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Overview

Implementation of the Master Plan alternatives would bring new employees into the area and, in some cases, generate new households with students that could cause overcrowding of schools. The analysis provides a detailed evaluation of enrollment impacts within the Los Angeles Unified School District (LAUSD) as the project is located within LAUSD boundaries and projected enrollment is expected to be most concentrated within LAUSD. Enrollment impacts on other school districts located throughout the region are evaluated, but in more general terms. Impacts on schools associated with noise, and access and safety issues are summarized but addressed in more detail in other sections of the Draft EIS/EIR.

Pursuant to Senate Bill 50, LAWA would be subject to payment of school impacts fees for new commercial/industrial construction given that LAUSD is currently exceeding their service capacity. To offset enrollment impacts from the Master Plan, a commercial/industrial fee of \$0.33 per square foot of new construction has been established.

Key Conclusions

Under the No Action/No Project Alternative, there would be an impact on an LAUSD elementary school (98th Street Elementary School) due to implementation of LAWA's voluntary acquisition and relocation program for the Manchester Square and Belford residential areas. The majority of the enrollment for this school is associated with households within these residential areas. This impact would be addressed by LAWA under their existing acquisition and relocation program, where they have proposed to purchase the property from LAUSD and expand facilities at program-impacted schools. The No Action/No Project Alternative would not result in employee-generated increases in student enrollment due to declining employment levels associated with productivity increases.

Under the Master Plan build alternatives, it is expected that a portion of new employees at LAX who currently reside outside of the boundaries of LAUSD schools would relocate into LAUSD to be closer to their place of work. Under Alternatives A and B, enrollment generated by new employees would be equivalent. Based on the settlement patterns of these employees, it is estimated that approximately 1,328 new students would be generated throughout the ten high school cluster area evaluated by the year 2015. Under Alternative C, with lower levels of employment, approximately 730 students would be generated within the same area. For districts outside of LAUSD and within Los Angeles County, there would be an estimated increase in enrollment of 777 students across 31 school districts.

Although indirect increases in enrollment associated with new project employees could contribute to overcrowding at some schools, enrollment impacts on LAUSD and other districts are considered less than significant. Potential enrollment related impacts would be funded through payment of school impact fees for commercial/industrial development at LAX, as well as through fees for residential construction of new employee households in other locations. Payment of school impact fees, in accordance with state law, would provide full and complete school facilities mitigation for purposes of CEQA.

Under each of the build alternatives, there would be decreases in enrollment at local schools as a result of residential land acquisition. These effects on enrollment are considered less than significant as the potential loss of 33 students among elementary, middle, and high schools is not expected to cause a school closure or the need for new or modified school facilities in other locations.

Non-enrollment impacts would be significant after mitigation for construction noise in the vicinity of LAX, which would affect four schools within LAUSD and El Segundo School District. Eight public schools would also be exposed to high levels of aircraft noise, and those schools not already considered compatible with California Code of Regulations, Title 21, would qualify for noise mitigation. One public school in the Lennox Elementary School District would be exposed to outdoor noise levels that would remain significant after mitigation unless acquisition or relocation of the school is undertaken. Potential impacts on school access and student safety would be reduced to less than significant levels through Master Plan commitments.

Environmental Action Plan

No mitigation measures are required since enrollment impacts are considered less than significant with the required payment of school impact fees.

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Related Topics

Additional information regarding aircraft and construction noise impacts on schools is provided in Section 4.1, *Noise*, and Section 4.2, *Land Use*. Access impacts to schools are addressed in Section 4.3, *Surface Transportation*. Air quality and the health risks to students associated with air quality impacts are analyzed in Section 4.6, *Air Quality* and Section 4.24.1, *Human Health Risk Assessment*. School enrollment impacts outside of LAUSD are presented in Section 4.5, *Induced Socio-Economic Impacts*.

4.27.1 Introduction

The schools section addresses the project-generated changes in public school enrollment in the Los Angeles Unified School District (LAUSD) and the extent to which such changes could cause overcrowding of schools. Where the project would have direct impacts on public schools, rather than impacts through changes in enrollment, these effects are analyzed in other sections of the Draft EIS/EIR which pertain to those impacts (e.g., 4.1, *Noise*; 4.2, *Land Use*; 4.3, *Surface Transportation*; 4.6, *Air Quality* and 4.24.1, *Human Health Risk Assessment*) and are summarized in this section. Technical Report 17, *Schools Technical Report*, contains information regarding existing conditions associated with public schools in the vicinity of LAX as well as a discussion of enrollment impacts on public schools outside of the LAUSD. Direct and indirect growth in the vicinity of LAX and elsewhere in the region associated with the Master Plan would also result in increased demand for school facilities. Potential indirect impacts on school enrollment are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and in Section 4.27.7, *Cumulative Impacts*.

4.27.2 General Approach and Methodology

For the purposes of determining fees for impacts on schools, California law requires assessment of direct impacts on schools within the school district within which a project is located. This analysis focuses on anticipated enrollment impacts within the LAUSD, since the proposed project is located within the District's boundaries. Enrollment impacts on other schools are described in more general terms with impacts presented more fully in Technical Report 17, *Schools Technical Report*.

The Master Plan alternatives do not include residential development, which would contribute to increases in school enrollment. However, the alternatives do include industrial and commercial development, which would generate new employment and new employee households, which, in turn, would increase enrollment. The alternatives also involve acquisition of residences, which would reduce enrollment in area schools. The analysis of the effects of new employment is based on the premise that a percentage of new employees at LAX who currently reside outside of the boundaries of the LAUSD would relocate into LAUSD to be closer to their place of work, in turn, generating new households with students who would attend LAUSD schools. For the purposes of this analysis, the term "on-airport employment" refers to employees located within the seven census tracts that surround and include the airport. These employees are associated with activities carried out on the airport by airlines, airport management, fixed-base operators, and other tenants. Effects on school enrollment associated with indirect increases in LAX-related employment off the airport are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*. The methodology used to estimate on-airport employment is described in Section 4.4.1 *Employment/Socio-Economics*, and its accompanying technical report.

LAUSD methodology for forecasting student generation attributable to industrial and commercial development is set forth in its *School Facilities Fee Plan*.⁸⁵⁴ The methodology calculates the number of new employees associated with a development and then applies a factor of 0.78, derived from 1990 census data, to estimate the number of those employees likely to reside within the district. The number of new employees is then factored by 0.64 to determine the number of new employee households that would be located within LAUSD. A Student Generation Rate (SGR) of 0.39 (the LAUSD average for all grade levels) is then applied to these employee households to determine the number of new students generated by project employment. Estimates of enrollment for districts outside of the schools study area are based on generation rates derived from U.S. Census tract level data for households and students enrolled in these districts.

The analysis used for the proposed project varies in certain respects from LAUSD methodology, in part due to refinements made to be more reflective of project characteristics. For the proposed project,

⁸⁵⁴ Los Angeles Unified School District, *School Facilities Fee Plan*, Chapter 6, March 2, 2000.

on-airport employee household locations were estimated using 1990 census “journey to work” files for employees in the air transportation, retail, entertainment, tourism and manufacturing sectors of the economy that are directly related to LAX. Assuming 1.0 household per on-airport employee, household locations were then overlaid onto LAUSD “high school cluster”⁸⁵⁵ areas using a Geographic Information System (GIS). The total numbers of employee households by cluster were then factored by the LAUSD average SGR of 0.39 to calculate student enrollment attributable to the project.⁸⁵⁶

The census and GIS-based analysis indicates that about 38 percent of on-airport employees would reside within the boundaries of LAUSD. This compares with LAUSD’s 0.78 factor for estimating the number of project employees who would be located within the school district. Although the resulting number of new on-airport employees estimated to locate within the district is lower than what would result using the LAUSD factor, the project methodology is more reflective of the likely settlement patterns of LAX on-airport employees. To the extent that the project’s census/GIS-based 0.38 assumption is lower than the 0.78 LAUSD factor, the difference is partially offset by the project methodology used to calculate households, which assumes 1.0 household per employee versus an LAUSD factor of 0.64 households per employee. In comparing the overall differences between the project and LAUSD methodologies, the project enrollment estimate represents about 76 percent of the estimate that would result using LAUSD methodology.

Enrollment forecasts generated by high school cluster for the years 2005 and 2015 were compared to available capacity within each cluster in Fiscal Year 1996/97. The resulting impacts on capacity were then evaluated with consideration of long-range LAUSD facility plans and capacity forecasts to characterize the extent to which enrollment generated by the proposed Master Plan build alternatives could contribute to capacity deficiencies or to the need for new or substantially expanded schools.

The methodology for calculating enrollment provides what is considered a high-side estimate of project enrollment impacts. The estimates are considered high, as it is assumed that all on-airport employees would move into newly constructed housing rather than existing housing which would not produce a net increase in student enrollment. Additionally, it is likely that a number of new employees would already live within areas served by LAUSD schools. Furthermore, the 1.0 household per employee factor that is used due to the absence of project specific employee household demographic data represents a worst-case estimate.

Analysis is also provided in this section to address the potential for localized impacts where residential acquisition would cause shifts or decreases in LAUSD enrollment. This evaluation focuses on whether shifts in enrollment resulting from residential acquisition would contribute to overcrowding in other schools, or cause the need for a school closure or construction of new school facilities.

4.27.3 Affected Environment/Environmental Baseline

Senate Bill 50 (SB 50) was signed into law on August 27, 1998. Under SB 50, the state, except where hardship assistance is provided, will fund 50 percent of the cost of future school facilities, assuming that local bonds will be approved, and that school fees will provide the remaining 50 percent. SB 50 states that the maximum fee amounts allowed by the bill are “deemed to provide full and complete school facilities mitigation” for purposes of CEQA.⁸⁵⁷ Pursuant to the bill, the initial, or “Level 1” fees that can currently be charged by a school district are \$2.05 per square foot for residential construction and \$0.33 per square foot for commercial construction. Commercial and industrial development occupied by local, state and federal government agencies are not subject to school fees. School fees for the LAX Master Plan would only apply to commercial and industrial space that would be occupied by non-governmental airport tenants.

The LAUSD is the second largest school district in the United States, with a total enrollment of over 600,000 students in the greater Los Angeles metropolitan area. LAUSD serves students living in an area of over 700 square miles with 645 schools, including 440 elementary, 71 middle, 52 high, 43 continuation, 18 alternative, 18 special education, 2 K-12, and 1 community day school. The City of Los Angeles makes up the majority of LAUSD, with all but a very small portion of the city within its boundaries. Eight

⁸⁵⁵ High school cluster areas are the combined attendance areas of elementary and middle schools that feed students into a high school or high school complex.

⁸⁵⁶ Los Angeles Unified School District, School Facilities Fee Plan, p. 3-7, March 2, 2000.

⁸⁵⁷ Government Code, Section 65996(b).

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other cities, including Cudahy, Gardena, Huntington Park, Lomita, Maywood, San Fernando, Vernon, and West Hollywood, also lie completely within LAUSD boundaries. In addition, LAUSD serves portions of 16 other nearby cities and unincorporated areas of Los Angeles County.⁸⁵⁸

LAUSD is currently organized by “high school clusters,” which encompass the combined attendance areas of the schools (i.e., elementary, middle schools) that feed into a particular high school or high school complex.⁸⁵⁹ Based on the forecasted geographic distribution of LAX employee households, the majority of project-generated enrollment falls within the 10 LAUSD high school clusters that comprise the schools study area for this analysis. These clusters are shown in **Figure 4.27-1**, Schools Analysis Study Area. Current enrollment and capacity are listed in **Table 4.27-1**, Existing School Enrollment and Capacity for LAUSD High School Clusters.⁸⁶⁰

Table 4.27-1

Existing School Enrollment and Capacity for LAUSD High School Clusters

High School Cluster	1996/1997 Enrollment	1996/1997 Capacity	Surplus(+)/ Deficit(-)
Venice/Westchester Cluster	16,551	20,357	+3,806
Crenshaw/Dorsey Cluster	21,276	20,670	-606
Hamilton/Palisades/University	24,812	32,960	+8,148
Gardena/Washington	27,382	29,005	+1,623
Fairfax/Hollywood/Los Angeles	36,810	38,226	+1,416
Narborne/San Pedro	23,375	25,049	+1,674
Banning/Carson	26,938	28,478	+1,540
Fremont	30,649	32,546	+1,897
Manual Arts	22,150	21,389	-761
Jordon/Locke	21,113	22,184	+1,071
Total Study Area Clusters	251,056	270,864	+19,808
Total District	667,305	589,600	-77,705

Source: LAUSD, May 2000.

As shown in the table, during the 1996/97 school year, there was a cluster wide capacity surplus of 19,808 students in the schools study area. Only two of the 10 high school clusters, Crenshaw/Dorsey and Manual Arts, were accommodating enrollment beyond the capacity of their existing school facilities. The Venice/Westchester Cluster, which includes LAUSD schools in the immediate LAX vicinity, had a 3,806-student surplus in capacity during the 1996/97 school year. Within the Venice/Westchester Cluster, Westport Heights Elementary, Wright Middle, and Westchester High School serve students within areas proposed for acquisition by the Master Plan alternatives. In the 1996/97 school year, Westport Heights Elementary School had an enrollment of 659 students with capacity for 691 students, Wright Middle School had an enrollment of 958 and a capacity of 1,447 students, and Westchester High School had an enrollment of 1,740 and a capacity of 2,144 students. All three schools were operating within their enrollment capacity limits. The 98th Street Elementary School, which is slated for closure by LAUSD during the acquisition of the residences in Manchester Square under the No Action/No Project Alternative, had a 1996/97 enrollment of 417 students and a capacity to serve 480 students.

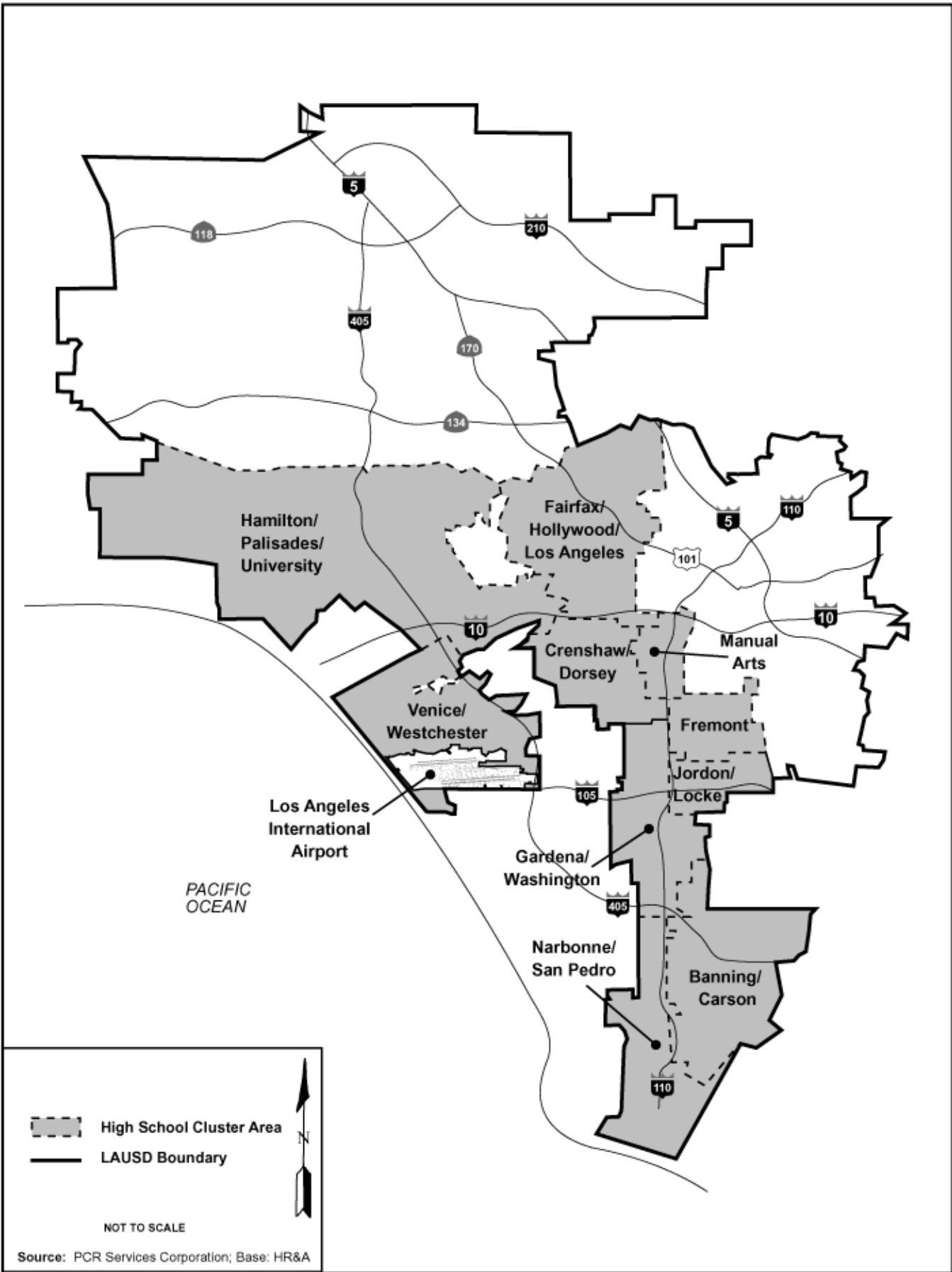
As a whole, in the 1996/97 school year, LAUSD had a capacity to serve approximately 589,600 students and an enrollment of 667,305 students, leaving the district with an estimated capacity deficit of 77,705 students.⁸⁶¹ To offset enrollment impacts, LAUSD is currently implementing a facilities master plan, with funding for construction derived from its Proposition BB bond program, the state’s School Facility Program, developer fees and other sources. LAUSD is currently assessing residential fees of

⁸⁵⁸ Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2000.

⁸⁵⁹ Under a plan approved by the LAUSD Board of Education in April 2000, the cluster system will be replaced by 11 administrative districts. Because data relevant to this analysis was not available for these new 11 subareas, the clusters are used.

⁸⁶⁰ The 1996/97 school year is used in this analysis for consistency with the baseline year in the other Draft EIS/EIR sections.

⁸⁶¹ The 1996/97 school year is used in this analysis for consistency with the base year used in other Draft EIS/EIR sections.



Los Angeles International Airport
Master Plan

Schools Analysis Study Area

Figure
4.27-1

\$2.05 per square foot of new construction and a maximum fee for commercial/industrial development of \$0.33 per square foot of new construction.⁸⁶²

4.27.4 Thresholds of Significance

4.27.4.1 CEQA Thresholds of Significance

A significant schools impact would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in the following future condition:

- ◆ Overcrowding of schools in the absence of funding for construction of new or expanded school facilities or other strategies for addressing capacity constraints.

This threshold is utilized because it addresses physical impacts on the environment in accordance with the focus of the CEQA Guidelines.⁸⁶³ It is accepted that increases in enrollment that cause overcrowding of schools would have an adverse effect on people and, therefore, overcrowding of schools would be considered a significant impact.⁸⁶⁴ While this analysis focuses on enrollment change and the projects potential to cause overcrowding of schools, all decisions about how to mitigate the impacts of changes in enrollment are within the powers of LAUSD, and may include a number of strategies other than constructing new facilities (e.g., year-round school calendars).

4.27.4.2 Federal Standards

The FAA Airport Environmental Handbook does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis.

4.27.5 Master Plan Commitments

No Master Plan Commitments for schools are proposed. However, the following Master Plan Commitments from other environmental disciplines are also relevant to this analysis.

- ◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office.**
- ◆ **ST-14. Designated Haul Routes.**

4.27.6 Environmental Consequences

The following analysis first addresses the components of project development that may affect school enrollment and then addresses the effects of project development on school enrollment. The enrollment impact analysis is followed by a summary of non-enrollment effects on schools, such as noise, air quality, and health risk impacts that are addressed more specifically under their respective sections in the Draft EIS/EIR. These sections are referenced under Section 4.27.1, *Introduction*.

4.27.6.1 No Action/No Project Alternative

Project Development

The No Action/No Project Alternative (described in Chapter 3, *Alternatives (Including Proposed Action)*) contains various features that are especially pertinent to the analysis of school impacts. Some of these features are changes in employment and property acquisition associated with LAWA's existing Aircraft Noise Mitigation Program (ANMP).

Under the No Action/No Project Alternative, ANMP-anticipated acquisition, relocation and demolition activities in the Manchester Square and Belford residential areas would encompass approximately 123 acres of residential land uses, including approximately 2,569 dwelling units containing 4,987 residents. An LAUSD elementary school, 98th Street School, is also located within this area. Under the No Action/No Project alternative, it is assumed that all property would be acquired, including the school, with all residents and owners relocated by 2005.

⁸⁶² Los Angeles Unified School District, *School Facilities Fee Plan*, March 2, 2000.

⁸⁶³ State of California, *Guidelines for the California Environmental Quality Act*, Section 15131 as amended December 1, 1999.

⁸⁶⁴ State of California, *Guidelines for the California Environmental Quality Act*, Section 15064, (3)(e) as amended December 1, 1999.

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Previously planned and approved development and/or demolition projects and activities anticipated to occur under the No Action/No Project Alternative would result in approximately 1,156 new on-airport employees by 2005 and result in a decrease of on-airport employment of about 9,273 jobs by 2015. Based on the 2005 increase in employment, approximately 332 new employee households would be generated within the 10 high school cluster study area. By 2015, the number of on-airport employee households within the schools study area would decrease by approximately 2,662. This projected decline in total on-airport employees over the planning period is expected as a result of productivity increases (i.e., higher economic output per worker) and the limited growth in annual passengers and cargo tonnage under the No Action/No Project Alternative.

Effects on Enrollment

Based on an average student generation rate of 0.39, enrollment within the schools study area associated with on-airport employees would increase by 131 students in 2005 and decrease by 1,041 students in 2015 (see **Table 4.27-2**, No Action/No Project Alternative, On-Airport Employee Student Generation). The reductions in enrollment would be dispersed throughout the schools study area and would be offset by overall forecasted increases in enrollment. As a result, no school closures or alteration of school facilities would be expected as a consequence of No Action/No Project Alternative changes in on-airport employment. Any new floor area created for non-government users at LAX, would still generate fee revenue for LAUSD. Outside of the schools study area, decreases in enrollment totaling approximately 1,000 students across 31 other districts in Los Angeles County would also occur, similar to LAUSD. The dispersed effects of this decrease combined with overall forecasted increases in enrollment would not meaningfully impact school capacity.

Table 4.27-2

No Action/No Project Alternative, On-Airport Employee Student Generation

High School Cluster	New On-Airport Employee Households		Estimated Students Generated ¹	
	2005	2015	2005	2015
Venice/Westchester	80	-639	31	-250
Crenshaw/Dorsey	45	-363	18	-142
Hamilton/Palisades/University	43	-345	17	-135
Gardena/Washington	41	-327	16	-128
Fairfax/Hollywood/Los Angeles	34	-269	13	-105
Narborne/San Pedro	25	-202	10	-79
Banning/Carson	19	-154	8	-60
Fremont	17	-138	7	-54
Manual Arts	16	-132	6	-52
Jordon/Locke	12	-93	5	-36
Total Study Area Clusters	332	-2,662	131	-1,041
Total District	438	-3,514	171	-1,374

¹ Based on a student generation rate of 0.39 for all grade levels. Numbers may not total due to rounding.

Source: HR&A, 2000.

As a result of the ANMP-anticipated acquisition, demolition, and relocation activities within the Manchester Square and Belford residential areas, student enrollment in the immediate LAX vicinity would decline during the estimated five-year acquisition and relocation period. The majority of elementary age students residing in the Manchester Square and Belford areas currently attend the 98th Street Elementary School, which is located in Manchester Square. Decreases in enrollment due to residential acquisition would have an impact on 98th Street Elementary School. As set forth in the *Draft Initial Study/Mitigated Negative Declaration Manchester Square and Airport/Belford Area Voluntary Acquisition Project*,⁸⁶⁵ LAWA would offer to purchase from the LAUSD the property and expand facilities at program-impacted (i.e., impacted as a result of the acquisition, demolition, and relocation activities) schools by providing modular classrooms. Additional information regarding impacts to schools resulting from the acquisition of the

⁸⁶⁵ City of Los Angeles, Los Angeles World Airports, Residential Acquisition Bureau, *Draft Initial Study/Mitigated Negative Declaration No. AD 094-00, Manchester Square and Airport/Belford Area Voluntary Acquisition Project*, April 2000.

Manchester Square and Belford residential areas is contained within the *Draft Initial Study/Mitigated Negative Declaration Manchester Square and Airport/Belford Area Voluntary Acquisition Project*.

Non-Enrollment Impacts

The following discussion provides a summary of non-enrollment impacts to schools. Full analyses of non-enrollment impacts on schools relative to noise, air quality, traffic, access, health risk, and other impacts are addressed in detail in their respective sections of the Draft EIS/EIR, as referenced under Section 4.27.1, *Introduction*. Four schools would be exposed to significantly high levels of noise by 2015 within the Inglewood Unified School District. For those impacted schools not already considered compatible pursuant to California Code of Regulations, Title 21, mitigation in the form of sound insulation or acquisition and relocation would be provided. Six schools, two public and four private, within the City of Los Angeles would be potentially impacted by noise associated with construction activities. As further described in the section, incremental cancer risks and non-cancer health hazards would exceed hazard indices for the maximally exposed school child by 2015.

4.27.6.2 Alternative A - Added Runway North

Project Development

No residential development is proposed under the Master Plan alternatives. However, Alternative A would involve acquisition and demolition of 273 acres of land to accommodate expansion of the airport. The proposed acquisition areas under Alternative A include 84 housing units with an estimated population of 172 persons.

Alternative A would generate 1,156 new on-airport employees by 2005 and about 11,824 new employees by 2015. As previously discussed, based on a high-side estimate, each new on-airport employee is assumed to represent one new household. Based on the estimated settlement patterns of these employees, approximately 332 new on-airport employee households would be generated within the schools study area by 2005, with 3,482 new employee households generated by 2015.

Effects on Enrollment

Based on a student generation rate of 0.39, enrollment within the schools study area associated with new employee households, would increase by 131 students in 2005, and by 1,328 students in 2015 over baseline conditions (see **Table 4.27-3**, Alternatives A and B, On-Airport Employee Student Generation). This represents a net increase of 287 students over the No Action/No Project Alternative by 2015. As increased activity at LAX is generally accounted for in regional growth, new LAX employee households are within the housing forecast relied on by LAUSD in making its enrollment projections. To the extent that the proposed Facilities Master Plan would accommodate projected enrollment growth, LAX related employees would also be accommodated by these plans.

LAUSD estimates that future enrollment in 2010 will total 742,700 students, an increase of about 75,395 students over 1996-97 (11 percent). The change over the period includes a reduction of about 23,000 students from existing housing and about 98,000 new students from projected new residential construction within the District, as shown in **Table 4.27-4**, Future LAUSD Enrollment Projection.

The enrollment projection also reflects pending changes in the distribution of students by grade level. Elementary school enrollment is projected to peak in 2000, middle school enrollment will peak in 2003, and high school enrollment will peak in 2006, due to matriculation of current students and expected changes in birth rates.

LAUSD's future seating capacity needs are driven by a combination of projected enrollment growth, particularly at the high school level, and a desire to change existing facilities circumstances, including further implementation of class size reduction programs, reducing the busing of students to less crowded schools in other neighborhoods, providing more facilities for special education and conforming to agreements about school sizes and recreation areas. A \$1.82 billion master plan adopted by the Board of Education in 1998⁸⁶⁶ calls for construction of 51 new schools (13 high schools, five middle schools, 13 elementary schools and 20 primary centers), additions to 14 existing schools, 458 new portable classrooms, and changes in some school boundaries. The plan would result in about 75,000 additional two-semester seats of capacity (or about 85,000 if they are all operated on the three-track Concept 6

⁸⁶⁶ Los Angeles Unified School District, *Facilities Master Plan for Construction*, May 4, 1998.

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Modified year-round school schedule). Funding for this program would be derived from LAUSD's Proposition BB bond program, the state's School Facility Program, developer fees, and other sources.

Table 4.27-3

Alternatives A and B, On-Airport Employee Student Generation

High School Cluster	New On-Airport Employee Households ¹		Estimated Students Generated ²	
	2005	2015	2005	2015
Venice/Westchester	80	815	31	319
Crenshaw/Dorsey	45	462	18	181
Hamilton/Palisades/University	43	439	17	172
Gardena/Washington	41	416	16	163
Fairfax/Hollywood/Los Angeles	34	434	13	134
Narborne/San Pedro	25	257	10	101
Banning/Carson	19	197	8	77
Fremont	17	176	7	69
Manual Arts	16	168	6	66
Jordon/Locke	12	118	5	46
Total Study Area Clusters	332	3,482	131	1,328
Total District	438	4,480	171	1,752

¹ Assumes one household per employee. Numbers account for households falling within LAUSD boundaries.

² Based on a student generation rate of 0.39 for all grade levels. Numbers may not total due to rounding.

Source: HR&A, 2000.

Table 4.27-4

Future LAUSD Enrollment Projection

Grade Level	1996/97	2010-2011			1996-2010 Change	
		From Existing Housing	From New Development	Total	Number	Percent
Elementary (K-5)	NA	324,600	48,300	372,900	NA	NA
Middle (6-8)	NA	141,000	22,200	163,200	NA	NA
High (9-12)	164,991	179,300	27,300	206,600	+41,609	25
Total	667,305	644,900	97,800	742,700	+75,395	11

NA = Data not available.

Source: LAUSD, School Facilities Fee Plan, pp. 3-6 through 3-9, California Department of Education, Educational Demographics Unit – CBEDS, and HR&A, 2000.

Recent difficulties in identifying school sites and changes in prospective funding sources have caused LAUSD to reassess this strategy. District management now recommends a program that hinges on converting existing schools (e.g., middle schools to high schools) in order to significantly reduce the cost and time needed to acquire land for new school construction, particularly high schools. LAUSD estimates that the revised strategy would still yield about 75,000 two-semester seats, or enough to accommodate total projected enrollment growth, assuming most of the new facilities are operated year-round.⁸⁶⁷ The time and cost associated with this strategy may not, however, enable the District to accomplish all of its related facilities objectives, including relief of existing overcrowded conditions in some school campuses.

In either case, the increase of students within LAUSD study area high school clusters is a small percentage of the total enrollment of those clusters (1,328 out of 251,056 or 0.5 percent). With a surplus capacity in the schools study area of 19,808 in 1996, it is expected that the increases associated with Alternative A would not cause LAUSD to build new schools. Although the surplus capacity would gradually decrease by 2015 and project enrollment could have a small incremental contribution to

⁸⁶⁷ Smith, Doug "Lack of Classrooms a Looming Crisis for L.A. Unified," *Los Angeles Times*, pp. B-1, 7, May 27, 2000.

overcrowding at certain schools if facility master plan objectives are not fulfilled, this potential impact is considered less than significant, particularly in light of the school impact fees that would be generated by the project.

Potential project enrollment-related effects on LAUSD schools would be funded through payment of school impact fees for commercial/industrial development as set by state law. The current maximum fee allowable by state law is \$0.33 per square foot of new commercial/industrial development. School fees for the LAX Master Plan would apply to commercial and industrial space occupied by non-governmental airport tenants. As a preliminary estimate, based on the general level of current plans, school impact fees paid to LAUSD could range from \$3 million to \$4 million. Payment of school impact fees, in accordance with state law, would provide full and complete school facilities mitigation for purposes of CEQA.

Although LAUSD is projected to capture the majority of enrollment associated with on-airport employees, (approximately 55 percent), 31 other school districts throughout Los Angeles County would also experience indirect project-related enrollment increases. Due to the concentration of employee households within LAUSD, and the wide geographic distribution of other employee households, project enrollment accruing to any one of these districts between the 1996/97 baseline and 2015 would not be substantial, particularly given the high-side assumption that each employee would be new to the area and would require construction of a new dwelling unit. Of the approximately 1,400 students generated outside of LAUSD, the maximum enrollment estimate for any one district between 1996/97 and 2015 would be 287 students within the Inglewood School District, which would represent less than two percent of the District's 1996/97 enrollment. While such increases could contribute to capacity deficits in some schools, these levels of enrollment increase are expected to be within facility planning assumptions for these districts. Project enrollment contributing to any overcrowding within these districts schools would be less than significant, and addressed through payment of school impact fees for new residential and commercial development within their boundaries. Enrollment impacts on school districts outside of the schools study area are presented more fully in Technical Report 17, *Schools Technical Report*.

Under Alternative A, 84 housing units, containing approximately 172 persons, would be acquired along the northeast boundary of the airport near the intersection of Will Rogers Street and Arbor Vitae Street. This area falls within the Venice/Westchester High School Cluster. Currently, Westport Heights Elementary, Wright Middle, and Westchester High School serve the students within the proposed residential acquisition area. Under 1996 baseline conditions, Westport Heights Elementary School had an enrollment of 659 students with capacity for 691 students. Under 1996 baseline conditions, Wright Middle School had an enrollment of 958 and a capacity of 1,447 students and Westchester High School had an enrollment of 1,740 and a capacity of 2,144 students. All three schools were operating within their enrollment capacity limits. Residential acquisition under Alternative A would decrease student enrollment within the Venice/Westchester high school cluster by approximately 33 students.⁸⁶⁸ Specifically, it is estimated that acquisition of the 84 housing units would decrease elementary enrollment by about 19 students, middle school enrollment by 5 students, and high school enrollment by 9 students.⁸⁶⁹ Although the acquisition would decrease enrollment at these three schools, the reduction in enrollment is less than significant. It is expected that the reductions in enrollment would be offset by projected enrollment increases and would not cause a school closure or the need for new or modified school facilities in other locations.

Non-Enrollment Impacts

The following discussion provides a summary of non-enrollment impacts to schools. Full analyses of non-enrollment impacts on schools relative to noise, air quality, traffic, access, health risk, and other impacts are addressed in detail their respective sections of the Draft EIS/EIR as referenced in Section 4.27.1, *Introduction*. Eight public schools would be exposed to significantly high levels of noise by 2015 within the Inglewood Unified School District and Lennox Elementary School District. For those impacted schools not already considered compatible pursuant to California Code of Regulations, Title 21, mitigation in the form of sound insulation or acquisition and relocation would be provided. Four public schools within the El Segundo Unified School District and the LAUSD would be potentially impacted by noise associated with construction activities. Although Mitigation Measures MM-N-5 through MM-N-9

⁸⁶⁸ Based on a student generation rate of 0.39.

⁸⁶⁹ Student generation rates are 0.221 for elementary, 0.06475 for middle, and 0.1055 for high schools. Based on Table 3-5 in the Los Angeles Unified School District, *School Facilities Fee Plan*, March 2, 2000.

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would reduce temporary construction noise impacts on schools, periodically impacts could remain significant following implementation of these mitigation measures. Incremental cancer risks and non-cancer health hazards would be small for the maximally exposed school child and would not exceed a threshold of significance. With respect to traffic issues that pertain to school access and student safety, Master Plan Commitments C-1 and ST-14 would reduce potential impacts on school access and safety to less than significant levels.

4.27.6.3 Alternative B - Added Runway South

Project Development

Increases in passenger and cargo activity under proposed Alternative B would be similar to Alternative A; thus, on-airport employment would also be similar to Alternative A. The implementation of Alternative B would result in the acquisition and demolition of an additional 345 acres over the No Action/No Project Alternative. However, there would be no new areas of residential acquisition and the same 84 housing units described under Alternative A would be acquired.

Effects on Enrollment

Because estimated employment is linked to passenger activity and cargo tonnage, and these values for Alternative B are identical to Alternative A, the estimated number of students generated by new on-airport employee households under Alternative B is identical to Alternative A. Increases in enrollment and associated effects are therefore equivalent to those described above for Alternative A. Furthermore, since the residential acquisition proposed under Alternative B is identical to Alternative A, impacts associated with this enrollment change would be less than significant, as described under Alternative A.

Non-Enrollment Impacts

The following discussion provides a summary of non-enrollment impacts to schools. Full analyses of impacts on schools relative to noise, air quality, traffic, access, health risk, and other impacts are addressed in detail their respective sections of the Draft EIS/EIR as referenced in Section 4.27.1, *Introduction*. Depending on the approach taken for mitigation, outdoor noise levels for one public school in the Lennox Elementary School District could remain significant after mitigation. Seventeen public schools would be exposed to significantly high levels of noise by 2015 (Inglewood Unified School District, Lennox Elementary School District, and LAUSD). Under Alternative B, the same four schools within the El Segundo Unified School District and Los Angeles Unified School District would be potentially impacted by noise associated with construction activities as described under Alternative A. Although Mitigation Measures MM-N-5 through MM-N-9 would reduce temporary construction noise impacts on schools, periodically impacts could remain significant following implementation of these mitigation measures. Incremental cancer risks and non-cancer health hazards would be small for the maximally exposed school child and would not exceed a threshold of significance. With respect to traffic issues that pertain to school access and student safety, Master Plan Commitments C-1 and ST-14 would reduce potential impacts on school access and safety to less than significant levels.

4.27.6.4 Alternative C - No Additional Runway

Project Development

On-airport employment under Alternative C would be similar to Alternatives A and B though 2005. By 2015, however, Alternative C generates fewer new on-airport employees than the other two build alternatives due to lower forecasted passenger and cargo activity levels.

Alternative C would generate 1,156 new on-airport employees by 2005 and about 6,421 new on-airport employees by 2015. As previously discussed, each on-airport employee represents one household. Based on the expected settlement patterns of these employees, approximately 332 new on-airport employee households by 2005 and 1,843 new on-airport employee households by 2015 would be generated within the schools study area.

The implementation of Alternative C would result in the acquisition and demolition of an additional 217 acres of land to accommodate the expansion of the airport. The proposed acquisition areas under Alternative C contain the same 84 housing units, with an estimated 172 persons, as proposed for acquisition under Alternatives A and B.

Effects on Enrollment

Based on a student generation rate of 0.39, enrollment within the schools study area, due to new on-airport employees, would increase by 131 students in 2005 and 730 students in 2015 (see **Table 4.27-5**, Alternative C, On-Airport Employee Student Generation). This represents a net decrease of 311 students over the No Action/No Project Alternative by 2015. As with Alternatives A and B, the increase in enrollment within LAUSD schools in the schools study area under Alternative C, would be a small percentage of total existing enrollment (730 out of 251,056 or 0.3 percent). As indicated for Alternatives A and B, potential project enrollment-related effects on LAUSD schools would be less than significant, particularly in consideration of LAWA's payment of school impact fees for commercial/industrial development. Payment of these fees, in accordance with state law, would provide full and complete school facilities mitigation for purposes of CEQA.

As with LAUSD, enrollment impacts on districts outside of the schools study area totaling 777 students across 31 districts within Los Angeles County, would be less than significant, due to the wide geographic distribution of these effects over time and considering that new employee households would be subject to payment of school impact fees within the boundaries of these districts.

The residential acquisition proposed under Alternative C is identical to Alternatives A and B. Therefore, like Alternatives A and B, impacts associated with acquisition-related enrollment change would be less than significant.

Non-Enrollment Impacts

The following discussion provides a summary of non-enrollment impacts to schools. Full analyses of impacts on schools relative to noise, air quality, traffic, access, health risk, and other impacts are addressed in detail in their respective sections of the Draft EIS/EIR as referenced in Section 4.27.1, *Introduction*. Four public schools would be exposed to significantly high levels of noise by 2015 within the Inglewood Unified School District. Under Alternative C, the same four public schools within the El Segundo Unified School District and the LAUSD would be potentially impacted by noise associated with construction activities as described under Alternatives A and B. Although Mitigation Measures MM-N-5 through MM-N-9 would reduce temporary construction noise impacts on schools, periodically impacts would remain significant following implementation of these mitigation measures. Similar to Alternatives A and B, incremental cancer risks and non-cancer health hazards would be small for the maximally exposed school child and would not exceed a threshold of significance. With respect to traffic issues that pertain to school access and student safety, Master Plan Commitments C-1 and ST-14 would reduce potential impacts on school access and safety to less than significant levels.

Table 4.27-5

Alternative C, On-Airport Employee Student Generation

High School Cluster	New On-Airport Employee Households		Estimated Students Generated¹	
	2005	2015	2005	2015
Venice/Westchester	80	443	31	173
Crenshaw/Dorsey	45	251	18	98
Hamilton/Palisades/University	43	239	17	93
Gardena/Washington	41	226	16	88
Fairfax/Hollywood/Los Angeles	34	186	13	73
Narborne/San Pedro	25	140	10	65
Banning/Carson	19	107	8	42
Fremont	17	96	7	37
Manual Arts	16	91	6	36
Jordon/Locke	12	64	5	25
Total Study Area Clusters	332	1,843	131	730
Total District	438	2,433	171	951

¹ Based on a student generation rate of 0.39 for all grade levels. Numbers may not total due to rounding.

Source: HR&A, 2000.

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4.27.7 Cumulative Impacts

As discussed under Affected Environment/Environmental Baseline, LAUSD as a whole faced a capacity deficit during the 1996/97 school year, and it is assumed that various other districts throughout the region were also faced with capacity constraints, either district-wide or at individual schools.

4.27.7.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, there would be a reduction in direct employment generated by LAX due to increases in worker productivity with advances in technology among certain industries. As a result, employment-related school enrollment is estimated to decrease by over 1,000 students by 2015, which would not have an impact on public schools. Acquisition under LAWA's existing ANMP would result in a decrease in enrollment in the area, causing a potentially significant impact on local schools, due to the anticipated closure of the 98th Street Elementary School. Due to the absence of impacts from enrollment increases and the provisions provided by LAWA to address school closure, the contribution of the No Action/No Project Alternative to cumulative impacts on schools would not be considerable.

4.27.7.2 Alternatives A, B, and C

As previously discussed under Environmental Consequences, indirect increases in enrollment associated with new LAX employee households under the build alternatives would generate from 950 to 1,750 new students throughout LAUSD by 2015 and from 780 to 1,400 students throughout other school districts in the region. Potential indirect enrollment impacts on schools would be mitigated through payment of school impact fees by LAWA (potentially ranging from 3 to 4 million dollars) for commercial and industrial development, thereby, avoiding any significant impacts. Through property acquisition, the build alternatives would reduce local enrollment by 33 students with this enrollment being disbursed to other schools outside of the study area. This impact is considered less than significant as it is expected that the reductions in enrollment would be offset by projected enrollment increases, and the relocation of this small number of students to other schools would not be considerable or cause the need for new or modified facilities.

In considering independent project development in the project area, the major contributor to local school enrollment is the Playa Vista Project, which will include development of an elementary school to serve the enrollment needs of a sizeable residential population. As the proposed build alternative's potential impacts on enrollment from new employee households would be fully mitigated through payment of school impact fees and the Playa Vista Project's impacts would be mitigated through impact fees and the provision of a school facility on the site, the combined impacts of the two projects would be less than significant.

Relocation of residents from the Manchester Square and Belford residential areas, an additional independent project, would result in the potential displacement and closure of LAUSD's 98th Street Elementary School. Mitigation for the potential closure of the school is being addressed by LAWA in consultation with LAUSD. With school closure, the potential relocation of up to 426 students would shift enrollment to a number of other schools and school districts throughout or outside of the region depending on the relocation choices of the residents. Where students relocate to schools that are experiencing capacity deficiencies, they could contribute to cumulative enrollment impacts, although impact fees would be paid if the students moved into new housing. Considering that the proposed project's enrollment impacts and those associated with the relocated students would be largely mitigated through payment of school fees for either new residential or commercial/industrial development, the combined cumulative impact of these projects are considered less than significant.

Other forecasted growth throughout the region would also contribute to cumulative increases in enrollment, which could, in combination with the build alternatives, exacerbate deficiencies in school capacity. These cumulative impacts would, however, be addressed through payment of school impact fees by LAWA and, where new households and new commercial and industrial development is constructed, throughout the region. Payment of these fees in accordance with state law would mitigate and avoid significant cumulative impacts.

4.27.8 Mitigation Measures

No mitigation measures are required for implementation of the build alternatives, as enrollment impacts would be less than significant after required payment of school impact fees. Furthermore, Master Plan

Commitments C-1 and ST-14, and Mitigation Measures MM-N-5 through MM-N-9 (see Section 4.1, *Noise*) would reduce potential non-enrollment impacts to less than significant levels. No additional mitigation for non-enrollment impacts is required.

4.27.9 Level of Significance after Mitigation

Alternative B – Added Runway South

One public school in the Lennox Elementary School District would be exposed to significant outdoor noise levels (75 CNEL or greater) that would remain significant after mitigation unless acquisition and relocation of the school is undertaken.

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