

IV.J.3 Public Schools

A. INTRODUCTION

This section of the draft EIR addresses education and the location of public schools and their student capacities. Where impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels. Sources utilized in the preparation of this section include correspondence with the Los Angeles Unified School District (LAUSD) and consultation of the LAUSD Web site.

B. EXISTING CONDITIONS

The Wilshire and La Brea Project site is located within the boundary of the LAUSD. **Table IV.J.3-1, Los Angeles Unified School District's Number of School Types**, includes the types and numbers of schools in the LAUSD.

**Table IV.J.3-1
Los Angeles Unified School District's Number of School Types**

Year Round Schools:	181	Title I Schools:	635
Elementary Schools:	435	Elementary Magnet Centers:	44
Elementary Magnet Schools:	44	Primary Centers:	27
Span Schools:	12	Special Education School:	19
Middle Schools:	74	Middle School Magnet Centers:	43
Continuation Schools:	45	Senior High Schools:	61
Senior High School Magnet Schools:	4	Senior High Newcomer Schools:	1
Senior High School Magnet Centers:	51	Span Magnets:	7
Opportunity School and Programs:	5	Community Day Schools:	9

Source: LAUSD Web site, "District Information," <http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe>.

The Wilshire area of Los Angeles also has a number of adult, technical, and trade school facilities and ample opportunities to capitalize on its wide array of industries to expand the concept of education. Adult schools serving the Wilshire and La Brea Project include the Belmont Community Adult School, the Hollywood Community Adult School, Los Angeles Community Adult School, and Westside Community Adult School.¹

¹ Los Angeles Unified School District, Division of Adult and Career Education, <http://adultinstruction.org/index.shtml>, 2007.

The proposed project is located within Local District 3. Schools whose attendance boundaries include the project site are listed in **Table IV.J.3-2, Schools Serving the Wilshire and La Brea Project**. The location of these schools in relation to the project site is shown in **Figure IV.J.3-1, Location of Schools Serving the Wilshire and La Brea Project**.

**Table IV.J.3-2
Schools Serving the Wilshire and La Brea Project**

District	School Name	School Address
3	Wilshire Crest Elementary School	5241 W. Olympic Blvd., Los Angeles
3	Burroughs Middle School	600 S. McCadden Pl., Los Angeles
3	Los Angeles Senior High	4650 W. Olympic Blvd., Los Angeles

Source: Los Angeles Unified School District, March 2007. (www.lausd.net: School Finder)

Operating capacities for schools serving the Wilshire and La Brea Project are listed below in **Table IV.J.3-3, Operating Capacities of Schools Serving the Wilshire and La Brea Project for the 2006-2007 School Year**. As indicated in **Table IV.J.3-3**, one school, Los Angeles Senior High, is currently operating 3.0 percent over capacity.

**Table IV.J.3-3
Operating Capacities of Schools Serving the Wilshire and La Brea Project
for the 2006–2007 School Year**

School	Current Capacity	Eligible Enrollment	Actual Enrollment	Current Seating over/(short)	Percent over/(short)	Currently Overcrowded
Wilshire Crest Elementary School	858	307	393	551	(54.2%)	No
Burroughs Middle School	2,393	2,119	2,199	274	(8.1%)	No
Los Angeles Senior High	4,403	5,525	4,535	(1122)	3.0%	Yes

Source: Written Correspondence with Glenn Striegler, Environmental Assessment Coordinator, Los Angeles Unified School District, April 18, 2007.

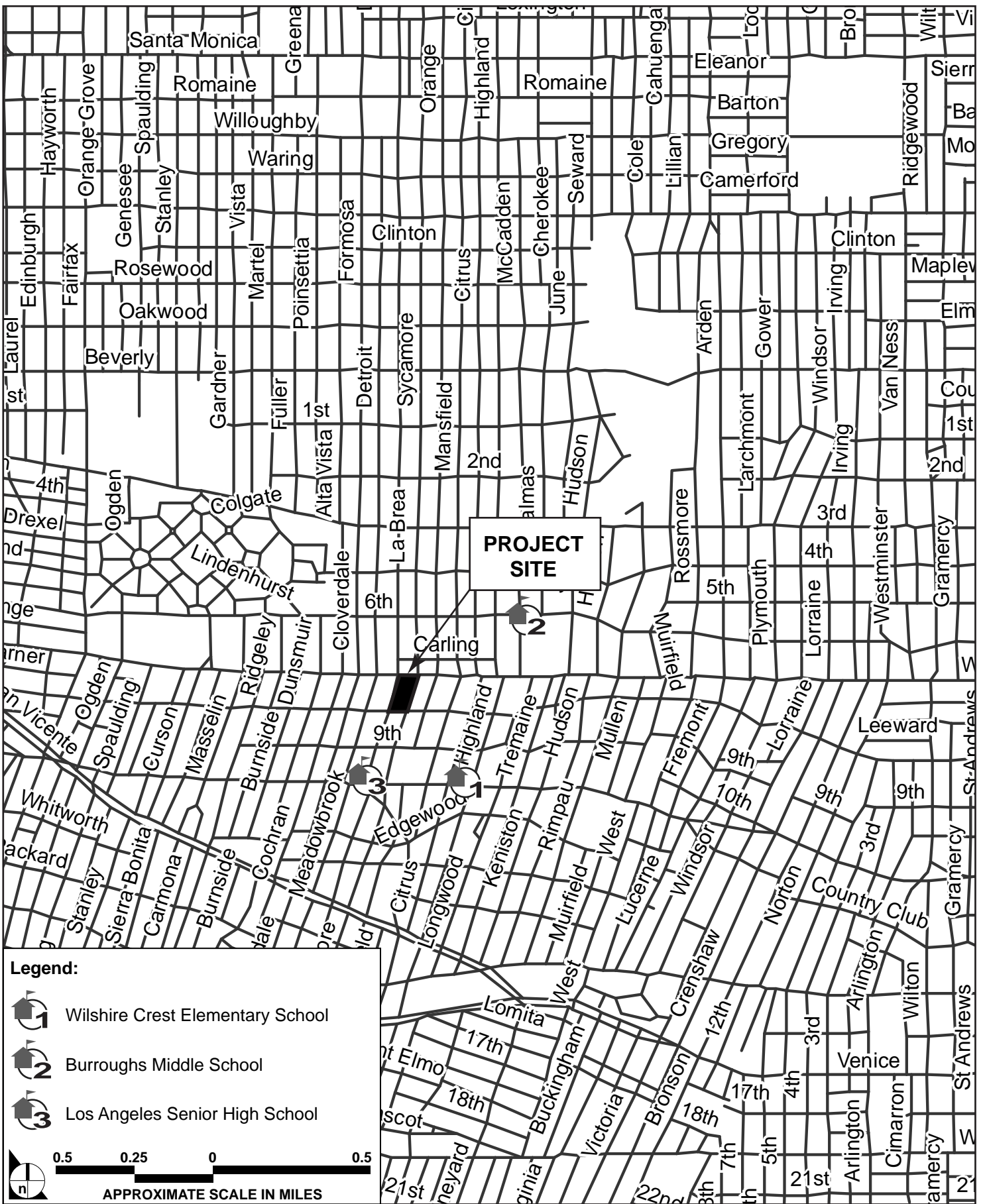


FIGURE IV.J.3-1

Locations of Schools Serving the Wilshire and La Brea Project

As shown in Table IV.J.3-4, Los Angeles Unified School District Growth by Local District 3 and the District Total from Fiscal Year 2003–2004 to Fiscal Year 2006–2007, LAUSD experienced a slight decrease of 5.97 percent in total enrollment from fiscal year 2003–2004 to fiscal year 2006–2007. During the 2006–2007 year, Local District 3 experienced a decrease in total enrollment of 17.28 percent.

Table IV.J.3-4
Los Angeles Unified School District Growth by Local District 3 and the District Total
from Fiscal Year 2003–2004 to Fiscal Year 2006–2007

	2003–2004	2004–2005	2005–2006	2006–2007	Incremental Change	
					No. of Students	Percent
LAUSD Total	746,784	740,983	723,964	704,714	-42,070	-5.97%
Local District 3	93,279	93,727	90,824	79,534	-13,745	-17.28%

Source: LAUSD, http://notebook.lausd.net/portal/page?_pageid=33,48254&_dad=ptl&_schema=PTL_EP. March 19, 2007.

For planning purposes, a school district's projected student generation rates are based on dwelling units. Table IV.J.3-5, Los Angeles Unified School District Student Generation Rates for Multi-Family Units, provides the student generation rates used by LAUSD to estimate student generation by dwelling unit type and grade level.

Table IV.J.3-5
Los Angeles Unified School District
Student Generation Rates for Multi-Family Units

School Level	Student Generation Rates	No. of Units in Wilshire and La Brea Project	Total Student Generation
Elementary School	0.2024		114
Middle School	0.0979		55
High School	0.1119	562	63
Total	0.4122		232

Source: LAUSD, Student Generation Rate Calculation, August 2006.

The LAUSD has projected the future capacities of the schools that would serve the Wilshire and La Brea Project and are listed below in Table IV.J.3-6, Projected Operating Capacities for Schools Serving the Wilshire and La Brea Project.

Table IV.J.3-6
Projected Operating Capacities for Schools Serving the Wilshire and La Brea Project

School	Projected Capacity	Projected Enrollment	Projected Seating over/(short)	Percent over/(short)	Overcrowding Projected
Wilshire Crest Elementary School	820	329	491	(59.9%)	No
Burroughs Middle School	2,000	1,944	56	(2.8%)	No
Los Angeles Senior High	2,796	5,697	(2,901)	103.8%	Yes

Source: Written correspondence with Glenn Striegler, Environmental Assessment Coordinator, Los Angeles Unified School District, April 18, 2007.

As shown above in **Table IV.J.3-6**, one of the three schools that would serve the project, Los Angeles Senior High, is projected to operate over capacity by 103.8 percent, by the year 2009–2010.

There are three new schools planned for construction in the project area to help relieve known overcrowding. The capacity of new schools planned for the Wilshire and La Brea Project is listed below in **Table IV.J.3-7, Schools Planned to Relieve Known Overcrowding in the Wilshire and La Brea Project Area**. While these new seats will help offset projected overcrowding at the existing schools serving the project, there are other overcrowded schools not mentioned in this draft EIR that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools serving the project.

Table IV.J.3-7
Schools Planned to Relieve Known Overcrowding in the Wilshire and La Brea Project Area

School Name	Projected Capacity
Central LA New Learning Center #1 MS/HS	3,440
Central LA Area New HS #2	2,403
Los Angeles New Continuation HS #1	162

Source: Written correspondence with Glenn Striegler, Environmental Assessment Coordinator, Los Angeles Unified School District, April 18, 2007.

C. REGULATORY FRAMEWORK

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill 2926 in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also addressed in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

In 1998, the passage of Senate Bill 50 and Proposition 1A provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the *Mira, Hart and Murrieta* court cases. The *Mira, Hart and Murrieta* court cases ruled that cities and counties under their legislative authority could impose additional fees for school construction to mitigate the effect of new construction. Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs. The provisions of Senate Bill 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate. The reinstatement of the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as allowed under the *Mira, Hart and Murrieta* decisions, provided school districts and other local agencies the legal authority under the California Environmental Quality act (CEQA) to require new development to fully mitigate school impacts.

According to Government Code Section 65996, the development fees authorized by Senate Bill 50 are deemed to be “full and complete school facilities mitigation” for impacts caused by new development. The legislation also recognized the need for the fee to be adjusted periodically to keep pace with inflation. The legislation indicated that in January 2000, and every two years thereafter, the State Allocation Board will increase the maximum fees according to the adjustment for inflation in the statewide index for school construction. Currently, the State Allocation Board’s developer fees are \$4.18 per square foot for residential construction and \$0.42 per square foot for commercial/industrial construction, as of June 2008.² The next update will occur in October 23, 2008. The LAUSD collects the maximum fee for new construction.

In addition, as stated in the City of Los Angeles General Plan Framework Element, schools are funded through state tax revenues funneled through the County. Funds for the development of additional school

² Telephone communication with Ed Zarate, LAUSD Developer Fee Office, June 2, 2008.

facilities are derived from state-mandated fees paid by projects constructed within the City as described above.

D. ENVIRONMENTAL IMPACT ANALYSIS

1. Significance Criteria

The *L.A. CEQA Thresholds Guide* indicates that the determination of significance shall be made on a case-by-case basis, considering the following factors:³

- The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area.
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider as applicable, scheduled improvements to LAUSD services (facilities, equipment and personnel) and the project's proportional contribution to the demand.
- Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major re-organization of students or classrooms, major revisions to the school calendar (such as year-round sessions) or other actions which would create a temporary or permanent impact on the school (s).
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

Methodology

Potential project impacts on the LAUSD were evaluated by applying current district student generation ratios for multi-family dwelling units by grade level to units proposed by the Wilshire and La Brea Project. The number of students generated directly by the proposed project was applied to individual schools serving the project site to determine if these facilities could accommodate an increase in students. The number of students indirectly generated by the proposed project was applied to school facilities district wide to determine if the district could accommodate the projected increase.

2. Project Impacts

Impacts related to schools are considered significant based on

- *The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area.*

³ *L.A. CEQA Thresholds Guide*, City of Los Angeles, Environmental Affairs Department, 2006, 3-2.

Implementation of the proposed project would provide 562 new residential units in the Wilshire Community Plan Area of Los Angeles. Associated with the construction of 562 new residential units would be a population increase of approximately 1,220 residents. As described above, children from these new households would likely attend LAUSD schools in Local District 3. Therefore, the Wilshire and La Brea Project could have both a direct and indirect impact on the schools within the district boundary.

The 562 units associated with the project would generate approximately 114 elementary school students (grades K–5), 55 middle school students (grades 6–8), and 63 high school students (grades 9–12) for a total of 232 students. These figures are based on LAUSD's student generation ratios listed in **Table IV.J.3-5**.

Impacts related to schools are considered significant based on

- *The demand for school services anticipated at the time of project buildout compared to the expected level of service available.*

The construction of 562 new residential units would generate approximately 232 new students in LAUSD's Local District 3, as discussed above. Presently, one of the three schools that would serve the student population generated by the proposed project is operating above capacity and is considered overcrowded. However, the LAUSD is planning three additional LAUSD campuses to be constructed in Local District 3 and, thus, in the project vicinity to help relieve known overcrowding, as listed in **Table IV.J.3-7**. Therefore, through the construction of these new schools, as planned by LAUSD, implementation of the proposed project and the resulting student population increase of approximately 266 students, is not expected to result in significant impacts associated with the provisions of school services. No significant impacts related to the demand for school services are anticipated.

Impacts related to schools are considered significant based on

- *Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major re-organization of students or classrooms, major revisions to the school calendar (such as year round sessions), or other actions which would create a temporary or permanent impact on the school(s).*

The construction of 562 new residential units would generate approximately 232 new students in LAUSD's Local District 3, as discussed above. The introduction of approximately 232 new students through the buildout of the proposed project is not expected to require the construction of new school facilities, necessitate a major reorganization of the district, or result in revisions of the school calendar. The LAUSD is already planning three additional LAUSD campuses to be constructed in Local District 3 and, thus, in the project vicinity to help relieve existing overcrowding throughout the district, as listed in **Table IV.J.3-7**. Therefore, through the construction of these new schools, as planned by LAUSD,

implementation of the proposed project and the resulting student population increase of approximately 266 students, is not expected to result in significant impacts associated with the provision of school services. However, to further reduce any impacts associated with the provision of school services, the project applicant is required to contribute school fees, as discussed in **MM-SCH-1**. Implementation of this mitigation measure would further reduce impacts to schools.

Impacts related to schools are considered significant based on

- *Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).*

During construction, the bus routes in the project area may be impacted by the proposed project. Construction activities for the proposed project could potentially obstruct existing bus routes in the project area through road and/or lane closures and could cause delays in student drop-off and pickup. Additionally, during project construction, students passing by the construction site could potentially be affected by construction activities. Therefore, implementation of the proposed project could introduce new features that could affect existing and future students in the project vicinity.

Implementation of the proposed project would generate approximately 232 additional students. School bus routes in the project area would be subject to change to serve the students from the proposed project and busses may require an increase in capacity to carry larger student loads with operation of the proposed project.

However, impacts during construction and operation can be reduced to less than significant levels through the implementation of mitigation measures identified and listed below to ensure student safety during both project construction and project operation. Therefore, with implementation of mitigation measures, the project would not significantly affect the provision of school services.

3. Cumulative Impacts

As discussed in **Section IV.I, Population and Housing**, in the area immediately surrounding the project site, approximately 3,600 additional residential units are either being constructed or proposed. As such, an associated student enrollment increase is likely. This increase could be considered to be potentially significant. Additionally, using the projected data from **Table IV.J.3-6**, one of the schools that would serve the project, and thus, the related projects, is projected to operate over capacity by 103.8 percent by the 2009–2010 school year.

LAUSD recognizes the overcrowding problem at their schools and is in the process of implementing its New School Construction Program, which would result in the provision of 79 new schools, 60 on-site

building additions, and 20 playground-expansion projects district-wide. Three of these schools will be constructed within the project vicinity, shown above in **Table IV.J.3-7**. The new seats at these schools would help offset projected overcrowding at the existing schools serving the proposed project and related projects.

Additionally, according to Government Code Section 65995, the payment of school impact fees authorized by Senate Bill 50, and the fees required for residential and commercial development by the LAUSD by each project, would mitigate the impact of the proposed project as well as the related projects on local schools from cumulative development. Therefore, after payment of these fees, and through the provision of new schools proposed by LAUSD, the cumulative impact of the proposed project and related projects would be reduced to a less than significant level.

4. Mitigation Measures

- MM-SCH-1. As authorized by Senate Bill 50, the project applicant shall pay school impact fees to the LAUSD prior to the issuance of building permits.
- MM-SCH-2. The project applicant shall contact the LAUSD Transportation Branch at (323) 342-1400 prior to construction to coordinate school bus access during construction
- MM-SCH-3. The project applicant shall maintain unrestricted access for school buses during construction.
- MM-SCH-4. The project applicant shall comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.
- MM-SCH-5. The project applicant shall not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
- MM-SCH-6. The project applicant shall maintain safe and convenient pedestrian routes to LAUSD schools that are located adjacent to the project site.
- MM-SCH-7. The project applicant shall maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

- MM-SCH-8. The project applicant shall install appropriate traffic controls (signs and signals) to insure pedestrian and vehicular safety.
- MM-SCH-9. The project applicant will require that material and delivery trucks serving the project site shall not haul past affected school sites, except when school is not in session. If that is infeasible, project applicant shall require that material and deliver trucks serving the project site shall not haul during school arrival and dismissal times.
- MM-SCH-10. The project applicant shall not stage or park construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- MM-SCH-11. The project applicant shall provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
- MM-SCH-12. The project applicant shall install barriers and/or fencing to secure construction equipment and the site in an effort to prevent trespassing, vandalism, and attractive nuisances.
- MM-SCH-13. The project applicant shall provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

5. Adverse Effects

With the implementation of the mitigation measures listed above, construction and operation of the proposed project would not result in significant impacts to the provision of school services, affect the operation of existing schools, affect the transport of students to and from schools, or result in a cumulatively considerable impact to LAUSD schools. Therefore, no adverse impacts would result from the proposed project.