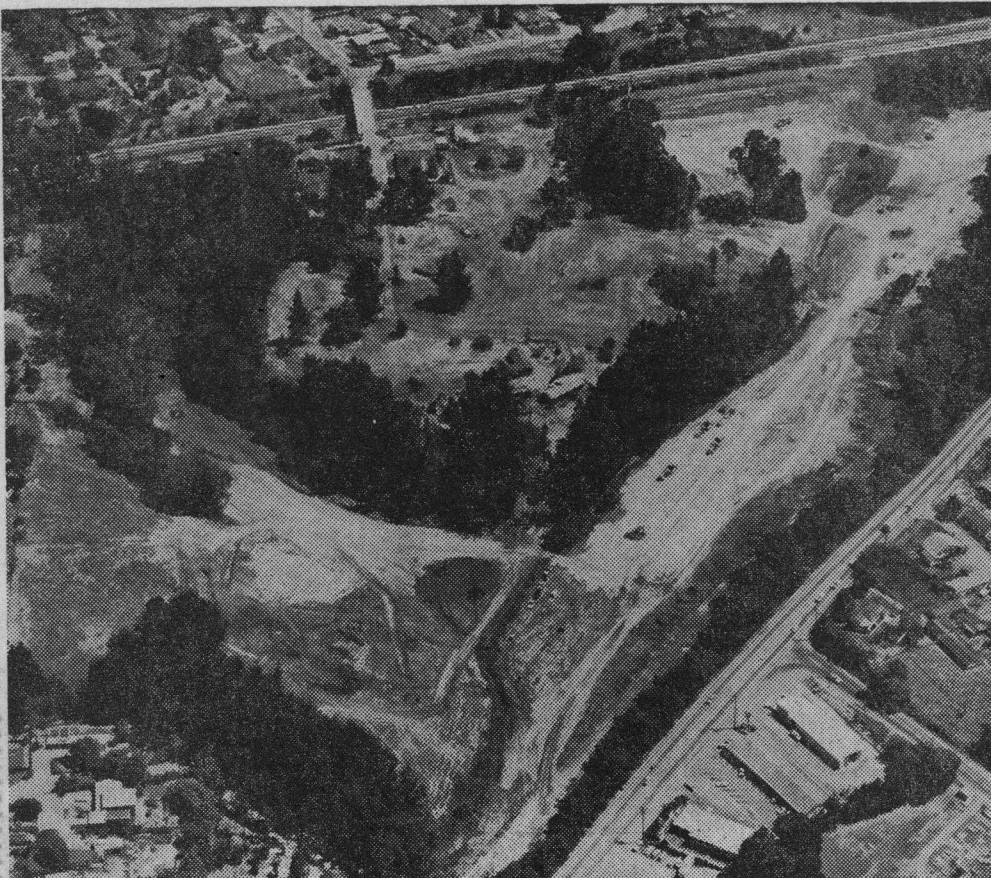


Long, Stormy History Of La Fonda



Pictured above is an aerial view of the La Fonda high school site. The road running

across the top of the photo is the Santa Cruz-Watsonville freeway. The bridge across it is the La Fonda overpass.

The road running diagonally from bottom center to right center is Soquel avenue.

By Len Klempnauer
Sentinel Asst. City Editor

That third-time charm that works miracles in the world proved itself in the Santa Cruz City High school district two years ago. After three prior failures, a bond issue to build a third high school passed in September, 1964.

Voters in February, 1963, and June, 1964, rejected five-year building programs that would have taken some of the financial pressure off the high school district.

Both defeated packages called for \$3.5 million in local bonds and \$4.5 million in state aid. Santa Cruzans did not want to spend that kind of money. A majority did, but not a two-thirds' majority.

In September, 1964, the voters approved a revamped building program. This one called for \$1.35 million in additions and improvements at Santa Cruz and Soquel High schools and \$3.25 million for a third high school.

What they did approve was \$4.6 million that local taxpayers must finance through local bond issues. There was no state aid.

In the two packages they defeated, voters could have got a total of \$8 million, paying only \$3.5 million locally. By waiting, they got \$4.6 million and will have to pay for it themselves from local property taxes. Although showing a lack of farsightedness, the voters got just what they wanted, so must bear the burden.

In 1964 the following estimates were set up for the new school:

- \$500,000 for site purchase;
- \$1.86 million for classrooms;
- \$344,000 for on-site improvements;
- \$50,000 for off-site improvements;
- \$226,000 for fees (architect, building inspector, etc.)
- \$220,000 for equipment;
- \$50,000 for contingencies.

On September 22, 1964, the trustees appointed a site selection committee, made up of east Santa Cruz citizens and various city, county and school officials. The committee was asked to pick a high school site somewhere in the Live Oak-small craft harbor area.

The committee consisted of Dr. Robert Millsagle, Bud Beauregard, Angelo Canepa, Mrs. Peggy Alsberge, Don Starr, Keith Shaffer, Mrs. L. E. Porter, Mrs. Lorena Haas, Sidney Carter, Dr. Allan Brown, Trustees Eugene L. Adams and John

electric, gas utilities immediately available; public transportation available; noise, odor, dust no problem; natural hazards evident.

Cost—Six property owners; estimated cost for 49 acres, \$450,000.

Topography—Natural features and attractiveness excellent; elevations, contours and shape will cause some problems in developmental costs; soil and drainage appear to be no problem; development costs, \$280,000.

Total purchase and development costs—\$730,000.

Harbor Site

Location—Center of student population; accessibility good; zoning R1H; traffic arteries good; water, sewer, gas and electric off site but nearby; public transportation available; odor, dust, noise no problem; natural hazards minimal.

Cost—One property owner; estimated cost for 49 acres, \$612,500.

Topography—Natural features and attractiveness excellent; elevation, contours and shape much less severe than La Fonda; soil no problem; drainage may be a problem in lower area; development costs, \$233,000.

Total purchase and development costs — \$845,500 to \$1.1 million.

Gray summarized that purchase costs would range from \$115,500 to \$360,000 more for the harbor site than the La Fonda site. Site development was estimated to cost \$53,000 more at La Fonda.

On December 16, Ed Hansmann, of Arana Properties, the major landholder in the La Fonda site, filed for planned community zoning with the city planning department. Hansmann said his project would be completed in 10 years and would include a convention motel, low-rise apartment area, senior citizens' residences, mobile home park, residential apartment complex, miniature golf course and health club.

Hansmann's personal battle to retain the land was on its way.

The board trustees also authorized in December that eminent domain procedures be undertaken to acquire the site. Not one of the parcels, however, for the La Fonda High school ever had to be taken to court for condemnation, Gray pointed out to The Sentinel.

On January 12, 1965, Hansmann proposed that the school

nection of the La Fonda overpass;

—Main access to the school should be from the new La Fonda road or directly from Soquel avenue.

On March 8, Hansmann petitioned the school board again to consider Chaminade. A letter was read at the meeting that Chaminade was not interested in selling. It is a private parochial school.

Superintendent Morrissey said the La Fonda site follows all pledges made in the bond issue proposal; that the citizens committee selected La Fonda as the best of three sites; and that city and county planners and the state Department of Education had approved the La Fonda site.

On August 2, 1965, the school board instructed architect Porter to draw preliminary plans for the school.

On November 8, Gray said the final land, Arana's holdings, had been purchased for \$370,000 and the total site was now purchased, for a total of \$507,600.

On May 9, 1966, final working drawings were approved as submitted by Porter.

On May 16, 1966, a \$294,000 site work contract was let to Peter Giordano and Sons of San Jose.

On July 12, 1966, the Santa Cruz city council said provisions

Auto Vandalism Cases Reported

The county sheriff's office received two reports of car vandalism yesterday on Seaclyff drive.

Robert Harris Rodgers found the windshield smashed on his vehicle parked on recently purchased property on the road. The windshield apparently was broken by a thrown gearshift knob which was found near the car.

Another car, belonging to Florence Ann Genken, 4995 Branciforte avenue, was discovered with a broken rear window and left rear door window. A friend, Mrs. Edna Thompson, reported the incident to sheriff's deputies.

Car, Bike Collide, Boy, 10, Injured

Raymond Lawrence Traphen, 10, of Boulder Creek, suffered a leg laceration and a fractured

must be made for adequate drainage and a street through the site.

Neither grading nor construction were supposed to start without a use permit first being acquired.

Morrissey admitted "welching" on a tentative agreement with the city by taking a street out of the site grading contract. Councilman Samuel Leask chastized the school district by saying schools "need to be good citizens, too."

City Manager Dave Koster said the school district knew about a road but "kept quiet . . . and then produced a site plan showing the road couldn't be built because it interferes with their buildings."

And Leask said the school district knew a road had to be built

before the site was purchased.

On July 31, the school board decided to call for bids. Morrissey said the future road may be paid for "perhaps by a future bond issue."

That brings the story to the present, with the school board saying they will build the road as demanded by the council. However, trustees still claim the road is not needed for the school.

Bids will be opened on August 23 for the new high school; the school is scheduled for opening in September, 1967.

To get a high school for Santa Cruz youth, it takes a lot of money, a lot of controversy, and a lot of criticism.

It probably will happen all over again when Santa Cruz starts looking for its fourth high school.

SHOP TONITE 'TIL 9 pm



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The committee consisted of Dr. Robert Millslagle, Bud Beauregard, Angelo Canepa, Mrs. Peggy Alsberge, Don Starr, Keith Shaffer, Mrs. L. E. Porter, Mrs. Lorena Haas, Sidney Carter, Dr. Allan Brown, Trustees Eugene J. Adams and John Melendy, City Planning Director Neal Walton, County Planning Director Bert Muhly, Superintendent Denzil Morrissey, architects Kal Porter and Robert Joyce and Dave Gray, assistant superintendent for business.

Four sites came under close scrutiny from the committee: La Fonda, DeLaveaga park, harbor site, Paul Sweet road site.

DeLaveaga was rejected because of legal obstacles in acquiring the property, conflicts with the park master plan, access roads limited to school use, and area not in residential district so it would require student transportation.

Paul Sweet was rejected because the Dominican Santa Cruz hospital planned to build a new hospital and had purchased 16 acres, acquisition costs for a Pacific Gas and Electric substation would be about \$300,000 and the impact of a proposed interchange at the south end of the site.

At an October 22, 1964, meeting the committee recommended that the La Fonda and harbor sites be recommended to the board of education.

On December 14, 1964, trustees chose La Fonda over the harbor site because the latter was estimated to cost more.

A prospectus submitted by Business Superintendent Dave Gray pointed out the following:

La Fonda

Location—Near center of student population; accessibility excellent; zoning R1H; traffic arteries excellent; water, sewer,

complex, miniature golf course and health club.

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On January 12, 1965, Hansmann proposed that the school board consider Chaminade, the Marianists brothers' property. He quoted a purchase price of \$400,000 for the land.

On January 20, 1965, the city planners said the school board must provide the following to develop the La Fonda site.

—Plans should anticipate con-

Florence Ann Genken, 4995 Branciforte avenue, was discovered with a broken rear window and left rear door window. A friend, Mrs. Edna Thompson, reported the incident to sheriff's deputies.

Car, Bike Collide, Boy, 10, Injured

Raymond Lawrence Traphen, 10, of Boulder Creek, suffered a leg laceration and a fractured knee cap in a car-bicycle accident yesterday at the intersection of Lomond and Middleton streets in Boulder Creek.

The boy, riding a sidewalk bike, collided with an auto driven by William J. Adams, 65, also of Boulder Creek. The boy was to see his own physician.

Leask's

GIGANTIC
BACK-T
FASHIO

SEVEN
THE
BIGGEST