

Technical Report  
LAX Master Plan EIS/EIR

**17. Schools Technical Report**

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## 1.0 INTRODUCTION

This report contains information regarding existing conditions associated with public schools, particularly those within the Los Angeles Unified School District (LAUSD), as well as a discussion of public schools outside of LAUSD where increased enrollment would occur with implementation of the LAX Master Plan build alternatives. Estimated enrollment impacts on LAUSD and the other public schools are also presented. Section 4.27, *Schools*, of the LAX Master Plan EIS/EIR focuses on evaluating changes in public school enrollment within LAUSD and the extent to which such changes could cause overcrowding of schools.

## 2.0 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 LAUSD, and also presents information on enrollment impacts for school districts throughout Los Angeles County where enrollment changes would occur with implementation of the Master Plan build alternatives.

The Master Plan build alternatives do not include residential development, which would contribute to increases in school enrollment. However, the build 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 would 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 would relocate into LAUSD and other school districts to be closer to their place of work, in turn, generating new households with students who would attend schools within these districts. 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.

## 2.1 Los Angeles Unified School District

LAUSD methodology for forecasting student generation attributable to industrial and commercial development is set forth in its *School Facilities Fee Plan*.<sup>1</sup> 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 LAUSD 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, 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”<sup>2</sup> 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.<sup>3</sup>

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

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<sup>1</sup> Los Angeles Unified School District, *School Facilities Fee Plan*, March 2, 2000, Chapter 6.

<sup>2</sup> 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.

<sup>3</sup> Los Angeles Unified School District, *School Facilities Fee Plan*, March 2, 2000, p. 3-7.

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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.

## **2.2 Other School Districts**

Changes in enrollment in school districts outside of LAUSD are calculated based on the SGR of each school district and the number of on-airport employees projected to be relocated within each of those districts. Similar to the LAUSD methodology, the projected enrollment is considered a high-side estimate of project enrollment impacts due to the same reasons previously discussed.

## **3.0 AFFECTED ENVIRONMENT/ENVIRONMENTAL BASELINE**

### **3.1 The 1986 School Facilities Act & Leroy F. Greene School Facilities Act of 1998**

Senate Bill 50 (SB 50) was signed into law on August 27, 1998. The bill represents the most significant school facility finance and developer fee reform legislation since the adoption of the 1986 School Facilities Act (1986 Act). SB 50 authorizes \$9.2 billion in State bonds for K-12 and higher education school facilities construction and modernization. The 1986 Act specified that the State of California would fund 100 percent of future school needs, less local contributions to the extent that local bond funding was inadequate. Under the 1986 Act, local contributions, then in the amount of \$1.50 per square foot of new residential construction and \$0.25 per square foot of non-residential construction, could be imposed on land developers. Subsequent to the 1986 Act, a series of judicial rulings established that the limitations on statutory schools fees pursuant to the 1986 Act were not applicable to new land development requiring legislative approvals, such as an amendment to a city or county general plan, a zone change, or an approval of a development agreement. The judicial rulings also established that a local agency had the discretion to deny or refuse to approve a development application based on the development's adverse impact on local school facilities, either by its own legislative act or by a finding that CEQA had not been complied with adequately.

With approval of SB 50, the direction provided by these judicial decisions has been replaced with a strict structure for funding school facilities in the State. 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 makes it clear, absent future legislation, that local agencies are restricted, with but a few exceptions, from exacting fees or other requirements to mitigate the effects of new land development on school facilities beyond the fee amounts

authorized by SB 50. Relevant to evaluation of development projects under CEQA, SB 50 establishes that two methods of mitigating the impacts of new development on school fees:

- ◆ A school district can adopt the maximum school fee amounts pursuant to the Act (Education Code Section 17620).
- ◆ Interim school fees can be adopted by a city and school district pursuant to Government Code Section 65970.

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.<sup>4</sup> 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. Beginning in 2000, the amounts for commercial construction will be adjusted for inflation every two years. A district can qualify for higher, “Level 2” fees, if the State Allocation Board determines the district is eligible for new construction funding. Eligibility is only granted after a district conducts a school facilities needs analysis, satisfies other requirements relating to utilization of other school sites and attempts to secure voter approval for local bond measures.

SB 50 also includes important provisions relating to types of development subject to statutory fees. These provisions, as set forth in Government Code Section 65995(d), indicate that commercial and industrial development occupied by local, state and federal government agencies are not subject to school fees. As a result, school fees would only apply to commercial and industrial space that would be occupied by non-governmental airport tenants for the LAX Master Plan.

## 3.2 Los Angeles Unified School District

The Los Angeles Unified School District (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, two K-12, and one 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 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.<sup>5</sup>

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.<sup>6</sup> Based on the forecasted geographic distribution of LAX employee households, the majority of project-generated enrollment falls within the 10 LAUSD high school clusters (LAUSD High School Cluster Study Area) that comprise the main focus of this analysis. These clusters are shown in **Figure 1**, School Analysis Study Area. Current enrollment and capacity are listed in **Table 1**, Existing School Enrollment and Capacity for LAUSD High School Clusters.<sup>7</sup>

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<sup>4</sup> Government Code, Section 65996(b).

<sup>5</sup> Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2000.

<sup>6</sup> 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.

<sup>7</sup> The 1996/97 school year is used in this analysis for consistency with the baseline year in the other EIS/EIR sections.

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Table 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 build 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 subject to acquisition 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.<sup>8</sup> 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 \$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.<sup>9</sup>

### 3.3 Other School Districts

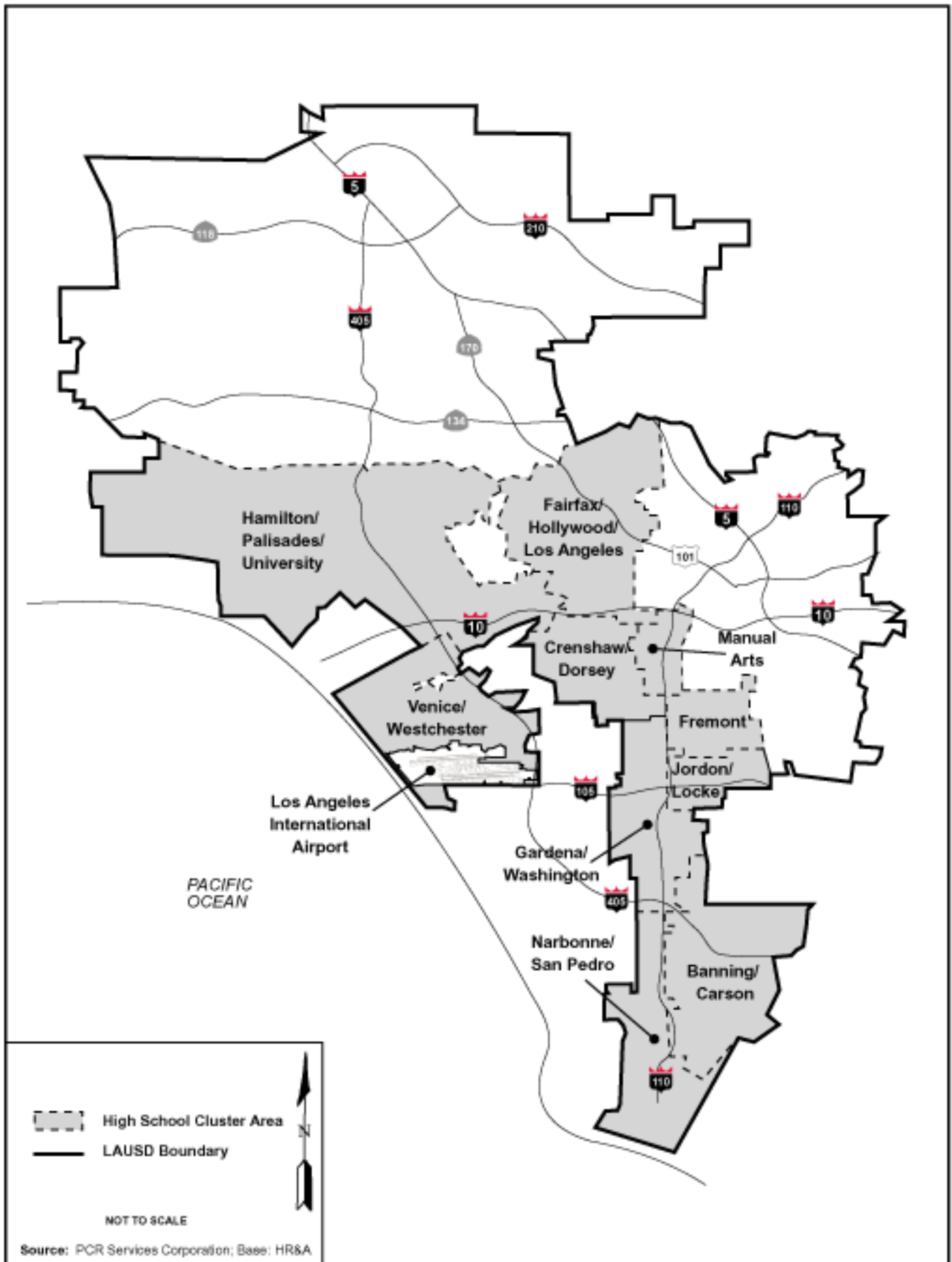
In addition to LAUSD, 31 other school districts outside of the immediate vicinity of LAX have a potential to receive new students resulting from increases in on-airport employment with implementation of the Master Plan.

#### El Segundo Unified

The El Segundo Unified School District boundaries encompass most of the City of El Segundo's corporate boundaries, with the exception of the area east of Sepulveda Boulevard. Students living east of Sepulveda Boulevard go to schools in the Wiseburn and Centinela Valley Union High school districts. The El Segundo Unified School District had a 1996/97 school year enrollment of 2,610 students. The district includes one elementary, one middle, two high schools, and one special education facility, which serves students from kindergarten through eighth grade.

<sup>8</sup> The 1996/97 school year is used in this analysis for consistency with the base year used in other EIS/EIR sections.

<sup>9</sup> Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2000.



### **Inglewood Unified**

The Inglewood Unified School District serves students within the City of Inglewood's corporate boundaries. The IUSD had a combined 1996/97 school year enrollment of 16,765 students.

### **Torrance Unified**

The Torrance Unified School District encompasses the area within the corporate limits of the City of Torrance. The district has 30 schools, including 17 elementary schools, eight middle schools, and five high schools, as well as one continuation school. During the 1996/97 school year, the district had a combined total enrollment of 23,260 students.

### **Long Beach Unified**

Long Beach Unified School District encompasses all or portion of the communities and cities of Long Beach, Avalon, Signal Hill, Lakewood, and La Crescenta. Long Beach Unified School District has a total of 85 schools, consisting of 57 elementary, 14 middle, eight high, one continuation, and two combination K-12 schools. During the 1996/97 school year, the district had a total enrollment of 83,038 students.

### **Manhattan Beach Unified**

The Manhattan Beach Unified School District serves students within the City of Manhattan Beach's corporate boundaries. The district includes five elementary schools, one middle school, and one high school. During the 1996/97 school year the district had a combined total enrollment of 5,291 students.

### **Redondo Beach Unified**

Redondo Beach Unified School District encompasses the City of Redondo Beach. Redondo Beach Unified School District has a total of 12 schools, consisting of eight elementary, two middle, one high, and one continuation schools. During the 1996/97 school year, the district had a total enrollment of 7,255 students.

### **Santa Monica/Malibu Unified**

The Santa Monica/Malibu Unified School District serves students within the corporate limits of the cities of Santa Monica and Malibu. The district includes 10 elementary schools, two middle schools, one combination elementary/middle school, one combination middle/high school, two high schools, which includes one continuation school. During the 1996/97 school year, the district had a combined total enrollment of 11,084 students.

### **Palos Verdes Peninsula Unified**

Palos Verdes Peninsula Unified School District encompasses all or a portion of the communities and Cities of Rancho Palos Verdes, Palos Verdes Estates, and Rolling Hills Estates. Palos Verdes Peninsula Unified School District has a total of 15 schools, consisting of 11 elementary, two middle, one high, and one continuation schools. During the 1996/97 school year, the district had a total enrollment of 9,190 students.

### **Glendale Unified**

The Glendale Unified School District serves students within the majority of the corporate boundaries of the cities of Glendale and La Crescenta. The district has a total of 29 schools, including 19 elementary, four middle, three high, one continuation, one alternative, and one special education schools. Glendale School District has a 1996/97 school year enrollment of 30,164 students.

### **Culver City Unified**

The Culver City Unified School District serves students within the City of Culver City. Culver City Unified School District includes five elementary, one middle, and one high, and one continuation high school. During the 1996/97 school year, the district had a combined total enrollment of 5,698 students.

### **Compton Unified**

Compton Unified School District encompasses all of the City of Compton and a small portion of the City of Los Angeles. Compton Unified School District has a total of 39 schools, consisting of 23 elementary, eight middle, three high, two continuation, one combined K-12, and two community day schools. During the 1996/97 school year, the district had a total enrollment of 28,839 students.



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### **Centinela Valley Union**

Centinela Valley Union School District is one of the smaller school districts in the area, with only four schools, all serving grades nine through twelve. Centinela Valley Union School District serves portions of the Cities of Hawthorne, Lawndale, and unincorporated Los Angeles County. The district had a 1996/97 school year enrollment of 6,032 students.

### **Alhambra City High School**

The Alhambra City High School District boundaries encompass most of the City of Alhambra corporate boundaries. With three high schools, one continuation, and one alternative school, the Alhambra City High School District has a 1996/97 school year enrollment of 8,326 students.

### **Antelope Valley Union**

Antelope Valley Union High School District encompasses portions of the Cities of Palmdale, Lancaster, and Quartz Hill. Antelope Valley Union School District has a total of eight schools, consisting of six high schools and one community day school. During the 1996/97 school year, the district had a total enrollment of 15,366 students.

### **William S. Hart Union**

The William S. Hart Union High School District boundaries are located in the Santa Clarita Valley, serving students from Valencia, Santa Clarita, Canyon Country, Newhall, and Saugus. With four middle, four high, one continuation, and one alternative school, William S. Hart Union High School District had a 1996/97 school year enrollment of over 13,179 students.

### **Hawthorne Elementary**

Hawthorne Elementary School District generally serves the City of Hawthorne corporate boundaries with seven elementary and two middle schools. Since the district has no high schools, students within the district attend high schools in the Centinela Valley Union High School District. The district had a 1996/97 school year combined enrollment of 7,974 students.

### **Lennox Elementary**

The Lennox Elementary School District serves the unincorporated community of Lennox in a portion of unincorporated Los Angeles County that is located east of LAX. The district includes a total of six schools, with five elementary and one middle school. During the 1996/97 school year, the district had a total enrollment of 6,480 students.

### **Wiseburn Elementary**

The Wiseburn Elementary School District encompasses portions of the Cities of El Segundo and Hawthorne, as well as a portion of unincorporated Los Angeles County. The district contains four schools, including three elementary and one middle school. The Wiseburn Elementary School District had a 1996/97 school year enrollment of 1,690 students.

### **Lawndale Elementary**

The Lawndale Elementary School District encompasses the City of Lawndale corporate limits. The district includes a total of seven schools, including six elementary schools and one middle school. During the 1996/97 school year, the district had a combined total enrollment of 5,510 students.

### **Hermosa Beach City Elementary**

Hermosa Beach City Elementary School District encompasses most of the City of Hermosa Beach. Hermosa Beach City Elementary School District has a total of two elementary schools, with an enrollment of 923 students during the 1996/97 school year.

### **Alhambra City Elementary**

The Alhambra City Elementary School District boundaries encompass most of the City of Alhambra's corporate boundaries and a portion of the City of Monterey Park. The district's 13 elementary schools had a total enrollment of 11,592 students during the 1996/97 school year.

**Garvey Elementary**

The Garvey Elementary School District boundaries encompass portions of Rosemead, San Gabriel, and Monterey Park. Garvey School District had a 1996/97 school year enrollment of 7,910 students at its 11 elementary and two middle schools.

**Keppel Union Elementary**

The Keppel Union Elementary School District boundaries encompass portions of Little Rock, Palmdale, and Pearblossom. Keppel Union Elementary School District had a 1996/97 school year enrollment of 3,008 students at its four elementary, one elementary/middle, and one middle schools.

**Wilsona Elementary**

The Wilsona Elementary School District boundaries encompass portions of Little Rock, Palmdale, and Lancaster. Wilsona School District had a 1996/97 school year enrollment of 2,022 students at its two elementary schools and one middle school.

**Eastside Union Elementary**

The Eastside Union Elementary School District boundaries encompass a portion of Lancaster. The Eastside Union Elementary School District had a 1996/97 school year enrollment of 2,248 students at its two elementary schools and one middle school.

**Lancaster Elementary**

The Lancaster Elementary School District boundaries encompass most of the Cities of Lancaster, Little Rock, and Palmdale corporate boundaries. The Lancaster Elementary School District had a 1996/97 school year enrollment of 13,598 students at its 12 elementary, three middle, and one continuation schools.

**Palmdale Elementary**

Palmdale Elementary School District encompasses the City of Palmdale. Palmdale Elementary School District has a total of 20 schools, consisting of 17 elementary, two middle, and one alternative schools. During the 1996/97 school year, the district had a total enrollment of 18,631 students.

**Westside Union Elementary**

The Westside Union Elementary School District boundaries encompass a portion of Quartz Hill, Palmdale, Leona Valley, and Lancaster. The Westside Union School District had a 1996/97 school year enrollment of 5,995 students at its eight elementary and two middle schools.

**Saugus Union Elementary**

Saugus Union Elementary School District encompasses portions of the Cities of Saugus, Canyon Country, and Valencia. Saugus Union Elementary School District had a total of 11 elementary schools, with a total enrollment of 7,463 students during the 1996/97 school year.

**Newhall Union Elementary**

Newhall Union Elementary School District encompasses portions of the Cities of Newhall, Stevenson Ranch, and Valencia. Newhall Union Elementary School District had a total of seven elementary schools, with a total enrollment of 5,634 students during the 1996/97 school year.

**Sulphur Springs Union Elementary**

The Sulphur Springs Union Elementary School District boundary encompasses a portion of Canyon Country and Newhall. Sulphur Springs Union Elementary School District had a 1996/97 school year enrollment of 4,650 students at its seven elementary schools.

## 4.0 ENVIRONMENTAL CONSEQUENCES

### 4.1 No Action/No Project Alternative

#### 4.1.1 Effects on Enrollment

##### LAUSD

Based on an average student generation rate of 0.39, enrollment within the LAUSD High School Cluster Study Area associated with on-airport employees would increase by 131 students in 2005 and decrease by 1,041 students in 2015 (see **Table 2**, No Action/No Project Alternative, On-Airport Employee LAUSD Student Generation). The reductions in enrollment would be dispersed throughout the 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 changes in on-airport employment. Any new floor area created for non-government users at LAX, would still generate fee revenue for LAUSD.

Table 2

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

High School Cluster	New On-Airport Employee Households		Estimated Students Generated <sup>1</sup>	
	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
<b>Total Study Area Clusters</b>	<b>332</b>	<b>-2,662</b>	<b>131</b>	<b>-1,041</b>
<b>Total District</b>	<b>438</b>	<b>-3,514</b>	<b>171</b>	<b>-1,374</b>

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

Source: HR&A.

As a result of LAWA's Aircraft Noise Mitigation Program (ANMP) 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 a significant 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*,<sup>10</sup> LAWA proposed mitigation measures would be implemented to address this impact. Listed among these measures are an offer to purchase from the LAUSD the property, and an offer to 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 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*.

<sup>10</sup> City of Los Angeles, Los Angeles World Airports, Residential Acquisition Bureau, Initial Study/Mitigated Negative Declaration No. AD 094-00, Manchester Square and Airport/Belford Area Voluntary Acquisition Project, April 2000.

## Other School Districts

The enrollment effects resulting from increases in on-airport employment on the 31 school districts outside of LAUSD by 2015 are presented in **Table 3**, Existing School Enrollment and Projected Increases. By 2015, student enrollment in the 31 districts outside of the LAUSD High School Cluster Study Area would decrease by 1,121 students with implementation of the No Action/No Project Alternative. The dispersed effects of this decrease combined with overall forecasted increases in enrollment would not meaningfully impact school capacity.

**Table 3**

### Existing School Enrollment and Projected Enrollment Increases

School District	1996/97 Enrollment	SGR	Estimated Enrollment Increase (2015)		
			No Action/ No Project	Alternatives A and B	Alternative C
<b>Unified School Districts</b>					
Los Angeles Unified	667,305	0.391	-1,374	1,752	951
El Segundo Unified	2,610	0.23	-28	36	20
Inglewood Unified	16,765	0.54	-225	287	156
Torrance Unified	23,260	0.32	-85	109	59
Long Beach Unified	83,038	0.37	-72	92	50
Manhattan Beach Unified	5,291	0.84	-64	81	44
Redondo Beach Unified	7,255	0.62	-114	146	79
Santa Monica/Malibu Unified	11,084	0.17	-23	29	16
Palos Verdes Peninsula Unified	9,190	0.41	-31	39	21
Glendale Unified	30,164	0.34	-21	27	15
Culver City Unified	5,698	0.35	-28	36	19
Compton Unified	28,839	1.00	-74	95	51
<b>Secondary School Districts</b>					
Centinela Valley Union	6,032	0.48	-70	89	48
Alhambra City High School	8,326	0.47	-10	13	7
Antelope Valley Union	15,366	0.56	-6	8	4
William S. Hart Union	13,179	0.24	-3	3	2
<b>Elementary School Districts</b>					
Hawthorne Elementary	7,974	0.37	-63	80	44
Lennox Elementary	6,480	1.11	-85	109	59
Wiseburn Elementary	1,690	0.68	-20	25	14
Lawndale Elementary	5,510	0.43	-42	53	29
Hermosa Beach City Elementary	923	0.10	-5	6	3
Alhambra City Elementary	11,592	0.42	-16	20	11
Garvey Elementary	7,190	0.75	-4	5	3
Keppel Union Elementary	3,008	0.60	-2	2	1
Wilsona Elementary	2,022	0.85	-1	2	1
Eastside Union Elementary	2,248	0.54	-2	2	1
Lancaster Elementary	13,598	0.48	-4	6	3
Palmdale Elementary	18,631	0.60	-9	11	6
Westside Union Elementary	5,995	0.53	-1	2	1
Saugus Union Elementary	7,463	0.46	-9	11	6
Newhall Union Elementary	5,634	0.48	-1	1	1
Sulphur Springs Union Elementary	4,650	0.50	-3	4	2
<b>Total</b>	<b>1,038,010</b>		<b>-2,495</b>	<b>3,182</b>	<b>1,728</b>

Source: HR&A.

## 4.1.2 Non-Enrollment Impacts

Where the project would have direct impacts on public schools, rather than impacts through changes in enrollment, these effects are analyzed in the sections of the Draft EIS/EIR that pertain to those impacts and are summarized in **Table 4**, Noise Impacts on Public Schools—No Action/No Project Alternative.

As presented in Technical Report 1, *Land Use*, four public schools would be exposed to significantly high levels of noise by 2015 within the City of Inglewood. 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. Three public schools within the City of Los Angeles would

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be potentially impacted by noise associated with construction activities (see Section 4.2, *Land Use*, of the Draft EIS/EIR). As further described in the Section 4.24.1, *Human Health Risk Assessment*, of the Draft EIS/EIR, incremental cancer risks and non-cancer health hazards would exceed hazard indices for the maximally exposed school child by 2015.

Table 4

### Noise Impacts on Public Schools - No Action/No Project Alternative

Public School <sup>1</sup>	Location	Impacts	
		Aircraft Noise	Construction Noise
Boulah Payne Elementary School	214 W. Arbor Vitae St., Inglewood	X	-
Hillcrest Continuation School	441 W. Hillcrest Blvd., Inglewood	X	-
Inglewood High School	231 S. Grevillea Ave., Inglewood	X	-
Paseo del Rey Magnet School	7751 Paseo Del Rey, Los Angeles	-	X
University of West Los Angeles	750 Isis Ave., Inglewood	X	-
Westchester High School	7400 W. Manchester Ave., Los Angeles	-	X
Westchester-Washington Community Adult School	8810 Emerson Ave., Los Angeles	-	X

<sup>1</sup> Only schools that are impacted are listed.

## 4.2 Alternative A - Added Runway North

### 4.2.1 Effects on Enrollment

#### LAUSD

Based on a student generation rate of 0.39, enrollment within the LAUSD 10 cluster 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 5**, Alternatives A and B, On-Airport Employee LAUSD 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 will accommodate projected enrollment growth, LAX related employees would also be accommodated by these plans.

**Table 5**  
**Alternatives A and B,**  
**On-Airport Employee LAUSD Student Generation**

High School Cluster	New On-Airport Employee Households <sup>1</sup>		Estimated Students Generated <sup>2</sup>	
	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
<b>Total Study Area Clusters</b>	<b>332</b>	<b>3,482</b>	<b>131</b>	<b>1,328</b>
<b>Total District</b>	<b>438</b>	<b>4,480</b>	<b>171</b>	<b>1,752</b>

<sup>1</sup> Assumes one household per employee. Numbers account for households falling within LAUSD boundaries.  
<sup>2</sup> Based on a student generation rate of 0.39 for all grade levels.

Source: HR&A.

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 6**, Future LAUSD Enrollment Projection.

**Table 6**  
**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)		324,600	48,300	372,900		
Middle (6-8)		141,000	22,200	163,200		
High (9-12)	164,991	179,300	27,300	206,600	+41,609	25
<b>Total</b>	<b>667,305</b>	<b>644,900</b>	<b>97,800</b>	<b>742,700</b>	<b>+75,395</b>	<b>11</b>

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

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 1998<sup>11</sup> 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

<sup>11</sup> Los Angeles Unified School District, *Facilities Master Plan for Construction*, May 4, 1998

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two-semester seats of capacity (or about 85,000 if they are all operated on the three-track Concept 6 Modified year-round school schedule). Funding for this ambitious program would be derived from LAUSD's Proposition BB bond program, the State's School Facility Program, developer fees, and other sources.

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.<sup>12</sup> 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 10 high school clusters study area 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 study area of 19,808 in 1996, it is expected that the increases associated with Alternatives 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 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 and \$4 million. Payment of school impact fees, in accordance with State law, would provide full and complete school facilities mitigation for purposes of CEQA.

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.<sup>13</sup> 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.<sup>14</sup> Although the acquisition would decrease enrollment at these three schools, the reduction in enrollment is not considered 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.

### Other School Districts

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 project related enrollment increases (see **Table 3**). 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 1,430 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

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<sup>12</sup> Doug Smith, "Lack of Classrooms a Looming Crisis for L.A. Unified," *Los Angeles Times*, May 27, 2000, pp. B-1, 7.

<sup>13</sup> Based on a student generation rate of 0.39.

<sup>14</sup> 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.

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.

**4.2.2 Non-Enrollment Impacts**

Where the project would have direct impacts on public schools, rather than impacts through changes in enrollment, these effects are analyzed in the sections of the Draft EIS/EIR that pertain to those impacts and are summarized in **Table 7**, Noise Impacts on Public Schools—Alternative A.

**Table 7**  
**Noise Impacts on Public Schools - Alternative A**

Public School <sup>1</sup>	Location	Impacts	
		Aircraft Noise	Construction Noise
98th Street Elementary School	5431 W. 98th St., Los Angeles	-	X
Boulah Payne Elementary School	214 W. Arbor Vitae St., Inglewood	X	-
Hillcrest Continuation School	441 W. Hillcrest Blvd., Inglewood	X	-
Imperial Avenue Special Education Facility	Unknown Address, El Segundo	-	X
Inglewood High School	231 S. Grevillea Ave., Inglewood	X	-
Kelso Elementary School	809 E. Kelso St., Inglewood	X	-
Lennox Middle School	11033 Buford Ave, Lennox	X	-
Oak Street Elementary School	633 S. Oak St., Inglewood	X	-
Paseo del Rey Magnet School	7751 Paseo Del Rey, Los Angeles	-	X
University of West Los Angeles	8911 Aviation Blvd., Inglewood	X	-
University of West Los Angeles	750 Isis Ave., Inglewood	X	-
Westchester High School	7400 W. Manchester Ave., Los Angeles	-	X

<sup>1</sup> Only schools that are impacted are listed.

<sup>2</sup> This school is listed twice because it is comprised of two parcels, as recorded in the GIS database.

As presented in Technical Report 1, *Land Use*, 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 Los Angeles Unified School District would be potentially impacted by noise associated with construction activities (see Section 4.2, *Land Use*, of the Draft EIS/EIR). 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. As described further in Section 4.24.1, *Human Health Risk Assessment*, of the Draft EIS/EIR, 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, analyzed in Section 4.3, *Surface Transportation*, of the Draft EIS/EIR, 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.

**4.3 Alternative B - Added Runway South**

**4.3.1 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.



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### 4.3.2 Non-Enrollment Impacts

Where the project would have direct impacts on public schools, rather than impacts through changes in enrollment, these effects are analyzed in the sections of the Draft EIS/EIR that pertain to those impacts and are summarized in **Table 8**, Noise Impacts on Public Schools - Alternative B.

**Table 8**  
**Noise Impacts on Public Schools - Alternative B**

Public Schools	Location	Impacts	
		Aircraft Noise	Construction Noise
Albert Monroe Middle School	10711 Tenth Ave., Inglewood	X	-
98th Street Elementary School	5431 W. 98th St., Los Angeles	-	X
Boulah Payne Elementary School	214 W. Arbor Vitae St., Inglewood	X	-
Buford Elementary School	4919 W. 109th St., Lennox	X	-
Clyde Woodworth Elementary School	3200 W. 104th St., Inglewood	X	-
Felton Elementary School	10417 Felton Ave., Los Angeles	X	-
Hillcrest Continuation School	441 W. Hillcrest Blvd., Inglewood	X	-
Imperial Avenue Special Education Facility	Unknown Address, El Segundo	-	X
Inglewood High School	231 S. Grevillea Ave., Inglewood	X	-
Jefferson Elementary School	10322 Condon Ave., Los Angeles	X	-
Kelso Elementary School	809 E. Kelso St., Inglewood	X	-
Lennox Middle School	11033 Buford Ave., Lennox	X	-
Loyola Village Elementary School	8821 Villanova Ave., Los Angeles	X	-
Manhattan Place Elementary School	1850 W. 96th St., Los Angeles	X	-
Moffet Elementary School	11050 Larch Ave., Los Angeles	X	-
Morningside High School	10500 S. Yukon Ave., Inglewood	X	-
Oak Street Elementary School	633 S. Oak St., Los Angeles	X	-
Paseo del Rey Magnet School	7751 Paseo del Rey, Los Angeles	-	X
University of West Los Angeles	8911 Aviation Blvd., Inglewood	X	-
University of West Los Angeles	750 Isis Ave., Inglewood	X	-
Westchester High School	7400 W. Manchester Ave., Los Angeles	-	X

<sup>1</sup> Only schools that are impacted are listed.

As presented in Technical Report 1, *Land Use*, 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 Los Angeles Unified School District). 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 (see Section 4.2, *Land Use*, of the Draft EIS/EIR). 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. As described further in Section 4.24.1, *Human Health Risk Assessment*, of the Draft EIS/EIR, 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, analyzed in Section 4.3, *Surface Transportation*, of the Draft EIS/EIR, 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.

## 4.4 Alternative C - No Additional Runway

### 4.4.1 Effects on Enrollment

#### LAUSD

Based on a student generation rate of 0.39, enrollment within the LAUSD 10 high school cluster study area, due to new on-airport employees, would increase by 131 students in 2005 and 730 students in 2015

(see **Table 9**, Alternative C, On-Airport Employee LAUSD 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 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.

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.

**Other School Districts**

As further described under Alternative A above, enrollment impacts on districts outside of the study area totaling 777 students across 31 districts within Los Angeles County (see **Table 3**), 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.

**Table 9**  
**Alternative C,**  
**On-Airport Employee LAUSD Student Generation**

High School Cluster	New On-Airport Employee Households		Estimated Students Generated <sup>1</sup>	
	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
<b>Total Study Area Clusters</b>	<b>332</b>	<b>1,843</b>	<b>131</b>	<b>730</b>
<b>Total District</b>	<b>438</b>	<b>2,433</b>	<b>171</b>	<b>951</b>

<sup>1</sup> Based on a student generation rate of 0.39 for all grade levels. Numbers may not add due to rounding.

Source: HR&A.

**4.4.2 Non-Enrollment Impacts**

Where the project would have direct impacts on public schools, rather than impacts through changes in enrollment, these effects are analyzed in the sections of the Draft EIS/EIR that pertain to those impacts and are summarized in **Table 10**, Noise Impacts on Public Schools - Alternative C.

As presented in Technical Report 1, *Land Use*, 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 Los Angeles Unified School District would be potentially impacted by noise associated with construction activities as described under Alternatives A and B (see Section 4.2, *Land Use*, of the Draft EIS/EIR). 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 (see Section 4.24.1, *Human Health Risk Assessment*, of the Draft EIS/EIR). With respect to traffic issues, analyzed in Section 4.3, *Surface*

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*Transportation*, of the Draft EIS/EIR, 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 10**

**Noise Impacts on Public Schools - Alternative C**

Public Schoola	Location	Impacts	
		Aircraft Noise	Construction Noise
98th Street Elementary School	5431 W. 98th St., Los Angeles	-	X
Boulah Payne Elementary School	214 W. Arbor Vitae St., Inglewood	X	-
Hillcrest Continuation School	441 W. Hillcrest Blvd., Inglewood	X	-
Imperial Avenue Special Education Facility	Unknown Address, El Segundo	-	X
Inglewood High School	231 S. Grevillea Ave., Inglewood	X	-
Paseo del Rey Magnet School	7751 Paseo Del Rey, Los Angeles	-	X
University of West Los Angeles	8911 Aviation Blvd., Inglewood	X	-
Westchester High School	7400 W. Manchester Ave., Los Angeles	-	X

<sup>1</sup> Only schools that are impacted are listed.