

NEVADA CITY PLANNING COMMISSION
STAFF REPORT

APPLICANT: Nevada County Superintendent of Schools
c/o Holly Hermansen

HEARING DATE: May 19, 2016

OWNER: Same

File Type: Use Permit

PROJECT DESCRIPTION: Application to the Planning Commission for a Conditional Use Permit to operate an alternative educational program at an existing facility currently used as administrative offices for the Nevada County Superintendent of Schools. The administrative office use will no longer occur at the subject site. The facility is currently used in evenings and on weekends as community meeting space (i.e. Boy Scouts) and training space (i.e. First Aid training) and will continue to be used for community purposes during non-school operating hours. Public and quasi-public uses, including schools, are allowed within the Local Business (LB) Zoning Designation with an approved Use Permit.

LOCATION: Intersection of Ridge Rd. and Nevada City Hwy.; 112 Nevada City Highway

ASSESSOR'S PARCEL NO.: 35-210-52

PROJECT PLANNER: Amy Kesler-Wolfson, Assistant Planner

General Plan:	SC	Water:	NID
Zoning:	LB-SC-OS	Sewage:	City
Flood Map:	Panel 369, Zone X	Fire:	Nevada City Fire Dist.
Parcel Size:	1.09 ac.	Schools:	Nevada City School Dist
Prev. File #(s):		Recreation:	Nevada City Park & Rec District
		Date Filed:	March 15, 2016

ATTACHMENTS:

1. Recommended Conditions of Approval
2. Applicant's Site Plan
3. Vicinity and Public Notice Map
4. Draft Notice of Exemption
5. Project Comment Letters
6. Guide to School Site Analysis and Development (excerpt pages 13-14)
7. Site Photos

RECOMMENDATION:

1. Environmental Action: Find Exempt pursuant to CEQA Guidelines 15301
 2. Project Action: Conditional Approval of the Use Permit
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SITE DESCRIPTION: The property has a base zoning district of Local Business and is just over 1-acre. The project site is located at the southern edge of City limits at the intersection of Ridge Road and the Nevada City Highway at 112 Nevada City Highway. The majority of the property is bounded by roadways on its northern, eastern, and western boundaries. The southerly adjacent property is located outside the City limits and is residentially zoned and used. The site is already developed with two buildings and a parking lot. Building one is 2,712 square feet and building two is 2,830 square feet. The parking lot currently provides 36 parking spaces to serve the existing administrative use of the facility. There are no waterways traversing the site and the property is not located in a flood hazard zone as designated on the Flood Insurance Rate Map (FIRM) for this area. Access to the site is off of Nevada City Highway at an existing 25-foot wide driveway encroachment.

Other properties in the immediate vicinity of the project site are zoned Public, serving an existing Historical Society non-profit group, and a fire station. A church is located on a property zoned for residential use across Nevada City Highway, and a vacant lot, located northwest of the site is zoned "Service-Lodge" which allows for a variety of uses including residential or hotel use.

BACKGROUND: The two existing buildings were both constructed with permits in 1990 (permit nos. 90-22707 and 90-020928). Both were constructed, and originally used for retail service. The Superintendent of Schools purchased the building in 1994 and began using the facility for administrative office use at that time. Both retail use and office use are permitted within the LB zoning designation without a discretionary Use Permit.

PROJECT DESCRIPTION: The applicant is proposing to use the existing two buildings, totaling 5,542 square feet, to operate an alternative education school serving up to 20 students. The school program serves a maximum of 20 students ranging in grades between 7 and 12. The school is administered by six staff members, comprised of two teachers, a transitional assistant, a counselor, a principal, and an administrative assistant. The school will operate a traditional school calendar with 180 school days a year with hours from 8:00 a.m. to 2:00 p.m., Monday through Friday.

Students are generally driven to/from the school grounds by parents, though some students rely on public transportation. No parent drop-off areas are proposed because students are escorted into the building directly from their parked vehicles.

The only physical changes being proposed to the exterior site will involve a change in signage and a conversion of 12 of the 37 existing parking spaces to a recess yard and half-basketball court. The signage will use the same color scheme and lettering style as the existing signage and will only change to reflect the new use. The applicant has proposed to enclose the recess/recreation area with a 6-foot high chain link fence. However, staff is recommending Condition No.A.7, which would require fencing material that is more compatible with Nevada City architecture such as wood or iron.

The facility is currently used in evenings and on weekends as a community meeting space (i.e. Boy Scouts) and training space (i.e. first aid training). These community uses will continue to be available only during hours that the school is not in operation (See Condition A.1).

ANALYSIS OF ISSUES:

Use Permit: In considering an application for a conditional use, the commission shall give due regard to the nature and condition of all adjacent uses and structures. In authorizing a conditional use, the commission may impose such requirements and conditions with respect to location, construction, maintenance, and operation, in addition to those expressly stipulated in the Municipal Code for the particular use, as they may deem necessary for the protection of adjacent properties and the public interest.

Traffic: The project site is accessed from Nevada City Highway, a City-maintained roadway. The existing administrative use employs 26 full-time staff and also accommodates ancillary school business and traffic stemming from the 30+ school programs it oversees throughout the County. The proposed use as an alternative education school will accommodate up to 20 students and six staff members. According to the applicant, the majority of students are driven to/from school by parents. An average of 3-5 students rely on public transportation. The Gold Country Stage operates a bus stop at the corner of Nevada City Highway and Ridge Road, located in front of the Nevada County Historical Society property at 161 Nevada City Highway. The Engineering/Public Works Department is recommending that a crosswalk be installed in front of the stop sign at Nevada City Highway in order to provide a safe walking path for those students who do rely on public transportation (Condition C.1). It should be noted that the site of the proposed crosswalk is near an existing ingress/egress easement used by Robinson Timber. The ingress/egress encroachment is located at the intersection and can cause confusion to drivers when in use. The crosswalk is intended to help inform users of this easement, as well as other drivers utilizing the intersection, of the potential student presence. While the crosswalk may not be required by the State, because of the awkward and busy nature of this particular intersection, staff feels a crosswalk is a prudent improvement. Staff anticipates that traffic impacts will not intensify with the proposed use and will likely reduce in impact because there will no longer be impacts related to ancillary school business, and because some of the students will rely on public transportation.

A start time of 8:00a.m., as proposed by the applicant will adequately stagger the traffic impact when considering the other schools in the area of the project. Deer Creek Elementary and Seven Hills Middle School, located ¼ mile and ¾ miles from the subject site respectfully, both have start times of 8:20a.m. Nevada Union High School currently has a start time of 7:30a.m. but will soon move to an 8:30 start time. Similarly, the school end-time will occur a half -hour to forty-five minutes before the end-times of these other schools. Because the start and end times of the Earle Jamieson School will occur before other schools in the area, and due to the small number of student enrollment, peak hour traffic congestion is not anticipated to be intensified.

Parking: Section 17.80.030 of the Zoning Ordinance outlines general parking requirements for specified uses. There are no parking requirements specified for school use. For any use not listed, the number of parking spaces shall be determined by the planning commission upon the basis of comparable use for which parking requirements are specified, or upon information presented by the applicant. Staff has relied on the California Department of Education's "Guide to School Site Analysis and Development," an excerpt of which is provided as Attachment 5, in order to make an informed recommendation as to the required parking. This analysis identifies a need for secondary schools to provide student parking at a ratio of 50 percent of the student enrollment in addition to parking for visitors and staff. A current formula for staff and visitor parking is 2.25 parking spaces for each teaching station. However, staff feels it is appropriate to accommodate each staff member with a parking space due to potential inadequacies in the analysis for addressing schools of this small scale. This amounts to a total of 19 required parking spaces based on two teachers and visitor accommodation (2.25/teaching station), four additional staff (one per additional staff member) and 20 students (50%).

The existing developed site currently has 36 available parking spaces, including three accessible spaces. The applicant is proposing to enclose a portion of the parking lot to create a recreation area to be utilized by students during recess and lunch breaks. The applicant is proposing to remove 12 of the spaces in order to accommodate this use. Based on the drawing, staff also anticipates that a 13th space will practically be lost in order to accommodate gate access and vehicle maneuverability. The preserved parking availability will be 23 spaces and is anticipated to adequately serve the proposed school use.

Noise: Section 17.80.140 of the Zoning Ordinance outlines noise control provisions and incorporates Section 8.2 of the Municipal Code by reference. The primary noise source in the vicinity of the project can be attributed to traffic along Ridge Road and along the Nevada City Highway and their intersection which culminates at the northern end of the property. The nearest noise-sensitive receiving properties are those residences located to the south of the project site, the closest of which is approximately 95-feet from the facility. The applicant is proposing an outdoor recess/recreation area, which will likely be the school feature with the highest potential for generating noise. This area is located at the northern end of the facility, at the furthest point from the residential properties. The school will not operate during night time hours, defined by the Municipal Code as being between 9p.m. to 7a.m. The limit for daytime noise is 75dBA, although section 8.20.070 if the City Municipal Code includes an exception from this limit for events on public school grounds which are part of a public school's general program and are approved by the governing board or administration of the school. The project applicant has indicated that Earle Jamieson does not hold after-school programs such as student productions and events, or parent-teacher nights and therefore will not invoke this exception. The applicant has indicated that students utilizing the outdoor areas will be heavily supervised, in part to control noise levels.

Lighting: The applicant is not proposing any new lighting. Existing outdoor lighting consists of recessed lights in the overhangs around the buildings and six parking lot pole lights that were approved with the original development proposal. All lighting is required to use energy efficient fixtures/lamps pursuant to 17.80.215 of the Municipal Code and reinforced as Condition A.6.

Recess/Recreation Area: As previously discussed, the applicant is proposing to remove 12 parking spaces in order to accommodate a recreation area to be utilized by students during recess and lunch break. The site plan diagram provided by the applicant locates the basketball hoop at the western side of the enclosed area, adjacent to an accessible parking space that serves building 1. Condition A.10 has been included to clarify that the hoop backboard will align with this western plane of the fence enclosure in order to minimize the

potential for errant basketball shots to enter into the roadway. Staff is also recommending Condition A.11 to disallow basketball shooting when the adjacent accessible parking space is in use.

ZONING AND GENERAL PLAN CONSISTENCY: The Service Commercial (SC) General Plan designation and Local Business (LB) base zoning district in which the project is located is intended to provide a neighborhood shopping zone where retail business or service establishments supply commodities or perform services which accommodate the daily needs of the residential neighborhoods or meet the unique commercial demands placed upon Nevada City. Public and quasi-public uses, including schools, are allowed with an approved Use Permit. The proposed alternative education school is considered compatible with the LB designation provided that it complies with site specific Conditions of Approval.

The zoning map includes an OS combining district. However, no such combining district has been adopted by the City and therefore there are no goals or standards to implement. Staff believes this to be mapping error as it is the only site to be designated with an OS combining district.

The scenic corridor (SC) combining district is intended to be applied to land areas which are adjacent to roads and highways which are indicated on the General Plan with the symbol for scenic corridors, and as may be designated by the city council. The Planning Commission may impose special conditions or design features which generally have to do with initial development such as massing of buildings, setbacks, colors, and materials, parking lot location, and existing vegetation. Because the site is already developed there is little opportunity to impose further design direction. However, as previously discussed, the applicant is proposing to fence the northern area of the parking lot per the design shown on the site plan. Staff recommends that the fencing material be compatible with Nevada City style of architecture, such as wood or iron. Setbacks will be enforced pursuant to the LB site development standards including 25-feet in the front yard (northern intersection) and 10-feet along the street side-yards (see Figure 1). The fence will be limited in height to 6-feet pursuant to Section 17.80.150 of the Zoning Ordinance.

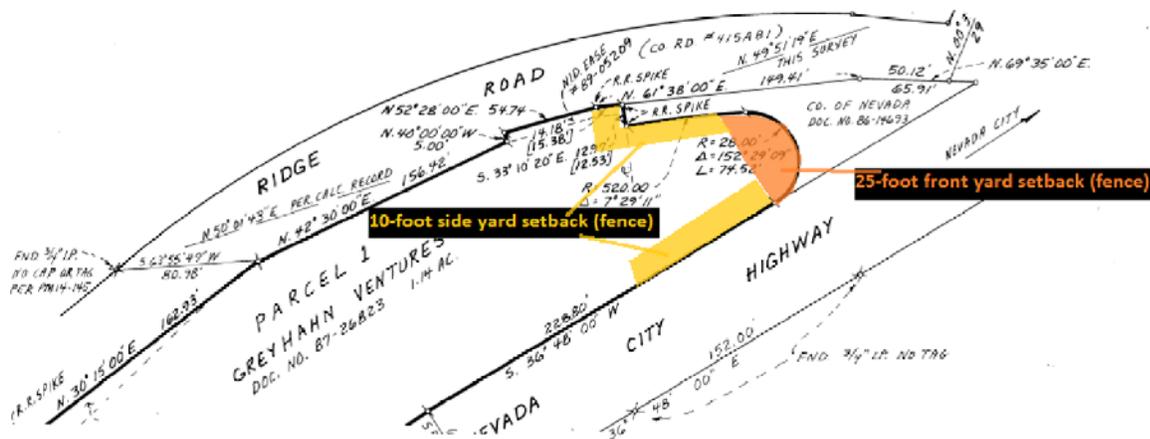


Figure 1: Fence setback illustration

ENVIRONMENTAL REVIEW: The proposed project is for an alternative education school to be established in two existing buildings, totaling 5,542 square feet. Staff has determined that the project is exempt from environmental review pursuant to §15301 of the California Environmental Quality Act (CEQA) guidelines. The CEQA Guidelines for Categorical Exemption §15301, “consists of operation, repair maintenance of existing public or private structures or facilities...involving no or negligible expansion of use beyond that existing at the time of the lead agency’s determination.” Consistent with this exemption, the school use will serve no more than 20 students and will have up to six staff members. Staff recognizes the parking requirement as having a direct correlation with the intensity of a particular use. Therefore staff recognizes the reduced parking requirement, discussed further in the “parking” section of this report, as a reduction in the intensity of use for the site.

SUMMARY: The project proposal is for an alternative school facility serving up to 20 students, which will operate a traditional school schedule. With implementation of Conditions of Approval concerns with noise and aesthetics are not anticipated to significantly impact the surrounding community. The school use is considered compatible in the LB district provided that conditions are implemented in order to allow proper integration into the surrounding community. Staff has prepared recommended findings for approval of the Use Permit below.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- I. Determine this project categorically exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act Guidelines, which exempts operation, repair, maintenance of existing public or private structures or facilities...involving no or negligible expansion of use beyond that existing at the time of the lead agency's determination.
- II. Approve the proposed Use Permit subject to the attached Conditions of Approval shown in Attachment 1, or as may be modified at the public hearing, making findings, A-E, pursuant to Sections 17.88.20 of the Nevada City Municipal Code:
 - A. That this project as conditioned is consistent with the Service Commercial (SC) General Plan land use designation applicable to this project site;
 - B. The proposed use, as conditioned is consistent with the purposes of the Local Business (LB) base zoning district which allows public and quasipublic uses with an approved use permit and is consistent with the Scenic Corridor (SC) combining district with adequate aesthetic protection of designated scenic roads and highways;
 - C. The proposed use as conditioned will not jeopardize, adversely affect, or be detrimental to public health, safety, and welfare or to the surrounding property and residents;
 - D. Adequate public facilities and public services exist within the project area and are available to serve the project without decreasing service levels to other area;
 - E. The conditions provided in Attachment 1 are deemed necessary to protect the public health, safety, and general welfare.

EARLE JAMIESON SCHOOL – USE PERMIT
Recommended Conditions of Approval

A. PLANNING DEPARTMENT

1. This Use Permit approval authorizes the use of the existing two buildings, located at 112 Nevada City highway, Nevada City, totaling 5,542 square feet, to operate an alternative education school serving up to 20 students, ranging in grades between 7th and 12th. The school shall be administered by six staff members, and shall operate a traditional school calendar with 180 school days a year with hours from 8:00 a.m. to 2:00 p.m., Monday through Friday. Community meeting space may continue at the site provided that use in that manner does not take place during school operating hours.
2. The existing vegetation surrounding the facility shall be kept intact in order to maintain the scenic corridor associated with adjacent roadways.
3. Any new signage associated with the facility shall require a sign permit administered by staff and shall comply with the standards outlined in Section 17.080.190 of the City Municipal Code.
4. Parking areas shall be designated pursuant to the site plan submitted with this Use Permit and in accordance with the design standards of the City Parking Ordinance, Section 17.80.030 of the City Municipal Code.
5. All garbage shall be disposed of in compliance with Chapter 8.12 of the City Municipal Code.
6. All outdoor lighting shall be in compliance with Section 17.80.215, including use of energy-efficient (high pressure sodium, low pressure sodium, hard-wired compact fluorescent, light emitting diodes (LED) or other lighting technology that is of equal or greater efficiency) fixture/lamps.
7. The proposed fence enclosure to surround the recreation area shall substantially comply with Nevada City Architecture, characterized by many of the design features typical of the Mother Lode era, such as wood, iron, and/or brick. Prior to erection of the fence the applicant shall submit the final details of the fencing material to the City Planner for final approval.
8. The proposed fence shall comply with setbacks applicable to buildings in the LB zoning district outlined in Section 17.36.060 and as depicted in Figure 1 of the Staff Report.
9. A Planning Commissioner(s) shall be appointed to act as liaison with the project applicant and to review and approve any minor modifications to the project, and to approve the final fence enclosure detail. If the changes are beyond the scope of the liaison, the matter shall be referred to the Planning Commission for their approval.
10. The basketball hoop backboard shall align along the western plane of the recreation area fence enclosure so as to minimize the potential for errant basketball shots to enter into the roadway.
11. The applicant shall prevent basketball shooting activity when the adjacent accessible space, located directly behind the backboard, is in use.

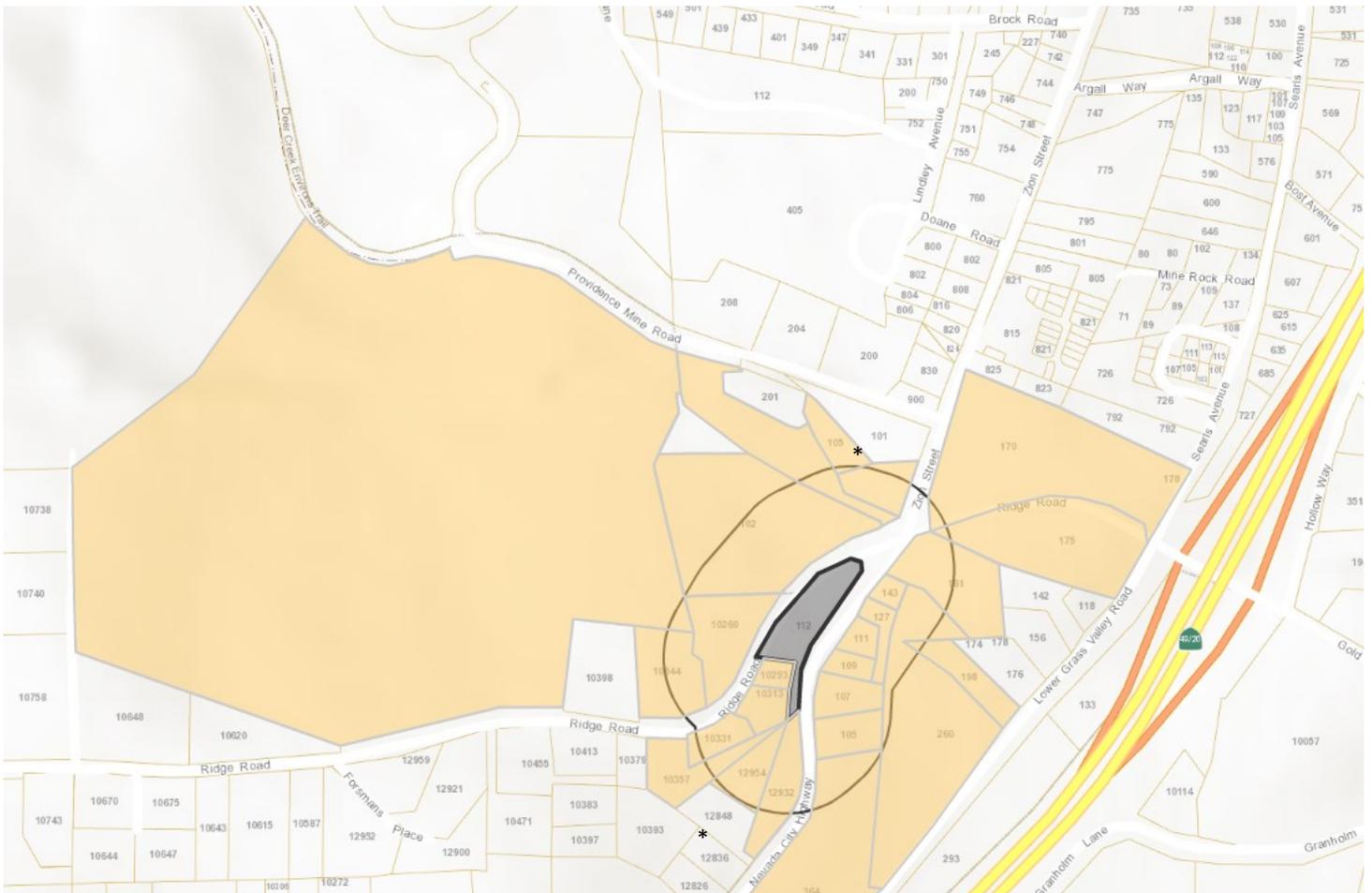
B. BUILDING DEPARTMENT

1. The school facility shall be subject to the regulations of local, State, and Federal agencies applicable to the conduct of such business, including compliance with the California Building Code, California Fire Code and Health and Safety standards, and including accessibility standards for parking, restroom facilities, and access from parking or bus stop location.

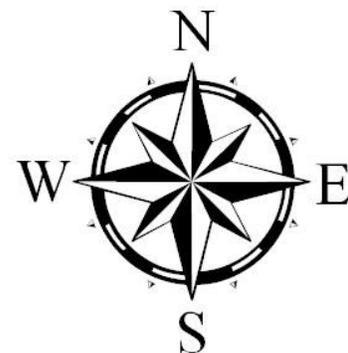
C. ENGINEERING/PUBLIC WORKS

1. A crosswalk shall be installed at the applicant's expense to facilitate student crossing from the bus stop to the school grounds and designed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) prepared by the US Department of Transportation, Federal Highway Administration.
2. The final plans for the fence enclosure surrounding the recreation area shall be evaluated by the Engineering/Public Works Department to ensure that the fence will not block site distance or have any adverse impact on the existing Ridge Road/Nevada City Highway intersection.

Vicinity and Public Notice Map
112 Nevada City Highway
Use Permit: Earle Jamieson School
Applicant: Superintendent of Schools



-  Noticed parcels within 300-feet of the project site
-  Additional noticed parcels
-  Project site, 112 Nevada City Highway
-  300-foot radius boundary



From: [Rosalie Baker](#)
To: [Amy Wolfson](#)
Subject: Fw: Resident - Rosalie Baker
Date: Wednesday, April 20, 2016 4:35:29 PM

first EMail sent without a period in the address.

On Wednesday, April 20, 2016 4:20 PM, Rosalie Baker <rosaliebryed@sbcglobal.net> wrote:

Re: Proposal to locate a Juvenile Delinquent Court School at 112 Nevada City Hwy, Nevada City, CA 95959

We reside at 16047 Kate Vincent Court, Nevada City, CA 95959, off Ridge Road and up the hill from the proposed school.

We are strongly opposed to the school relocating from McCourtney Road to a neighborhood location with many elderly and small children. We currently cope with a high school of students who travel down Ridge throwing trash as they speed by, hoping they will not kill our animals. I understand from neighbors that there is smoking, and more trash, on their Ridge Road properties by students from the 4 school locations.

The proposed students are on probation for reason(s) - many times for drugs or more serious offenses. Individually they might be ok. It is more probable that an offense would occur when there is a gathering such as at school. Federal and State laws, and lawyers, have taken away any authority educators had, so they cannot discipline or even stop a student from leaving the premise.

We travel and I do not wish to expose my property or animals, not to mention the devaluation of my home.

I understand establishing the school is a State of California mandate and not controlled by the County or City. However, what value is this school adding? There is 9 months to implant behavior modification, while daily this student returns to the same parents/home environment and after the school year to his/her previous school. While the program is state mandated, it seems the 2-1 student resources could be better used to educate those that want to learn.

We currently deal with the homeless just a short distance away, the Brunswick Basin issues and 3 other schools. Please do not add more for this neighborhood to cope with.

Our backgrounds: (1) I was in Human Resources management and later my own HR consulting business, and (2) Dr. Billerbeck was a practicing physcian.

After the April 19 meeting on this issue, I believe the instructors are quite dedicated and feel they can make a difference. I commend them but do not want this experiment near my home.

Thank you for your time and consideration of this issue while it is being reviewed.

Rosalie Jean Baker & Ralph Bryed Billerbeck (MD) 530 265-8350 or cell 530 559-0255

2. Multiply the number of classrooms by 1,000 square feet (this figure is based on a 960-square-foot classroom; the actual area is slightly more than 1,000 square feet with overhangs and circulation area included).
3. Divide this product by 43,560 square feet to determine the acreage.

Example:

1. Assume that 300 pupils are in grades one through three and that CSR is in effect for a class of 30 pupils per classroom, reducing the enrollment to 20 pupils per classroom. (Practice class loading has varied widely - some classes numbered more than 30; some, less than 20. Prior to Senate Bill 50, the accepted loading standard for grades one through three was 20 pupils per classroom daily attendance (a.d.a.), where a.d.a. was computed at 97 percent of enrollment. A class of 29 equals 29.9 enrollment. Therefore, for practical purposes, an enrollment of 30 pupils is used in this example.)
 - a. The regular educational program requires 15 classrooms (300 divided by 20).
 - b. The CSR program requires 15 classrooms (300 divided by 30).Therefore, five additional classrooms are required.
2. Using the 2 to 1 ratio of developed ground to classroom area, multiply as follows:
5 times 1,000 square feet times 3 = 15,000 square feet
3. 15,000 square feet divided by 43,560 square feet = 0.34 acre

Table 3 for kindergarten-through-grade schools has been revised to include an increase in area due to CSR for buildings and grounds and parking and roads. No revision is needed for kindergarten because acreage in that table is already based on the number of classrooms. It can easily be added to acreage for grades one through three to determine a total kindergarten-through-grade three figure.

Example:

Refer to Table 3. Assume 300 students are in grades one through three in a school where CSR is in effect. In the "Enrollment 151 to 300," 1.2 acres is indicated for the regular educational program on the "Building and grounds" line. On the line "Added acreage for buildings and grounds" for CSR, 0.3 acre is indicated. The added parking and roads acreage under CSR may be found in a similar manner. In this example the total acreage for grades one through three without CSR is in effect 2.8. The total acreage with CSR in effect is 3.2. (CSR has no effect on acreage for physical education.)

Data on schools with CSR in effect for grades six through twelve are shown in Tables 4, 5, and 6.

Land for Parking and Access Roads

Typically, areas for parking and bus loading, access roads, and fire and service roads are required of most schools. The minimum parking provided for a one-classroom school is generally space for five to six cars, or five parking spaces for the public and one space for the teacher. Parking areas for small schools are arranged so that these schools use a combined parking area and bus loading area. The minimum space required for this arrangement is about 0.3 acres plus 380 square feet for each auto stall and access roads.

Parking at elementary and middle schools. When this guide was first published, larger elementary schools and middle schools generally provided one and one-half parking spaces for each teacher and each staff member. Under the former formula, an 18-classroom elementary school would have parking for 18 teachers, one principal, one office support staff member, and ten extra spaces for visitors and teacher aides, or 30 spaces.

In recent years the number of teacher aides and other staff members has increased so that the former formula is outmoded. A more up-to-date formula that better reflects current practice would provide 2.25 parking spaces for each teaching station. This would include space for staff members and visitors. Under

this new formula an elementary school of 18 classrooms would have 40 parking spaces. These additional ten spaces are the minimum needed to accommodate the increased number of teacher aides, staff members, and visitors at schools today.

Required area for parking and buses. If the parking and bus loading areas for a school are designed separately, the architect may plan to use about 15,000 square feet for the bus loading areas plus 380 square feet for each parking space and access roads. A kindergarten-through-grade-six school requiring 30 parking spaces would therefore require about 15,000 square feet plus 11,400 square feet, or a total of 26,400 square feet. This total is approximately 0.6 acre. Included in this figure is the land around parking lots, the land between the parking lots, the turn-arounds, drop-off areas, service areas, and the frontal street. The parking acreage requirements developed for kindergarten and grades one through eight in any combination include those elements (see Tables 3, 4, and 5).

Student parking at secondary schools. Secondary schools generally provide additional land for student parking. This provision allows students who drive cars to park on the school site rather than occupy street parking throughout a neighborhood. When student parking areas are located to permit use by the public attending athletic events or community events, more land than is needed for student parking must be provided as determined by the capacity of the gymnasium, stadium, or auditorium. In the past many school districts provided student lots with a minimum parking capacity calculated on 50 percent of the school enrollment. Thus a high school of 2,000 students would provide parking for 1,000 cars at 380 square feet per car - an area of 380,000 square feet or about 8.7 acres of land - in addition to the space needed for staff and visitor parking. The number of students driving cars differs for each school, but this amount of land is usually adequate for all school purposes.

The recommended total area requirements for secondary school parking include student parking, staff parking, access roads, land around and between parking lots, turnarounds, drop-off areas, service areas, and the frontal street (see Table 6).

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Percentage Factor for Layout

Usually, it is not possible to lay out required elements such as playfields, which have special dimensions and also critical relationships to other elements. The architect must plan, in such a way that the elements fit together neatly as pieces in a jigsaw puzzle. Even if it were possible, it would be impractical. Rectangular elements would require a rectangular site of the same proportions. Any major feature of the site, such as trees or knolls, would be sacrificed. There would be no space between play areas for safety lanes or buffer areas to permit large groups of children to move freely. Every site should have free space for the small, undefined activities that invariably begin when the school is used. Outdoor instruction areas and nature study activities are valuable as well. Children need garden spaces, digging areas, and other space for imaginative and creative play.

The tables for determining site requirements include a percentage factor that takes into account the various requirements and permits the layout of the site. This factor varies from 30 percent for very small schools to 10 percent for large schools. The percentage varies because schools tend to grow and because the more elements that are included on a site, the less is the efficiency possible in placing these elements within the site boundaries.

How to Use the Tables and Diagrams

①



Existing exterior lighting on eaves around building.

②



Existing exterior lighting in parking lot

③

Existing exterior lighting
on eaves around building.



④



Existing entrance to parking lot

5



Existing exterior lighting to lower parking lot.

6



proposed walk gate and existing pathway to sidewalk

Proposed site of outdoor recreation area to include 6' chain link fencing, 10' drive gate, walk gate.

⑦



⑧



Existing outdoor eating area to remain.

9



Existing parking lot

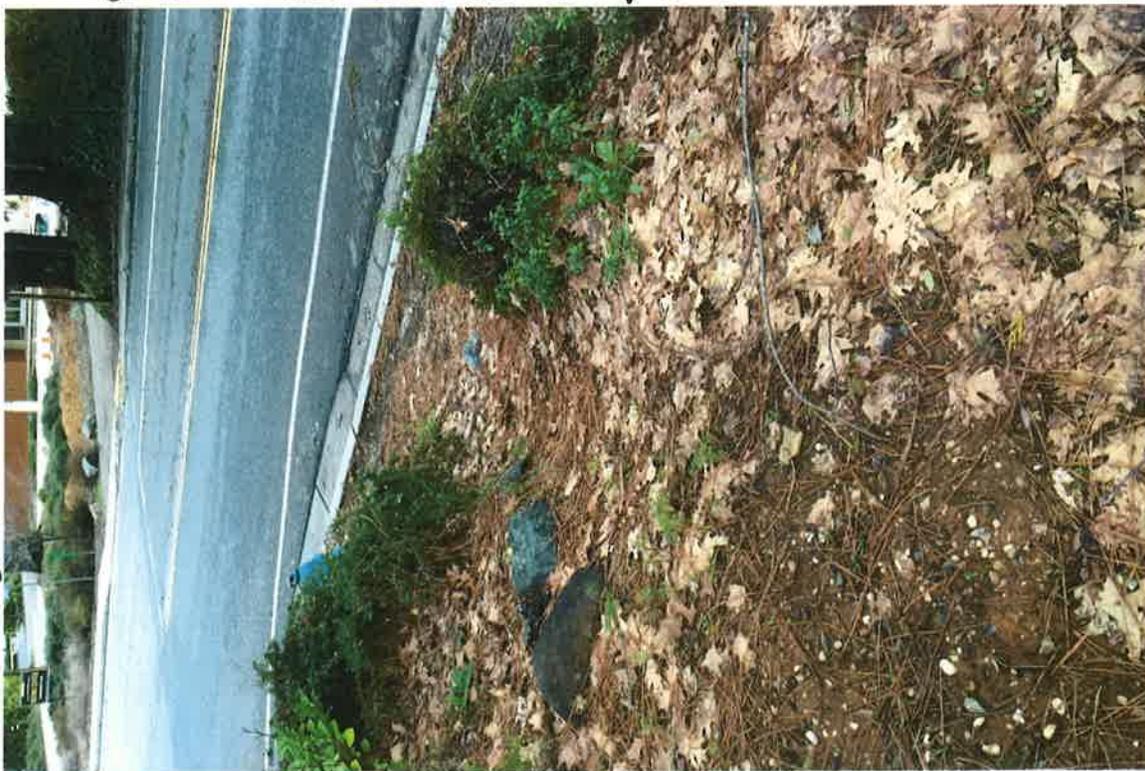
10



Existing signage to remain. Current sign will have "Earle Jamieson Educational Options" added.

11

existing bus stop
↙



Current walking path to sidewalk and bus stop. Will add stepping stones and decomposed granite.