



SECTION 5.10
SCHOOLS

5.10 SCHOOLS

This section evaluates impacts of the proposed project on schools in the Los Angeles Unified School District (LAUSD) that serve the City of San Fernando and the project sites specifically.

It should be noted that the analysis evaluates the potential impacts to schools associated with Development Scenarios B and D, since these two development scenarios would result in the greatest number of residential units of the six development scenarios, and therefore would generate the greatest number of students. These scenarios are described in detail in [Section 3.0, Project Description](#) and the calculation of students for each scenario is detailed in Appendix I, Public Service and Utility Calculations.

5.10.1 ENVIRONMENTAL SETTING

Public educational services in the City are provided by the Los Angeles Unified School District. The LAUSD operates a total of nine schools that serve City residents, including one high school, two middle schools, six elementary schools, and a continuation school. Educational services are also provided by private schools (e.g., parochial and charter schools) located within the City.

The LAUSD schools that specifically serve the project area are:

- San Fernando Elementary School (0.30 miles southwest of the project sites),
- San Fernando Middle School (320 feet southeast of project sites), and
- San Fernando High School (0.70 miles south of the project sites).

Other private and parochial schools located near the project area include:

- Lakeview Charter Academy (0.25 miles northwest of project boundary),
- Santa Rosa School (0.28 miles west of project boundary),
- First Lutheran (0.82 miles northeast of project boundary), and
- Saint Ferdinand Elementary School (0.25 miles south of project).

These private facilities are noted for informational purposes only, and will not be analyzed in this EIR.

The existing capacities of the three schools serving the project are determined by the LAUSD through the application of the *Strategic Execution Plan and the Schools Enrollments and Capacities Report (SECR)*. Data comprising the *SECR* is updated annually and is available after December 1st of each year. The report is a compilation of data reflecting specific school capacities, current enrollment, and the present calendar. This data is used by the LAUSD Facilities Services Division to establish a measurement and definition of overcrowding at the schools within the

district for the 2006-2007 school year. It also reflects a broad range of considerations such as existing portable classrooms, planned physical additions to current school structures, student permits and transfers, educational programs housed at specific schools, and current enrollments versus residents or potential enrollment.

The SECR establishes the threshold for school overcrowding as meeting any of these three conditions:

1. School is currently on a multi-track calendar.
2. School is currently experiencing a seating shortage.
3. There is currently a seating overage less than or equal to a safety margin of 30 seats.

Two of three schools currently serving the project area are determined to be overcrowded by LAUSD standards: San Fernando Elementary and San Fernando High; refer to Table 5.10-1, Existing School Capacity. Both San Fernando Elementary and San Fernando High School currently employ multi-track calendars to meet student demand. The use of multi-track calendars is considered to be a temporary over-crowding management measure and only used to increase school handling capacity when necessary. The use of multi-tracking is considered by the LAUSD as undesirable and secondary to facility expansion or new construction.

There are currently two schools slated for construction that are anticipated to relieve current overcrowding conditions at the three schools serving San Fernando and the project area: Valley Region High School #5 and Valley Region Elementary School #8.¹ Both of these proposed schools are in the process of site development. Valley Region High School would have a student capacity of 2,160 and is scheduled to be available for occupancy late 2011; Valley Region Elementary School #8 would have a student capacity of 1,047 students and be ready for occupancy in the third quarter of 2010.² The addition of these two schools is anticipated to provide relief for existing overcrowded conditions at San Fernando area schools, and other overcrowded schools not necessarily serving the project area directly. While these new schools will provide additional seats for the San Fernando area schools, it should not be assumed that all of the new seats would be allocated to offset overcrowding at these schools solely.

¹ City of San Fernando Planning Commission staff report, February 7, 2006

² LAUSD Office of Health and Safety and Facilities Service Division letter dated September 25, 2007.

TABLE 5.10-1
Existing School Capacity

School	Calendar	Capacity	Enrollment ¹	Status ²	Impacts
San Fernando Elementary School 1130 Mott Street	4 track	1,059	733	Overcrowded	Multi-Track
San Fernando Middle School 130 N. Brand Blvd.	1 track	2,400	2,016	Under Capacity	N/A
San Fernando High School 11133 O'Melveny Avenue	3 track	5,040	3,943	Overcrowded	Multi-Track
Source: Written correspondence dated October 3, 2007 from Glenn Striegler, Environmental Assessment Coordinator LAUSD. 1. Actual Enrollment numbers as of December 1, 2006. 2. Thresholds for overcrowding, per SCER dated September 25, 2007.					

SCHOOL FUNDING

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 (AB 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 referenced 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.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) 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. Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available. SB 50 establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. These three levels are described below:

Level 1: Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new development projects by a school district unless the district qualifies for a higher level of funding.

Level 2: Level 2 fees allow the school district to impose developer fees above the statutory levels, up to 50 percent of certain costs under designated circumstances. The State would match the 50 percent funding if funds are available. Under Level 2, the governing board of a school district may require a developer to finance up to 50 percent of new school construction costs. However, in order to qualify for Level 2 funding the district must satisfy at least one of the following four requirements until January 1, 2000, or satisfy at least two of the four requirements after January 1, 2000:

- Impose a Multi Track Year Round Education (MTYRE) with:
 - At least 30 percent of K-6 enrollment in the high school attendance area on MTYRE for unified and elementary school districts; or
 - At least 30 percent of high school district enrollment on MTYRE; or
 - At least 40 percent of K-12 enrollment on MTYRE within boundaries of the high school attendance area for which the district is applying for funding.
- Place a local bond measure on the ballot in the last four years which received at least 50 percent plus 1 of the votes.
- District has issued debt or incurred obligations for capital outlay equal to a specified (under Government Code 65995.5(b)(3)(C)) percentage of its local bonding capacity.
- At least 20 percent of teaching stations within the district are portable classrooms.

Level 3: Level 3 fees apply if the State runs out of bond funds after 2006, allowing the school district to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school money.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

LAUSD Imposed Developer Fees

In accordance with *California Government Code* Sections 65995.5 and 65995.6, the LAUSD has implemented a developer fee schedule to address construction short-falls in school construction costs. According to the LAUSD, current “Statutory School Fees (Developer Fees)” effective October 23, 2007 – October 22, 2008, are as follows:³

Residential	\$4.18 per square foot of assessable space
Commercial/Industrial	\$0.42 per square foot of chargeable and enclosed
Self-storage	\$0.28 per square foot
Parking Structure	\$0.09 per square foot

Proposition 1D Kindergarten-University Public Education Bond Act of 2006

Proposition 1D provided a total of \$10.4 billion to address critical facilities needs in the State’s K-12 schools and public institutions of higher education. Looking toward the State’s future infrastructure needs, the Governor proposes K-12 and higher education facilities bonds for the 2008 and 2010 ballots as part of his Strategic Growth Plan (SGP). The proposed 2008 and 2010 education bonds, taken together, total \$23.1 billion for K-12 and higher education.

The SGP proposes \$11.6 billion in bond funding to support K-12 school facilities. These resources, combined with the \$7.3 billion approved for K-12 schools in Proposition 1D, are projected to build an additional 32,000 classrooms to house approximately 826,000 students and renovate almost 79,000 classrooms to provide state-of-the-art facilities to over 2,000,000 students.

LOS ANGELES COMMUNITY COLLEGE DISTRICT

The Los Angeles Mission College (Mission College), located at 13356 Eldridge Avenue in Sylmar, provides community college services to the project area. Mission College is situated on a 22.5-acre main campus with numerous off-campus satellite facilities. The campus is one of nine campuses that comprises the Los Angeles Community College District and serves communities throughout the San Fernando Valley, Canyon Country, and Santa Clarita.

Current enrollment at Mission College is 7,540 students, with a current seating capacity of 3,100, including library resources. In order to serve the current student body, the college operates a full time schedule with classes offered day and night at both the main campus and satellite locations.

³ LAUSD, Developer Fee Program Office, letter dated October 16, 2007.

No impact or assessment fees are available to programs above the K-12 levels of education. Funding for community college infrastructure comes from bond measures, including State and Federal funding.

5.10.2 SIGNIFICANCE THRESHOLD CRITERIA

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of San Fernando in its environmental review process, which is contained in Appendix A of the EIR. The Initial Study includes questions relating to schools. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.10.3 IMPACTS AND MITIGATION MEASURES

- ◆ **DEVELOPMENT OF THE PROPOSED PROJECT COULD IMPACT EXISTING SCHOOL FACILITIES IN THE LOS ANGELES UNIFIED SCHOOL DISTRICT OR THE LOS ANGELES COMMUNITY COLLEGE DISTRICT.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: The projected increase to population resulting from build out of the proposed project would have a potentially significant impact on education services provided by the LAUSD. As stated, two of the three schools currently serving the project area are overcrowded per the 2007-2008 *LAUSD Schools Enrollment and Capacities Report*. The proposed project would introduce up to 272 residential units into the project area.

Utilizing student generation rates provided by LAUSD, *Table 5.10-2, Estimated Student Generation*, shows the potential number of students generated by the proposed project.

Table 5.10-2
Estimated Student Generation

School	Student Generation Factor Multi-Family ¹	Number of Multi-Family Units	Number of Students Generated From Project
K-5	0.035	272	10
6-8	0.02	272	5
9-12	0.027	272	7
TOTAL	--	--	22

¹ Student generation numbers are from the Los Angeles Unified School District provided by Los Angeles Unified School District, October 18, 2007.

As indicated in *Table 5.10-2*, a total of 22 students could potentially be generated with development of the proposed project. The addition of 22 students would further impact already overcrowded schools.

After implementation of LAUSD operational goals, such as full day Kindergarten, class-size reduction, or shifting to a single track two-semester schedule, capacity at two of the three schools would continue to be considered overcrowded by LAUSD standards. As previously stated, there are two schools slated for construction to address the current load on existing schools within San Fernando. Although the construction of these schools would help to relieve current overcrowding within the project area, overcrowding would continue after they are constructed.

The proposed project would be required to pay fees to the Los Angeles Unified School District to compensate for the impacts of the residential and commercial development on local school capacities, in order to maintain adequate classroom seating and facilities standards. The proposed project is currently subject to developer fees of \$4.18 per square foot for residential, \$0.42 per square foot for commercial uses, and \$0.09 per square foot for proposed parking structures.

Pursuant to SB 50, payment of fees to the Los Angeles Unified School District is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, the project applicant would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

The following recommendations by the LAUSD Office of Environmental Health and Safety should be observed as conditions of approval during the review and approval process.

- Prior to construction, the project applicant should contact LAUSD Transportation Branch regarding potential impact to school bus routes.
- Maintain unrestricted access for school buses during construction.
- Comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.
- Do 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.
- Maintain safe and convenient pedestrian routes to LAUSD schools (LAUSD will provide School Pedestrian Route Maps upon request).
- 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.
- Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Do not haul past affected school sites, except when school is not in session. If that is infeasible, do not haul during school arrival and dismissal times.
- Do not place staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Provide crossing guards when safety of students may be compromised by construction related activities at impacted school crossings.
- Install barriers and/or fencing to secure construction equipment and the project site to prevent trespassing, vandalism, and attractive nuisances.
- Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

Los Angeles Community College District

According to the Los Angeles Community College District, the development of the proposed project would not have a significant impact on facilities or programs offered at LAMC, and no mitigation measures are required.⁴

⁴ Build LACCD letter for The Los Angeles Community College District, dated October 25, 2007.

Mitigation Measures:

PS-1 The project applicant shall pay all applicable Development Impact Fees to the Los Angeles Unified School District prior to final project approval and issuance of certificates of occupancy. Proof of fee payment will be provided to the City of San Fernando.

Level of Significance After Analysis and Mitigation: Less Than Significant Impact.

5.10.4 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- ◆ **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO SCHOOL FACILITIES SERVICING THE CITY OF SAN FERNANDO.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: Development of the proposed project and related cumulative projects would result in the development of new residential or commercial uses, potentially generating new students to the City and surrounding cities. Individual development projects within each jurisdiction would be required to pay school impact fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Therefore, development of the proposed project and related cumulative projects would not result in significant cumulative impacts in regards to school services and facilities.

Mitigation Measures: Refer to Mitigation Measure PS-1. No additional mitigation measures are required.

Level of Significance After Analysis and Mitigation: Less Than Significant Impact.

5.10.5 SIGNIFICANT UNAVOIDABLE IMPACTS

All impacts related to school facilities resulting from implementation of the proposed project are reduced to less than significant levels with the imposition of mitigation measures. As such, no significant unavoidable impacts would result from development of the San Fernando Parking Lots Project.