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4.27.1 Introduction

The schools analysis 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 indirect impacts through changes in enrollment, these effects are analyzed in other sections of this Final 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 herein. Conclusions regarding the significance of impacts provided in this section are strictly for CEQA purposes only. 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 subsection 4.27.7, *Cumulative Impacts*, below.

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. Some of 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*.¹⁰¹⁴ 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, 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

¹⁰¹⁴ Los Angeles Unified School District, *School Facilities Fee Plan*, Chapter 6, March 2, 2000.

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locations were then overlaid onto LAUSD "high school cluster"¹⁰¹⁵ 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.¹⁰¹⁶

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 year 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

California Senate Bill 50 (SB 50) was signed into law on August 27, 1998. Under SB 50, the state will fund 50 percent of the cost of future school facilities in areas other than where hardship assistance is provided, assuming that local bonds will be approved and school fees will fund 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.¹⁰¹⁷ The current fees charged by LAUSD pursuant to state law are \$3.73 per square foot for residential construction and \$0.34 per square foot for commercial construction. Commercial and industrial development occupied by local, state, and federal government agencies is 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 other cities, including Cudahy, Gardena, Huntington Park, Lomita, Maywood, San Fernando, Vernon, and

¹⁰¹⁵ 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.

¹⁰¹⁶ Los Angeles Unified School District, School Facilities Fee Plan, p. 3-7, March 2, 2000.

¹⁰¹⁷ Government Code, Section 65996(b).

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.¹⁰¹⁸

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.¹⁰¹⁹ 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 F4.27-1**, Schools Analysis Study Area. Baseline enrollment and capacity are listed in **Table F4.27-1**, 1996/1997 School Enrollment and Capacity for LAUSD High School Clusters.¹⁰²⁰

Table F4.27-1

1996/1997 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
Narbonne/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 **Table F4.27-1**, 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 anticipated to be closed 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.

Table F4.27-2, Year 2000 School Enrollment and Capacity for LAUSD High School Clusters, presents enrollment and capacity data for the 1999/00 school year. As shown in **Table F4.27-2**, there remained a capacity surplus in the schools study area, in contrast with a District-wide deficit. The enrollment and capacity data in **Table F4.27-2** are not substantially different from **Table F4.27-1**, as there continued to be a capacity surplus in the schools study area and a capacity deficit throughout the District. As there were no substantive changes in the Year 2000 that affect the findings in this section, the 1996/97 school year continues to serve as the basis for the analysis provided in this section.

¹⁰¹⁸ Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2000.

¹⁰¹⁹ 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 were not available for these new 11 subareas, the clusters are used.

¹⁰²⁰ The 1996/97 school year is used in this analysis for consistency with the baseline year in the other Final EIS/EIR sections.

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Table F4.27-2

Year 2000 School Enrollment and Capacity for LAUSD High School Clusters

High School Cluster	1999/00 Enrollment	1999/00 Capacity	Surplus(+)/ Deficit(-)
Venice/Westchester Cluster	16,601	21,126	+4,525
Crenshaw/Dorsey Cluster	18,672	21,581	+2,909
Hamilton/Palisades/University	27,320	32,399	+5,079
Gardena/Washington	26,387	30,799	+4,421
Fairfax/Hollywood/Los Angeles	34,560	40,442	+5,822
Narbonne/San Pedro	23,431	27,298	+3,867
Banning/Carson	27,268	29,174	+1,906
Fremont	29,797	33,649	+3,852
Manual Arts	21,314	22,149	+835
Jordon/Locke	20,722	22,611	+1,889
Total Study Area Clusters	246,072	281,228	+35,165
Total District	710,007	589,600	-120,407

Note: Based on LAUSD data, the 1999/00 capacity number remained the same as that in 1996/97. While it is possible that capacity may have increased, no further data is available. In the event capacity has increased due to school expansions, the numbers provide a conservative worst-case estimate of capacity deficits.

Source: Los Angeles Unified School District, Student Achievement, <http://www.lausd.ca.us/lausd/achievement>; Education Data Partnership, Ed-Data, <http://www.ed-data.k12.ca.us/>; and Los Angeles Unified School District, School Needs Analysis, January 2001.

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.¹⁰²¹ Enrollment grew to 710,007 students in the 1999/00 school year, an increase of 42,702 students, or 6.4 percent. Enrollment in the 10 high school clusters decreased from 251,056 in 1996/97 to 246,072 in 1999/00, a decrease of 4,984 students, or 2.0 percent. To offset enrollment impacts, LAUSD is currently implementing a \$1.82 billion facilities master plan adopted by the Board of Education in 1998¹⁰²² which calls for construction of 51 new schools, additions to 14 existing schools, 458 new portable classrooms, and changes in some school boundaries. The plan supports about 75,000 additional two-semester seats of capacity. Funding is derived from LAUSD's Proposition BB bond program, the state's School Facility Program, developer fees, and other sources.

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:

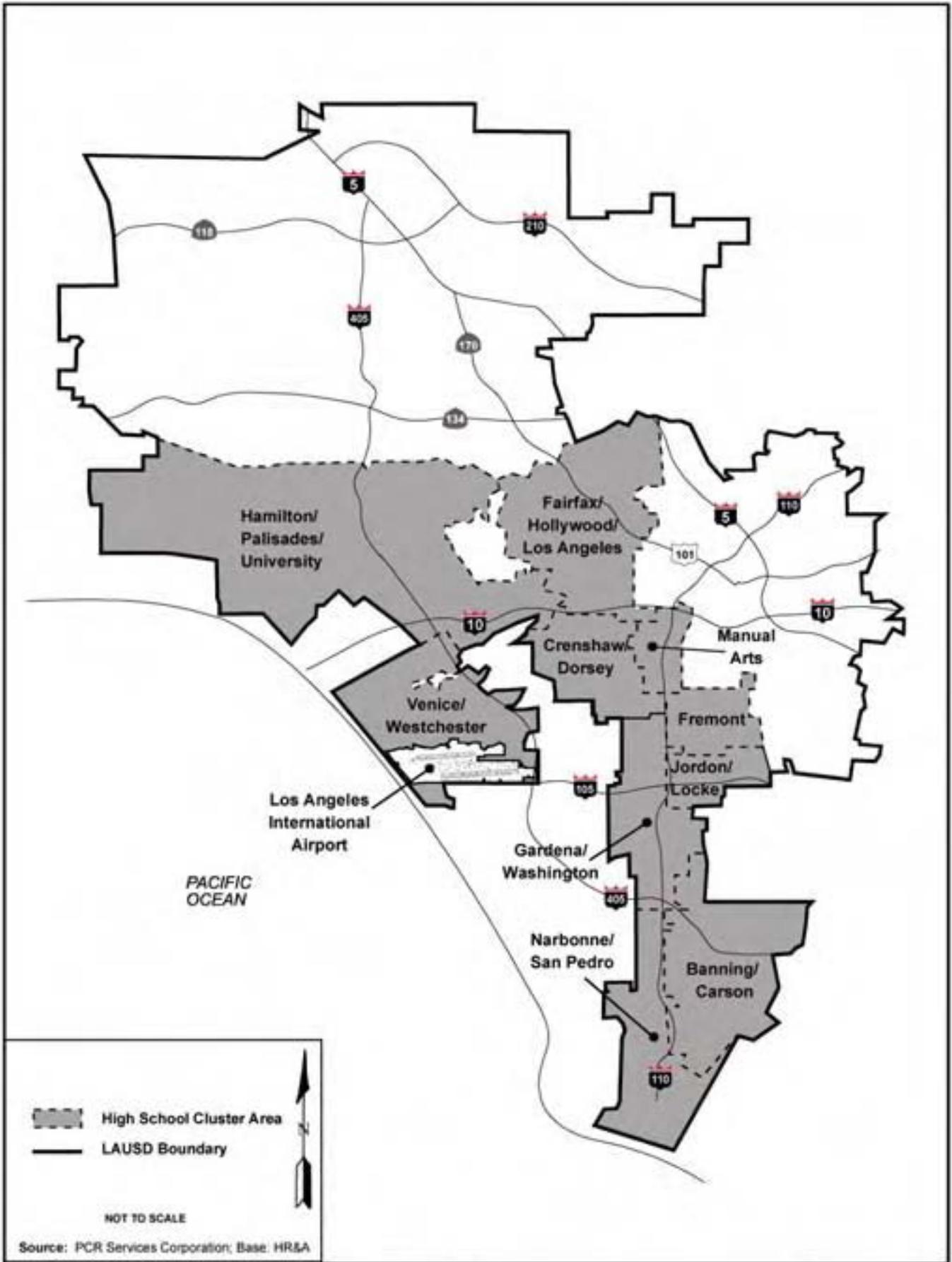
- ◆ Overcrowding of schools in the absence of funding for construction of new or expanded school facilities or other strategies for addressing capacity constraints.

This threshold is utilized because it addresses physical impacts on the environment in accordance with the focus of the CEQA Guidelines.¹⁰²³ While this analysis focuses on enrollment change and the project's 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).

¹⁰²¹ The 1996/97 school year is used in this analysis for consistency with the baseline year used in other Final EIS/EIR sections.

¹⁰²² Los Angeles Unified School District, Facilities Master Plan for Construction, May 4, 1998.

¹⁰²³ State of California, Guidelines for the California Environmental Quality Act, Sections 15064(e) and 15131.



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 relevant to this analysis:

- ◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D).**
- ◆ **ST-16. Designated Haul Routes (Alternatives A, B, C, and D).**

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*.

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, health risk, and health effects of noise impacts that are addressed more specifically under their respective sections. These sections are referenced under subsection 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*) 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 the relocation of residents from the Manchester Square and Belford residential areas would result in the potential displacement and closure of the 98th Street Elementary School.

Previously planned and approved development and/or demolition projects and activities anticipated to occur under the No Action/No Project Alternative would result in a decrease of on-airport employment of about 9,273 jobs by 2015. The number of on-airport employee households within the schools study area would decrease by approximately 2,662 by 2015. 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 decrease by 1,041 students in 2015 (see **Table F4.27-3**, No Action/No Project Alternative On-Airport Employee Student Generation within LAUSD). 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.

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Table F4.27-3

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

High School Cluster	New On-Airport Employee Households	Estimated Students Generated ¹
	2015	2015
Venice/Westchester	-639	-250
Crenshaw/Dorsey	-363	-142
Hamilton/Palisades/University	-345	-135
Gardena/Washington	-327	-128
Fairfax/Hollywood/Los Angeles	-269	-105
Narbonne/San Pedro	-202	-79
Banning/Carson	-154	-60
Fremont	-138	-54
Manual Arts	-132	-52
Jordon/Locke	-93	-36
Total Study Area Clusters	-2,662	-1,041
Total District	-3,514	-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 *Final Initial Study/Mitigated Negative Declaration Manchester Square and Airport/Belford Area Voluntary Acquisition Project*,¹⁰²⁴ it is anticipated that LAWA would offer to purchase the property from the LAUSD, expand facilities at program-impacted (i.e., impacted as a result of the acquisition, demolition, and relocation activities) schools by providing modular classrooms, or adopt other mitigation measures in consultation with LAUSD. Additional information regarding impacts to schools resulting from the acquisition of the Manchester Square and Belford residential areas is contained within the *Final 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, health effects of noise, and other impacts are addressed in detail in their respective sections of the Final EIS/EIR, as referenced under subsection 4.27.1, *Introduction*. As shown on Table 21, No Action/No Project Alternative (2005, 2015) Listing of Adversely Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, *Land Use Technical Report*, three schools would be newly exposed to 65 CNEL noise levels or an increase of 1.5 CNEL within the 65 CNEL or greater contour by 2015 within the Inglewood Unified School District compared to 1996 baseline conditions. As shown on Table S11, No Action/No Project Alternative 2015 Listing of Adversely Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*, one public school within the Inglewood Unified School District and one public school within the LAUSD would be newly exposed to these noise increases by 2015 compared to Year 2000 conditions. In addition, as shown in Table F4.2-10, No Action/No Project Alternative Listing of Schools Newly Exposed to High Single Event Noise Levels, in Section 4.2, *Land Use* (subsection 4.2.6.1), two public schools in the Inglewood Unified School District would be newly exposed to high single event aircraft noise levels

¹⁰²⁴ 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.

that result in classroom disruption compared to the 1996 baseline. Compared to Year 2000 conditions, one of these public schools would be newly exposed to high single event aircraft noise levels that result in classroom disruption. Five schools, three public and two private, within the City of Los Angeles would be potentially impacted by noise associated with construction activities. As further described in Section 4.24.1, *Human Health Risk Assessment* (subsection 4.24.1.6.1), incremental cancer risks and chronic non-cancer health hazards would not exceed thresholds for the maximally exposed school child for the interim year or Horizon Year of 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 about 11,824 new on-airport 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 3,482 new on-airport employee households would be generated within the schools study area 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 1,328 students in 2015 over baseline conditions (see **Table F4.27-4**, Alternatives A and B, On-Airport Employee Student Generation within LAUSD). This represents a net increase of 2,369 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 LAUSD's facilities master plan would accommodate projected enrollment growth, LAX related employees would also be accommodated by these plans.

Table F4.27-4

Alternatives A and B On-Airport Employee Student Generation within LAUSD

High School Cluster	New On-Airport Employee Households ¹	Estimated Students Generated ²
	2015	2015
Venice/Westchester	815	319
Crenshaw/Dorsey	462	181
Hamilton/Palisades/University	439	172
Gardena/Washington	416	163
Fairfax/Hollywood/Los Angeles	434	134
Narbonne/San Pedro	257	101
Banning/Carson	197	77
Fremont	176	69
Manual Arts	168	66
Jordon/Locke	118	46
Total Study Area Clusters	3,482	1,328
Total District	4,480	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.

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

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23,000 students from existing housing and about 98,000 new students from projected new residential construction within the District, as shown in **Table F4.27-5**, Future LAUSD Enrollment Projection.

**Table F4.27-5
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.

The enrollment projection also reflects changes in the distribution of students by grade level. Elementary school enrollment was projected to peak in 2000, middle school enrollment was projected to peak in 2003, and high school enrollment is projected to 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 1998¹⁰²⁵ 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 Modified year-round school schedule). Funding is derived from LAUSD's Proposition BB bond program, the state's School Facility Program, developer fees, and other sources. The current maximum developer fee assessed by LAUSD is \$0.34 per square foot of new commercial/industrial development.¹⁰²⁶

Recent difficulties in identifying school sites and changes in prospective funding sources have caused LAUSD to reassess the construction strategy called for in the master plan. District management now recommends a program that hinges on converting existing schools (e.g., middle schools to high schools) in order to substantially 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.¹⁰²⁷ 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

¹⁰²⁵ Los Angeles Unified School District, Facilities Master Plan for Construction, May 4, 1998.

¹⁰²⁶ Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study for Los Angeles Unified School District, September 2002.

¹⁰²⁷ 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 \$0.34 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 employee households outside LAUSD, 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.¹⁰²⁸ 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.¹⁰²⁹ Although the acquisition would decrease enrollment at these three schools in the cluster, 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, health effects of noise, and other impacts are addressed in detail in their respective sections of the Final EIS/EIR as referenced in subsection 4.27.1, *Introduction*. As shown on Table 30, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, six public schools would be newly exposed to significant noise levels of 65 CNEL or an increase of 1.5 CNEL within the 65 CNEL contour by 2015 within the Inglewood Unified School District and Lennox School District. As shown on Table S21, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use*

¹⁰²⁸ Based on a student generation rate of 0.39.

¹⁰²⁹ 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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Technical Report, three public schools within the Inglewood Unified School District and one public school within the Lennox School District would be newly exposed to these significant noise increases by 2015 compared to Year 2000 conditions. For those schools without avigation easements that are newly exposed to 65 CNEL or greater noise levels or experience an increase of 1.5 CNEL within the 65 CNEL contour compared to 1996 baseline conditions, mitigation in the form of sound insulation or acquisition would be provided under Mitigation Measure MM-LU-1, Implement Revised Aircraft Noise Mitigation Program.

In addition, as shown in Table F4.2-18, Alternative A Listing of Schools Newly Exposed to High Single Event Noise Levels, in Section 4.2, *Land Use* (subsection 4.2.6.2), seven public schools (six within Inglewood Unified School District, one within Lennox School District) would be newly exposed to high single event aircraft noise levels that result in classroom disruption compared to the 1996 baseline. Compared to Year 2000 conditions, six of these public schools (not including Morningside High School) would be newly exposed to high single event aircraft noise levels that result in classroom disruption. For those impacted schools not subject to an existing avigation easement (compared to 1996 baseline conditions), mitigation is provided under Mitigation Measures MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, and MM-LU-4, Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted. These measures provide for further evaluation and, if necessary, establishment of additional aircraft noise thresholds, along with sound insulation for schools without avigation easements determined to be significantly impacted by single event noise levels that result in classroom disruption.

Four public schools within the El Segundo Unified School District and the LAUSD would be potentially impacted by noise associated with construction activities. Mitigation Measures MM-N-7 through MM-N-10 in Section 4.1, *Noise*, would reduce temporary construction noise impacts on schools. These impacts would also be addressed through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), which includes provisions to coordinate roadway projects and address traffic concerns with other neighboring jurisdictions (including affected school districts). Even with implementation of these measures, construction-related impacts could periodically remain significant.

Incremental cancer risks and chronic 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, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-16, Designated Haul Routes (Alternatives A, B, C, and D), 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, health effects of noise, and other impacts are addressed in detail in their respective sections of the Final EIS/EIR as referenced in

subsection 4.27.1, *Introduction*. As shown on Table 47, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, fifteen public schools would be newly exposed to significant noise levels of 65 CNEL or an increase of 1.5 CNEL within the 65 CNEL contour by 2015 (Inglewood Unified School District, Lennox School District, and LAUSD). As shown on Table S31, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*, eight public schools within the Inglewood Unified School District, five public schools within the Lennox School District, and four public schools within the LAUSD would be newly exposed to these significant noise increases by 2015 compared to Year 2000 conditions. For those schools without avigation easements that are newly exposed to 65 CNEL or greater noise levels or experience an increase of 1.5 CNEL within the 65 CNEL contour compared to 1996 baseline conditions, mitigation in the form of sound insulation or acquisition would be provided under Mitigation Measure MM-LU-1. Also, one public school in the Lennox School District would be newly exposed to significant outdoor noise levels of 75 CNEL or greater which cannot be mitigated.

In addition, as shown in Table F4.2-29, Alternative B Listing of Schools Newly Exposed to High Single Event Noise Levels, in Section 4.2, *Land Use* (subsection 4.2.6.3), nine public schools (six within Inglewood Unified School District, two within Lennox School District, and one within LAUSD) would be newly exposed to high single event aircraft noise levels that result in classroom disruption compared to the 1996 baseline. Compared to Year 2000 conditions, eight of these public schools (not including Morningside High School) would be newly exposed to high single event aircraft noise levels that result in classroom disruption. As described for Alternative A, for those impacted schools not subject to an existing avigation easement (compared to 1996 baseline conditions), mitigation is provided under Mitigation Measures MM-LU-3 and MM-LU-4.

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. Mitigation Measures MM-N-7 through MM-N-10 in Section 4.1, *Noise*, would reduce temporary construction noise impacts on schools. These impacts would also be addressed through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), which includes provisions to coordinate roadway projects and address traffic concerns with other neighboring jurisdictions (including affected school districts). Even with implementation of these measures, construction-related impacts could periodically remain significant.

Incremental cancer risks and chronic 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, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-16, Designated Haul Routes (Alternatives A, B, C, and D), 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

Initially, on-airport employment under Alternative C would be similar to Alternatives A and B. By 2015, however, Alternative C would generate fewer new on-airport employees than Alternatives A and B due to lower forecasted passenger and cargo activity levels.

Alternative C would generate 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 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.

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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 730 students in 2015 (see **Table F4.27-6**, Alternative C On-Airport Employee Student Generation within LAUSD). This represents a net increase of 1,771 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.

Table F4.27-6

**Alternative C On-Airport Employee
Student Generation within LAUSD**

High School Cluster	New On-Airport Employee Households	Estimated Students Generated ¹
	2015	2015
Venice/Westchester	443	173
Crenshaw/Dorsey	251	98
Hamilton/Palisades/University	239	93
Gardena/Washington	226	88
Fairfax/Hollywood/Los Angeles	186	73
Narbonne/San Pedro	140	65
Banning/Carson	107	42
Fremont	96	37
Manual Arts	91	36
Jordon/Locke	64	25
Total Study Area Clusters	1,843	730
Total District	2,433	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.

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, as with 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, health effects of noise, and other impacts are addressed in detail in their respective sections of the Final EIS/EIR as referenced in subsection 4.27.1, *Introduction*. As shown on Table 61, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Technical Report 1, three public schools would be newly exposed to significantly high levels of noise by 2015 within the Inglewood Unified School District. As shown on Table S41, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*, three public schools within the Inglewood Unified School District, and two public schools within the LAUSD would be newly exposed to these significant noise increases by 2015 compared to Year 2000 conditions. For those schools without avigation easements that are newly

exposed to 65 CNEL or greater noise levels or experience an increase of 1.5 CNEL within the 65 CNEL contour compared to 1996 baseline conditions, mitigation in the form of sound insulation or acquisition would be provided under Mitigation Measure MM-LU-1.

In addition, as shown in Table F4.2-38, Alternative C Listing of Schools Newly Exposed to High Single Event Noise Levels, in Section 4.2, *Land Use* (subsection 4.2.6.4), four public schools within Inglewood Unified School District would be newly exposed to high single event aircraft noise levels that result in classroom disruption compared to the 1996 baseline. Compared to Year 2000 conditions, three of these public schools (not including Morningside High School) would be newly exposed to high single event aircraft noise levels that result in classroom disruption. Similar to Alternatives A and B, for those impacted schools not subject to an existing aviation easement (compared to 1996 baseline conditions), mitigation is provided under Mitigation Measures MM-LU-3 and MM-LU-4.

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. Mitigation Measures MM-N-7 through MM-N-10 in Section 4.1, *Noise*, would reduce temporary construction noise impacts on schools. These impacts would also be addressed through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), which includes provisions to coordinate roadway projects and address traffic concerns with other neighboring jurisdictions (including affected school districts). Even with implementation of these measures, construction-related impacts could periodically remain significant.

Similar to Alternatives A and B, incremental cancer risks and chronic 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, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-16, Designated Haul Routes (Alternatives A, B, C, and D), would reduce potential impacts on school access and safety to less than significant levels.

4.27.6.5 Alternative D - Enhanced Safety and Security Plan

Project Development

As described in Chapter 3, *Alternatives*, no residential development or residential acquisition is proposed under Alternative D.¹⁰³⁰ Therefore, effects on enrollment would be limited to changes in airport employment. Due to productivity increases (i.e., the production of more economic output per worker), Alternative D would result in a decrease of approximately 2,657 on-airport employees within the schools study area by 2015.¹⁰³¹ As each on-airport employee is assumed to represent one household, the number of on-airport employee households within the schools study area would, therefore, decline by approximately 2,657.

Effects on Enrollment

Within the schools study area, the decline in employee households would decrease airport-related enrollment by approximately 1,041 students by 2015 (**Table F4.27-7**, Alternative D On-Airport Employee Student Generation within LAUSD). Similar to the No Action/No Project Alternative, these 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

¹⁰³⁰ Although no residential acquisition is proposed under Alternative D, if surface transportation mitigation measure MM-ST-13, Create A New Interchange at I-405 and Lennox Boulevard (Alternative D), recommending a new interchange at I-405 and Lennox Boulevard is carried forward, it is possible that 9 to 12 homes may need to be acquired. Also, if ANMP land acquisition for Manchester Square cannot be completed by the time the Master Plan is approved, the City of Los Angeles will use the most appropriate and practical measures available (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan. These measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. This would be the case for the majority of the build alternatives (i.e., Alternatives B, C, and D), the only exception being Alternative A where no new development within Manchester Square is proposed.

¹⁰³¹ The number of employee households under Alternative D differs from the No Action/No Project Alternative due to the slightly different aviation activity levels, including passenger volumes, under Alternative D (see Technical Report S-3, *Supplemental Economic Impacts Technical Report*).

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be expected as a consequence of the decline in on-airport employment and associated enrollment under Alternative D.

Table F4.27-7

Alternative D On-Airport Employee Student Generation within LAUSD

High School Cluster	New On-Airport Employee Households ¹	Estimated Students Generated ²
Venice/Westchester	-639	-250
Crenshaw/Dorsey	-362	-142
Hamilton/Palisades/University	-344	-135
Gardena/Washington	-326	-128
Fairfax/Hollywood/Los Angeles	-269	-105
Narbonne/San Pedro	-201	-79
Banning/Carson	-154	-60
Fremont	-138	-54
Manual Arts	-132	-52
Jordon/Locke	-92	-36
Total Study Area Clusters	-2,657	-1,041
Total District	-3,509	-1,374

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: Hamilton, Rabinovitz & Alschuler, Inc., 2002.

Similar to Alternatives A, B, and C, any new floor area created for non-government users at LAX would still generate fee revenue for LAUSD. 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 approximately 1.8 to 2 million dollars under Alternative D.¹⁰³² Although enrollment impacts would be less than significant, payment of school impact fees to LAUSD in accordance with state law would offset any potential enrollment effects on school facilities for purposes of CEQA.

Although LAUSD is projected to absorb the majority of the decline in enrollment associated with on-airport employees (approximately 55 percent), 31 other school districts throughout Los Angeles County would also experience indirect project-related enrollment declines. Due to the concentration of the decline in employee households within LAUSD, and the wide geographic distribution of other changes in employee households, the decline in enrollment in any one of these districts between 1996/97 and 2015 would not be substantial. With approximately 1,100 students¹⁰³³ outside of LAUSD affected, the maximum enrollment decline estimate for any one district between 1996/97 and 2015 would be 225 students in Inglewood Unified School District. It is expected that such decreases in enrollment would occur gradually over time and be more than offset by projected enrollment increases. The estimated decrease in employment and its effect on enrollment is not expected to cause a school closure or the need for new or modified school facilities in any of these districts.

Non-Enrollment Impacts

Full analyses of non-enrollment impacts on schools relative to noise, air quality, traffic, access, health risk, health effects of noise, and other impacts are addressed in their respective sections of this Final EIS/EIR. The following discussion provides a summary of these non-enrollment impacts on schools. As shown on Table S51, Alternative D 2015 Listing of Significantly Impacted Noise-Sensitive Uses

¹⁰³² This estimate is based on a fee of \$0.34 per square foot of commercial/industrial development, pursuant to LAUSD's [Commercial/Industrial Development School Fee Justification Study](#) (September 2002).

¹⁰³³ The number of employee households and estimated students generated under Alternative D differs from the No Action/No Project Alternative due to the slightly different aviation activity levels, including passenger volumes, under Alternative D (see Technical Report S-3, *Supplemental Economic Impacts Technical Report*).

(Compared to 1996 Baseline Conditions), in Technical Report S-1, *Supplemental Land Use Technical Report*, three public schools in the Inglewood Unified School District (Beulah Payne Elementary School, Hillcrest Continuation School, and Inglewood High School) would be newly exposed to significant noise levels of 65 CNEL or an increase of 1.5 CNEL within the 65 CNEL contour in 2015 due to LAX operations compared to 1996 baseline conditions. Compared to Year 2000 conditions, one public school (Beulah Payne Elementary School) would be newly exposed to 65 CNEL noise levels due to LAX operations by 2015. For those schools without aviation easements that are newly exposed to 65 CNEL or greater noise levels or experience an increase of 1.5 CNEL within the 65 CNEL contour compared to 1996 baseline conditions, mitigation in the form of sound insulation or acquisition would be provided under Mitigation Measure MM-LU-1.

As shown in Table F4.2-49, Alternative D 2015 Listing of Schools Newly Exposed to High Single Event Noise Levels, in Section 4.2, *Land Use* (subsection 4.2.6.5), three public schools in Inglewood Unified School District (Beulah Payne Elementary School, Inglewood High School, and Morningside High School) would be newly exposed to high single event aircraft noise levels that result in classroom disruption compared to 1996 baseline conditions. Compared to Year 2000 conditions, three public schools in Inglewood Unified School District (Beulah Payne Elementary School, Clyde Woodworth Elementary School, and Inglewood High School) would be newly exposed to high single event aircraft noise levels that result in classroom disruption. For those impacted schools not subject to an existing aviation easement (compared to 1996 baseline conditions), mitigation is provided under Mitigation Measures MM-LU-3 and MM-LU-4. These measures provide for further evaluation and, if necessary, establishment of additional aircraft noise thresholds, along with sound insulation for schools without aviation easements determined to be significantly impacted by single event noise levels that result in classroom disruption.

As indicated in Section 4.1, *Noise*, three public schools (Westchester High School, Paseo del Rey Magnet School, and Westchester-Emerson Community Adult School) would be potentially impacted by noise associated with construction activities. Mitigation Measures MM-N-7 through MM-N-10 in Section 4.1, *Noise*, would reduce temporary construction noise impacts on schools. These impacts would also be addressed through Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), which includes provisions to coordinate roadway projects and address traffic concerns with other neighboring jurisdictions (including affected school districts). Even with implementation of these measures, construction-related impacts could periodically remain significant.

Incremental cancer risks and chronic 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, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-16, Designated Haul Routes (Alternatives A, B, C, and D), would reduce potential impacts on school access and safety to less than significant levels.

4.27.7 Cumulative Impacts

As discussed in subsection 4.27.3, *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 an 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 substantial.

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 Alternatives A, B, and C 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, Alternatives A, B, and C would reduce local enrollment by 33 students, with this enrollment being dispersed 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 substantial 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 alternatives' 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 is considered less than significant.

Other forecasted growth throughout the region would also contribute to cumulative increases in enrollment, which could, in combination with Alternatives A, B, and C, exacerbate deficiencies in school capacity. These cumulative impacts would, however, be addressed through payment of school impact fees by LAWA or its non-governmental tenants 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.

4.27.7.3 Alternative D - Enhanced Safety and Security Plan

Similar to the No Action/No Project Alternative, there would be a reduction in on-airport employment at LAX due to productivity increases (i.e., the production of more economic output per worker). Alternative D would see a decrease of over 1,000 students in LAUSD and over 1,100 students throughout the other school districts in the region by 2015. These project-related decreases in enrollment would occur over time and be more than offset by enrollment increases associated with other related projects. Although enrollment impacts are considered to be less than significant, any indirect enrollment impacts on schools associated with the project would be mitigated through payment of school impact fees by LAWA or its non-governmental tenants for commercial and industrial development, thereby avoiding any significant impacts.

The Playa Vista project is considered to be a major contributor to local school enrollment in the project area. The Playa Vista project's impacts on school enrollment would be mitigated through payment of impact fees and the provision of a school facility on the site. Therefore, the cumulative impacts of Alternative D and the Playa Vista project would be less than significant.

The relocation of residents from the Manchester Square and Belford residential areas would result in the potential displacement and closure of LAUSD's 98th Street Elementary School. Considering that the enrollment impacts of Alternative D would be less than significant and offset through payment of school

fees and that closure of 98th Street Elementary School would be mitigated through consultation between LAUSD and LAWA which may result in a purchase of the property, provision of modular classrooms, or other appropriate measures, the combined cumulative impacts of these projects and Alternative D are considered to be less than significant.

4.27.8 Mitigation Measures

Alternatives A, B, C, and D would not have a significant impact on school enrollment; therefore, no mitigation is required. Master Plan Commitments C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and ST-16, Designated Haul Routes (Alternatives A, B, C, and D), and Mitigation Measures MM-N-7 through MM-N-10 (see Section 4.1, *Noise*) would reduce potential non-enrollment impacts. In addition, Mitigation Measure MM-LU-1 would reduce impacts to schools without aviation easements that are newly exposed to 65 CNEL or greater noise levels and Mitigation Measures MM-LU-3 and MM-LU-4, in Section 4.2, *Land Use*, would reduce classroom disruption caused by high aircraft noise levels.

4.27.9 Level of Significance After Mitigation

4.27.9.1 Alternatives A, B, and C

Although mitigation measures and Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), would reduce temporary construction noise impacts on schools, there would be periodic impacts that would remain significant following implementation of mitigation.

Under Alternative B, one public school in the Lennox School District would be newly exposed to significant outdoor noise levels (75 CNEL or greater) that cannot be mitigated.

As noted more specifically above in subsection 4.27.6, significant single event noise impacts would affect seven public schools under Alternative A, nine public schools under Alternative B, and four public schools under Alternative C. The affected schools are primarily within the Inglewood Unified and Lennox School Districts. The only LAUSD school affected would be Century Park Elementary School under Alternative B. For those impacted schools without aviation easements, Mitigation Measures MM-LU-3 and MM-LU-4 would reduce interior noise to acceptable levels that avoid classroom disruption. If, from time to time, classroom activities were to take place outdoors, however, single event noise occurring during those instances cannot be mitigated.¹⁰³⁴ For those schools significantly impacted by aircraft noise that are not subject to an existing aviation easement, impacts would remain significant for an interim period until mitigation in the form of sound insulation or acquisition and relocation is completed.

4.27.9.2 Alternative D - Enhanced Safety and Security Plan

Similar to Alternatives A, B, and C, although mitigation measures and Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), would reduce temporary construction noise impacts on schools, there would be periodic impacts that would remain significant following implementation of mitigation.

As described previously in subsection 4.27.6.5, under Alternative D, significant single event noise impacts would affect three public schools within the Inglewood Unified School District. For those impacted schools without aviation easements, Mitigation Measures MM-LU-3 and MM-LU-4 would reduce interior noise to acceptable levels that avoid classroom disruption. As described above for the other build alternatives, if, from time to time, classroom activities were to take place outdoors, however, single event noise occurring during those instances cannot be mitigated.

¹⁰³⁴ Interior sound insulation does not apply to outdoor noise, and relocation is not considered a feasible mitigation measure due to the resulting disruption, expense, and difficulties. Public schools are typically located in proximity to the student population they serve. Given the built-out nature of the study area, the difficulties involved in finding and acquiring a site of adequate size to construct a public school render relocation infeasible. Moreover, classroom instruction normally takes place indoors where noise impacts would be fully mitigated and classroom disruption would not occur.

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