
Senior Planner

Enclosure

c: General Davie, Superintendent, Natomas Unified School District
w/enc: Mark Gwin, Architect, Stafford, King & Associates
Nancy Tronaas, Planner

APR 15 1993

RECEIVED



REF: 93-04-38

DEPARTMENT OF
PUBLIC WORKS
TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 200
SACRAMENTO, CA
95814-2819

916-264-5307
916-448-8450 (FAX)

April 13, 1993

MEMORANDUM

TO: Jim McDonald, Associate Planner

FROM: Kimland M. Yee, Associate Engineer *KMY*

SUBJECT: **PRELIMINARY REVIEW OF ROUGH SITE PLANS FOR NATOMAS HIGH SCHOOL - FONG RANCH**

This memorandum is in response to the request for a preliminary review of the rough site plans for Natomas High School. A South Natomas High School Traffic Impact Analysis was prepared by the Transportation Division on March 15, 1993. The traffic analysis evaluated two alignments of Rosin Boulevard: the "as planned" alignment of Rosin Boulevard intersecting Truxel Road (Option 1), and an alternative alignment of Rosin Boulevard intersecting San Juan Road (Option 2). The study assumed main access to the high school would be on Rosin Boulevard. Access on San Juan Road, as shown on the two site plans, would require further traffic analysis and possibly additional mitigation measures.

The following comments are common to both site plans:

- Access to the school site shall be on Rosin Boulevard. No driveway access will be allowed on San Juan Road.
- Truxel Road shall be dedicated and constructed to conform to the preliminary plans on file in the City Engineering Division office. Truxel Road was realigned to the east to provide noise mitigation for San Juan Villa Estates.
- Rosin Boulevard shall be dedicated and constructed to a City standard 80 feet right-of-way street with four travel lanes and bike lanes. On-street parking will be prohibited.
- Main campus shall be located closer to Truxel Road to encourage students to use light rail.
- On-street parking shall be prohibited on San Juan Road.

The following comments are on the site plan with Rosin Boulevard intersecting Truxel Road (Option 1).

- Fund the construction of a traffic signal and necessary islands at the intersection of Truxel Road and Rosin Boulevard.

- The following mitigation measures were identified in the traffic analysis:
 1. Truxel Road at Pebblewood Drive - Add a southbound through lane and convert the through right turn lane to a dedicated right turn lane.
 2. Truxel Road at San Juan Road - Add a northbound through lane.
 3. Truxel Road at Rosin Boulevard - Add a southbound left turn lane.

The feasibility of the above mitigation measures will need to be determined.

- Construct a landscape buffer between Rosin Boulevard and the residential subdivision to the west. Design and width of the buffer should be determined by the Planning Director.
- San Juan Road shall be dedicated and constructed to conform to the preliminary plans on file in the City Engineering Design Division.

The following comments are on the site plan with Rosin Boulevard intersecting San Juan Road (Option 2).

- Fund the construction of a traffic signal and necessary islands at the intersection of San Juan Road and Rosin Boulevard.
- The following mitigation measures were identified in the traffic analysis:
 1. Truxel Road at Pebblewood Drive - Add a southbound through land and convert the through-right turn lane to a dedicated right turn lane.
 2. Truxel Road at San Juan Road - Add a northbound through lane.
 3. Ishi Circle - Provide traffic control measures to eliminate cut-through traffic to the San Juan Road and Rosin Boulevard/Ishi Circle intersection.

The feasibility of the above mitigation measures will need to be determined.

- Construct a landscape buffer between Rosin Boulevard and the residential subdivision to the west. Design and width of the buffer should be determined by the Planning Director.
- The landscape buffer shall be maintained by the Natomas High School or included in a Landscape and Lighting Assessment District. The maintenance cost of the buffer would be assessed to the school.

KY:ap

c: Fran Halbakken, Senior Engineer
Terry Moore, Supervising Engineer
Glenn Marshall, Associate Engineer



CITY OF SACRAMENTO
CITY ENGINEERING DIVISION

APR 9 1993

RECEIVED

DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION
DEVELOPMENT SERVICES

CITY OF SACRAMENTO
CALIFORNIA


927 10TH STREET
ROOM 100
SACRAMENTO, CA
95814-2795

916-264-7210
FAX 916-264-7903

April 6, 1993

MEMORANDUM

TO: Jim McDonald, Associate Planner, Planning Division

FROM: Terry Moore, Supervising Engineer, Development Services 

SUBJECT: **PRELIMINARY REVIEW OF SITE STUDIES FOR NATOMAS HIGH SCHOOL - FONG RANCH SITE**

Jim, just a few comments relative to what happened back in December of 1989, with regards to the extension of Truxel Road towards the intersection, and the resulting mitigation measures for the interchange project. The residents of Vallarta Circle, adjacent to the proposed extension of Truxel Road on the west side, were extremely concerned about the impact of noise on their subdivision. With that in mind, I'd like to make the following comments.

- A mitigation measure for the negative declaration required that Public Works negotiate with the homeowners to possibly move the alignment of Truxel Road 30 or 40 feet to the east. The school planners should be aware of this alignment change, and coordinate their design with Mr. Larry Wing in our CIP Design Section. I will ask Larry to send you by separate cover, any alignments that may be agreed to by the City and the residents of Vallarta Circle.
- A noise study should be performed to determine impact of campus operations on the residential neighborhoods to the east and west of the proposed site.
- Also with noise in mind, I would suggest that any stadium be moved towards the back and interior of the project so as to minimize noise impacts on the residents of Vallarta Circle.
- Given the concerns of the residents, I would strongly suggest they have an opportunity to comment on the preliminary site plan designs.

Jim McDonald
Natomas High School-Fong Ranch Site
April 6, 1993
Page 2

- Parking should be moved so that it is not accessible from San Juan Road; rather, it should be placed in back of the school campus and be accessed from Rosin Boulevard (either location).

Also, from an aesthetic point of view, Public Works staff would like to comment as follows:

- The school campus should be moved to the southwest corner of the project and integrated with the light rail station.
- Both site plan proposals present an unattractive view of the campus from San Juan and Truxel Roads.
- Location of the stadium at the intersection of Truxel and San Juan Roads is not appropriate. As mentioned before, the stadium should be moved to the interior of the project.
- We would also suggest a landscape setback along San Juan Road and Truxel Road.

TM:jd
TM3-06.D

cc: N. Dee Lewis, Supervising Engineer, Engineering Design
Larry Wing, Senior Engineer, Engineering Design
Fran Halbakken, Senior Engineer, Transportation Division

DEPARTMENT OF
POLICE

CITY OF SACRAMENTO
CALIFORNIA

April 15, 1993
Ref. 4-61

HALL OF JUSTICE
813 SIXTH STREET
SACRAMENTO, CA
95814-2495

PH 916-264-5121

JERRY V. FINNEY
INTERIM CHIEF
OF POLICE

M E M O R A N D U M

TO: Jim McDonald, Associate Planner
Department of Planning and Development

FROM: Fred Arthur, Deputy Chief
Office of Operations

SUBJECT: REVIEW OF THE PROPOSED NATOMAS HIGH SCHOOL SITE STUDIES

We have reviewed the preliminary rough site studies for Natomas High School and have the following comments:

1. We prefer the plan that shows the residential area to the east of the proposed site being buffered by Rosin Boulevard. Without such a buffer, we can anticipate numerous complaints dealing with theft, vandalism and noise disturbances.
2. We would like to see the campus redesigned and the 500 car parking lot located deeper within the site. It has been our experience that parking lots located at the front of the campus are difficult to supervise and harder to control for access and egress. This results in thefts of and from vehicles and provides a gathering location for non students.

This move will also provide a more secure parking area for residents attending sporting and other events on campus.

If you have any questions regarding our comments, please contact Officer Jim Barclay at 264-5731.



FRED ARTHUR, DEPUTY CHIEF
Office of Operations

FA:mw

DEPARTMENT OF PARKS
AND COMMUNITY SERVICES

WALTER S. UEDA
ACTING DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SUITE 100
SACRAMENTO, CA
95814-2977

PH 916-264-5200
FAX 916-264-7643

DIVISIONS:
GOLF
CROCKER ART MUSEUM
HISTORY AND SCIENCE
METROPOLITAN ARTS
SACRAMENTO ZOO
PARKS AND RECREATION
• NORTH
• SOUTH
• CITY-WIDE

May 4, 1993

MEMORANDUM

TO: Jim McDonald, Associate Planner; Department of Planning and Development
FROM: Michele Rudek, ^{WR}Landscape Architect
SUBJECT: Preliminary Review of Rough Site Studies for Natomas High School - Fong Ranch

The Division of Parks and Recreation (Parks) has the following comments regarding the review of the two preliminary site plans submitted to us with your March 22, 1993, memorandum.

1. Development of the Fong Ranch site as a school should proceed only after another site in the South Natomas community is designated as an alternative location for the community park. The 40 acre Fong Ranch site is currently designated as a community park in the City of Sacramento's South Natomas Community Plan. As mitigation for the loss of the Fong Ranch 'community park site', the School District should identify and provide to the City an alternative site which satisfies the City, under terms acceptable to the City.
2. The high school should be developed as a joint use school-park with the elements and terms of joint use to be identified now during development of the master plan. Parks would appreciate the opportunity to review and comment on school plan development so that our concerns and interests might be incorporated into the final design.
3. The main parking area should be located between the school buildings and the sports fields to allow for convenient joint use of parking. The parking should also be moved

off of San Juan Road to the interior of the site with the school buildings moved closer to the road to improve pedestrian access to the school buildings and to improve appearance.

4. Careful consideration should be given to locate the most appropriate and compatible school uses immediately adjacent to the light rail line and stop along Truxel Road.
5. Whenever possible, locate ballfield backstops to the outside of the site; this opens up the center field area for multiple, overlapping uses.
6. Whenever possible, group like fields together—baseball with baseball, softball with softball, soccer with soccer, etc. This improves efficiency in construction, maintenance, and circulation.
7. Compare improvements proposed for the future community park site with those proposed for the school to ensure that there is no unneeded duplication of uses. For instance, a child care facility, tennis courts, baseball fields, soccer fields, and volleyball courts are uses proposed for the high school site that are also proposed for the community park site; is there a need for these same uses at both sites?
8. The northwest orientation of a softball field (from batter to pitcher) is not recommended.
9. The site plan showing the rectangular shaped site is far preferred over the "Dec. 23, 1992" plan. A long, narrow site configuration makes for difficult circulation and ballfield layout. Also, in the Dec. 23 plan, the portion of the site north of the drainage canal is inaccessible and shouldn't be included as part of the site.

Thank you for giving me the opportunity to review these two preliminary plans; Parks is extremely interested in following the development of this site. Please give me a call if you have questions regarding any of the above comments.

cc: Walt Ueda
Gary Stonehouse
Diana Parker
Heather Fargo
General Davie

DEPARTMENT OF UTILITIES
Preliminary Review of Rough Site Studies for Natomas High School
4/7/93

1. Only one domestic water service per parcel is allowed.
2. Multiple fire services per parcel are allowed and may be required.
3. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
4. Our records show that this site is a portion of the parcel described by APN 225-017-032. With the information provided we are unable to determine what the overall impact will be on the infrastructure of our utility systems without considering the surrounding proposed developments within this area. If a master plan exists for the proposed developments in this area we would like to examine this proposed high school site in conjunction with the master plan to determine if any infrastructure improvements are warranted.
5. It may be advantageous to utilize a private well for irrigation of playing fields, etc., for this project.
6. The proposed development is located within Flood Zone A-99, the 100-year flood plain.
7. The proposed development is located within Sacramento Sanitation District No. 1. Contact the County for sanitary sewer conditions.
8. The storm drainage system shall be designed and constructed as described in the City Design and Procedures Manual.
9. A drainage study as described in the City Design and Procedures Manual is required. (shed map and table of calculations)
10. A grading plan showing existing and proposed elevations is required. Off-site topography shall also be shown. No grading shall occur without an approved grading plan.
11. It is possible that this project will be required to detain a portion of it's storm flows within the project site.

REVIEWED BY

Larry E. Glose

DATE

April 7, 1993



SACRAMENTO REGIONAL TRANSIT DISTRICT

MAILING ADDRESS: P.O. BOX 2110 • SACRAMENTO, CA 95812-2110 • 916/321-2800

CITY OF SACRAMENTO
CITY PLANNING DIVISION

JUN 07 1993

RECEIVED

June 3, 1993

Jim McDonald
Associate Planner
Department of Planning and Development
CITY OF SACRAMENTO
1231 I Street
Sacramento CA 95814

NAME OF DEVELOPMENT: Proposed South Natomas High School Site
at Truxel and San Juan Roads
CONTROL NUMBER: n/a
TYPE OF DOCUMENT: Preliminary site plan (second version)
DATE RECEIVED AT RT: May 26, 1993

Regional Transit (RT) staff has reviewed the second version of the site plan for the proposed high school at Truxel and San Juan Roads in South Natomas and would like to provide the following comments. First, RT appreciates the revisions reflected on this site plan, which include relocation of the parking area away from transit facilities and provision of pedestrian access to existing and future transit stops/stations.

However, the classrooms and administrative buildings should be relocated towards the Truxel and San Juan Road intersection to improve access to the future San Juan light rail transit (LRT) station. Although the site plan reflects provisions for a pedestrian walkway from the future LRT station to the school buildings, minimization of that distance will encourage transit use. The rather lengthy walking distance between two soccer fields to reach the classrooms and offices may be discouraging for many potential LRT riders.

Thank you for the opportunity to review the preliminary site plan. If you have any questions, please contact Nancy Tronaas, Planner, at 321-2871.

Sincerely,

Debra Jones

Debra Jones
Senior Planner

c: Nancy Tronaas, Planner, RT

Traffic Study Determination

Transportation Division

City of Sacramento

To: Project Manager

Project Number P 93-111

Project Name: FONG RANCH HIGH SCHOOL

Traffic Analysis Required

New Analysis

Supplement to
Previous Analysis

Circulation Study Required

Redesign is Requested (See attached)

No Study Required

Other TRAFFIC STUDY COMPLETED 3/15/93 BY THIS OFFICE

Additional Comments:

8/3/93
Date

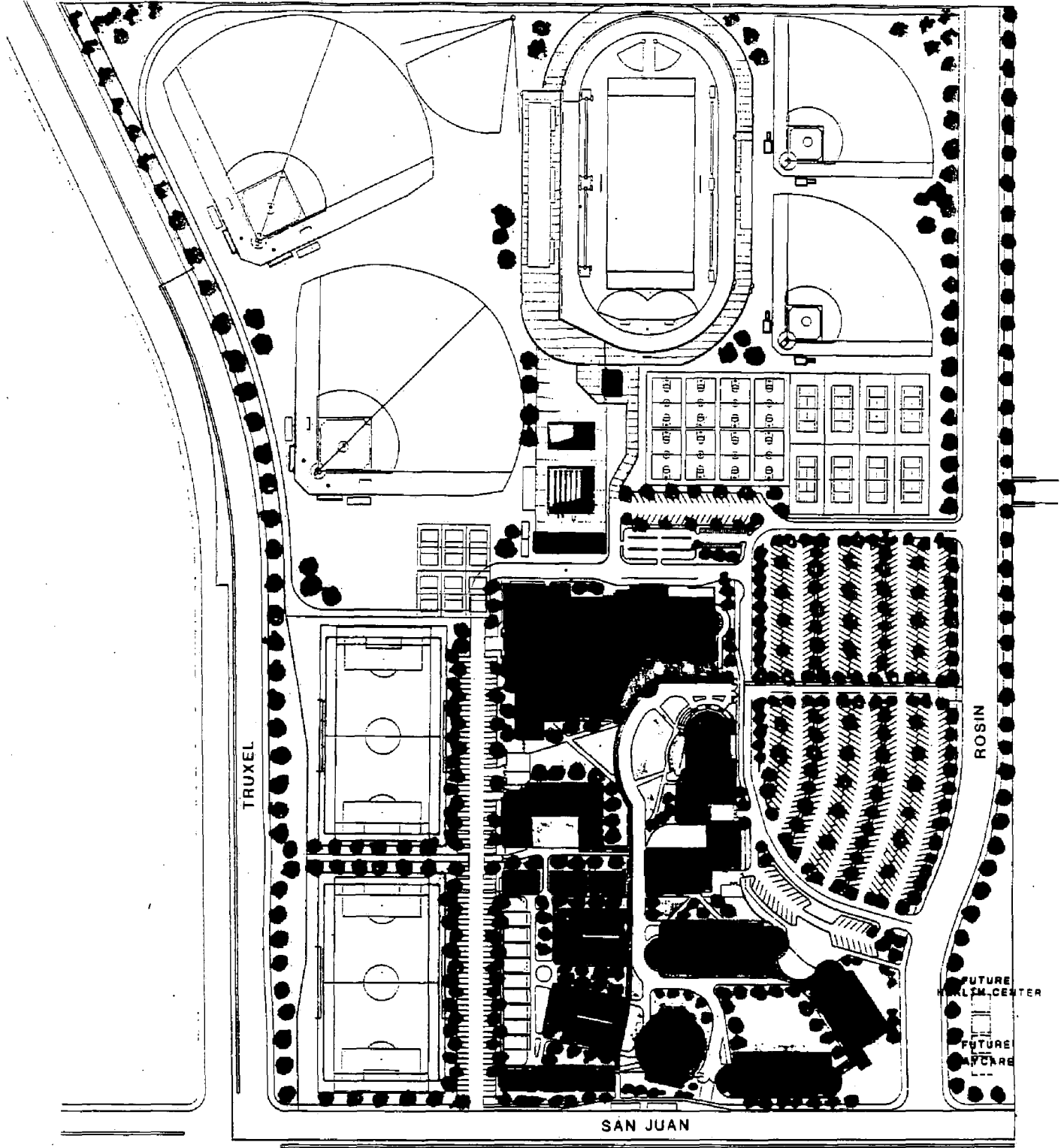
S. Stephen Pappas
Signature

CITY OF SACRAMENTO
CITY PLANNING DIVISION

AUG 09 1993

RECEIVED

c: Glenn Marshall, Development Services
Project File

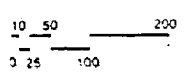
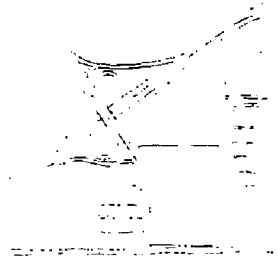


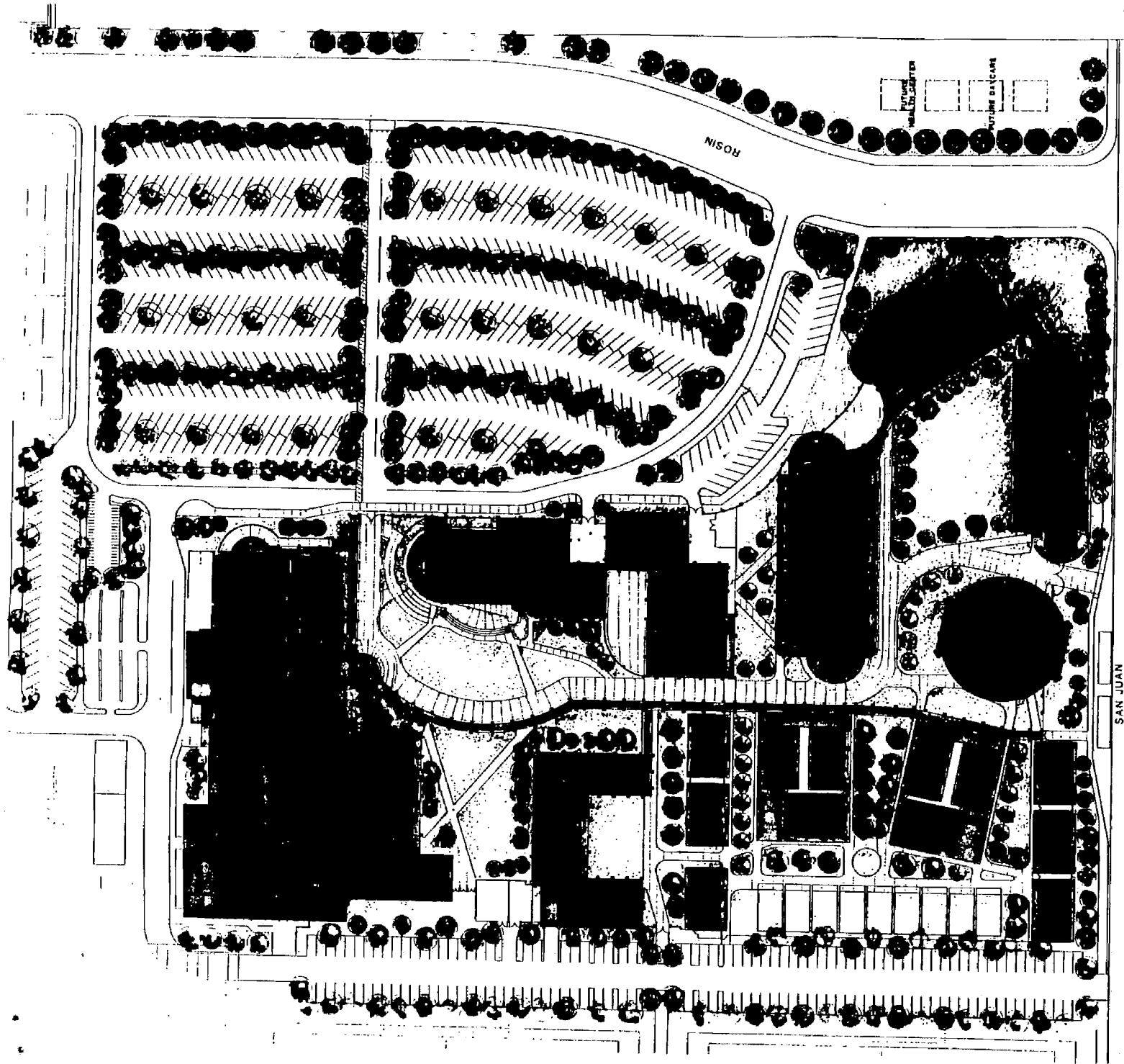
LEGEND

- GYMNASIUM / MULTIPURPOSE
- THEATER / DRAMA
- CONSUMER EDUCATION / INDUSTRIAL TECHNOLOGY
- FINE ARTS / BAND
- I.M.C.
- SCIENCE / MATH
- ADMINISTRATION
- I.M.C.
- LIBRARY
- HUMANITIES / BUSINESS
- A - NK PORTABLE CLASSROOMS

NEW HIGH SCHOOL
MAYOMAS UNIFIED SCHOOL DISTRICT

VICINITY MAP



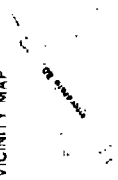


LEGEND

- 1. GRASSY/PAVED COURSE
- 2. HAZARD ZONE
- 3. CONCRETED/ASPHALTED WALKWAYS/STAIRS/DRIVEWAYS
- 4. FUTURE HEALTH CENTER
- 5. FUTURE OFFICE
- 6. DRIVE
- 7. SIDEWALK
- 8. FUTURE OFFICE
- 9. FUTURE HEALTH CENTER

NEW HIGH SCHOOL
MATOMAC UNIFIED SCHOOL DISTRICT

VICINITY MAP



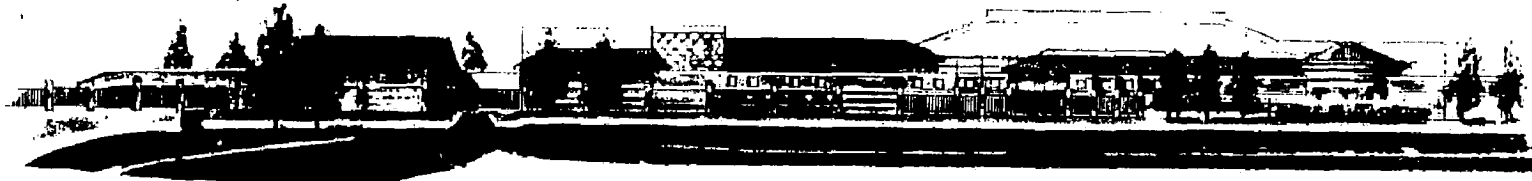


NEW HIGH SCHOOL

NATOMAS UNIFIED SCHOOL DISTRICT

SENIOR CLASS ASSOCIATES
APRIL 15
1972

EXHIBIT 4-2



Fine Arts / Band Theater / Drama Gymnasium / Multipurpose
A View Looking Southwest From Roeln



Humanities / Business Administration Science / Math
(B) View Looking Southwest From Roeln



Classroom Building Library Two-Story Classroom Building Administration Building
C View Looking North From San Juan Road

NEW HIGH SCHOOL

NATOMAS UNIFIED SCHOOL DISTRICT

