DRAFT

MEMORANDUM

TO: Eduardo Hermoso and Russell Hassan,
Los Angeles Department of Transportation

FROM: Sarah M. Drobis, P.E., Emily Wong, P.E., and Rebecca Avanesian

DATE: October 30, 2025

RE: Transportation Analysis for
Milken Community School
Los Angeles, California **Ref:** J1930

Gibson Transportation Consulting, Inc. prepared a transportation analysis for the proposed Milken Community School (School) use of the former American Jewish University (AJU) Familian Campus located at 15600 Mulholland Drive (Project Site) in the *Bel Air-Beverly Crest Community Plan* (Los Angeles Department of City Planning [LADCP], Updated 1996) and *Mulholland Scenic Parking Specific Plan* (LADCP, 1992) areas of the City of Los Angeles (City) as the School's East Campus (Project). The School proposes to relocate Upper School students (grades 9 through 12) from the existing School campus (located at 15800 Zeldins Way) to the East Campus. This memorandum was prepared for the Project's application to the City for a Conditional Use Permit (CUP) and environmental clearance pursuant to the requirements of the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The Project consists of the relocation of the high school component of the School's existing approved school use to the Project Site, where it would make use of the existing facilities. A total of up to 900 students would be permitted to be enrolled, including 540 existing students relocated from the current campus. In addition, the School's East Campus would have approximately 50 total faculty and staff, of which 25 would be on campus on a typical day.

The Existing CUP for the Project Site allows for up to 1,400 students, pursuant to ZA Case No. 18445 (December 19, 1966) and BZA Case No. 1703 (February 24, 1967) and restated in Case No. ZA Case No. 18445 (PAD) (November 18, 1998). This includes 500 college students, with up to 200 residing on-campus; 400 religious high school students, with up to 200 students attending classes at one time between 3:00 PM to 10:00 PM weekdays (or during daylight hours on weekends); and up to 500 adult students during the evening between 7:00 PM to 10:30 PM, except Fridays. The School applied for a new Class 3 CUP to permit the operation of a religious school with up to 900 high school students on the Project Site.

As detailed in Figure 1, the East Campus would continue to provide four parking areas with a total of approximately 396 parking spaces to serve faculty/staff, students, and visitors. Primary vehicular access to the parking areas would be provided along Casiano Road. Additional emergency and loading access would also be provided along Casiano Road.

PROJECT LOCATION

As detailed in Figure 2, the Project Site is located at the east end of the Mulholland Institutional Corridor, a 1.5-mile-long corridor that serves nine schools. The Project Site is located within City designated areas including Hillside Ordinance, Very High Fire Hazard Severity Zone, High Wind Area, and Fire Brush Clearance Zone.

The existing streets in the surrounding area consist of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation to the Project Site. Primary access to the Project Site is provided via four unsignalized driveways along Casiano Road, a designated Collector Road in *Mobility Plan 2035, An Element of the General Plan* (LADCP, 2016). Regional and local access to the Project Site is provided via Interstate 405, as well as Mulholland Drive, a designated Scenic Parkway, Skirball Center Drive, a designated Local Street, and Sepulveda Boulevard, a designated Boulevard II.

The following is a brief description of the roadways:

- Mulholland Drive provides five travel lanes, two in each direction with a two-way left-turn median, with no on-street parking available

- Casiano Road provides two to five travel lanes, one to two lanes in each direction with a two-way left-turn median north of Stephen S. Wise Drive, with no on-street parking available

- Skirball Center Drive provides four travel lanes, two lanes in each direction, with no on-street parking available

- Sepulveda Boulevard provides five travel lanes, two lanes in each direction with one two-way left-turn median, with no on-street parking available

VMT SCREENING ANALYSIS

Per *State of California Senate Bill 743* (Steinberg, 2013), the focus of transportation analysis shifted from driver delay (level of service) to vehicle miles traveled (VMT) in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

VMT Screening Criteria

Section 2.2.2 of *Transportation Assessment Guidelines*, Los Angeles Department of Transportation [LADOT], Updated August 2022) (TAG) provides definitive guidance and direction regarding VMT screening criteria and analysis requirements for development projects, including land uses categorized as office and retail. Projects that require a discretionary action but answer no to either of the two following questions do not require further analysis, and a “no impact” determination can be made:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

Project VMT Screening Analysis

City of Los Angeles VMT Calculator Version 1.5 (LADOT, 2024) was used to evaluate Project VMT and compare it to the VMT screening criteria detailed above. The VMT screening presented below evaluates the total daily trips and VMT generated by the Project.

The VMT Calculator estimates that the Project would generate a net reduction of 123 daily trips and a net reduction of 1,386 daily VMT. Therefore, the Project would not meet the threshold of 250 daily trips or a net increase in daily VMT that would require further analysis. Therefore, a "no VMT impact" determination can be made for the Project and no mitigation measures would be required. The VMT Calculator screening output worksheet is provided in Attachment A.

Cumulative Analysis

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of *Connect SoCal – A Plan for Navigating to a Bright Future – The 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted April 2024) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2050 and balances the region's future mobility and housing needs with core goals related to economy, environment, mobility, and communities.

The Project would not result in a significant VMT impact, as detailed above. In addition to this less-than-significant VMT impact, it should be noted that the School would also implement measures to reduce the number of single occupancy vehicle trips to the East Campus, including a carpool program, a bus program, and a shuttle program, as described further below.

TRIP GENERATION

The number of trips generated by the existing and maximum Upper School enrollment were estimated using published rates from *Trip Generation, 12th Edition* (Institute of Transportation Engineers, 2025) for private high school uses (Land Use Code 534). These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development of each land use. The trip generation estimates account for all trips generated to the site, including drop-off/pick-up trips that are not parked on-campus throughout the day.

As shown in Table 1, the existing enrollment of 540 high school students that would be relocated to the East Campus from the current School campus would generate 356 commuter/school morning peak hour trips (210 inbound, 146 outbound), 216 school afternoon peak hour trips (84 inbound, 132 outbound), and 103 commuter afternoon peak hour trips (40 inbound, 63 outbound).

The School anticipates a long-term increase in enrollment to a maximum of 900 students, which would generate an additional 238 commuter/school morning peak hour trips (140 inbound, 98 outbound), 144 school afternoon peak hour trips (56 inbound, 88 outbound), and 68 commuter afternoon peak hour trips (27 inbound, 41 outbound).

It should be noted that the addition of students would be phased over time and the maximum enrollment would not be realized at the opening of the East Campus.

As detailed below, the School would implement a comprehensive transportation demand management (TDM) program at the East Campus similar to and modeled on the existing TDM program for the existing campus, which includes carpool, bus, and shuttle programs. For the purposes of the analysis, a conservative 15% trip reduction was applied to account for the School's TDM program, as detailed in Table 1.

The School currently utilizes the East Campus on a daily basis for off-site parking for 10th and 11th grade student drivers and School employees, as well as for afternoon after-school athletics. AJU also continues to lease office space and parking at the East Campus for administrative staff. The East Campus is also occasionally used for monthly and quarterly programs and events. Existing trips generated by the East Campus were based on empirical data collected in May 2025, on a day of normal operation when no events were occurring on campus. As detailed in Table 2, the East Campus currently generates 90 commuter morning peak hour trips (77 inbound, 13 outbound), 100 school afternoon peak hour trips (31 inbound, 69 outbound), and 47 commuter afternoon peak hour trips (11 inbound, 36 outbound) .

SITE ACCESS AND CIRCULATION ANALYSIS

The student drop-off/pick-up operations would occur on-site within the existing parking areas. As shown in Attachment B, the loading area for student drop-off/pick-up provides two lanes and is approximately 300 feet, which provides queuing capacity for approximately 26 total vehicles, including 16 loading spaces and 10 queuing spaces.

Vehicle queuing during the morning peak drop-off and afternoon pick-up periods was analyzed using a Poisson Distribution and was based on the typical arrival patterns during student drop-off and pick-up operations and the typical unloading/loading service times. The vehicle queuing analysis determined the projected queue and the storage capacity needed to accommodate the projected queues during the morning drop-off and afternoon pick-up periods.

As shown in Table 3, based on a review of existing arrival patterns at the School, it was conservatively assumed that 80% of the morning student drop-offs occur during the 30 minutes prior to the start of class and 80% of the afternoon student pick-ups occur during the 30 minutes following class dismissal.

It was assumed that each space can accommodate one vehicle every 60 seconds during the morning peak drop-off period and every 90 seconds during the afternoon pick-up period on average, including the time between vehicles. As shown in Table 3, the calculated traffic intensity for each grade group would be accommodated within the available loading zones and queuing areas and, therefore, no queue spillover onto Casiano Road from the East Campus is anticipated. As such, morning drop-off and afternoon pick-up operations would not restrict neighborhood access along Casiano Road. In addition, if needed, the East Campus has on-site capacity for additional queuing area beyond the area identified in Attachment B.

TDM PROGRAM

As previously detailed, the School would implement a comprehensive TDM program to manage traffic to/from the East Campus through the neighborhood, as well as on the adjacent street and freeway system. The TDM program encourages the use of carpooling, and privately operated bus and shuttle services. The School's current bus program provides seven routes to and from residential areas throughout the City, with considerations to expand to additional routes in the future. School-operated shuttles, which currently run between the two School campuses, would continue to do so. The TDM program also outlines communication with parents, as well as specific circulation routes to and from the School during the morning and afternoon peak periods to balance traffic within the immediate area and minimize the concentration of School-related traffic.

SCHOOL EVACUATION PLAN

The existing AJU buildings would be maintained for use as the East Campus. The School would retain existing fire access that connects Casiano Road to the campus's sports field. The School has access to up to 12 buses for use in case of an emergency evacuation. An emergency pedestrian access is provided via a gate along Mulholland Drive, which would allow students to load onto buses directly from Mulholland Drive. The School's plans for the East Campus provide parking capacity for up to 396 vehicles on-site, including student, faculty/staff, and visitor vehicles. These vehicles would evacuate the East Campus from Casiano Road.

The School would implement the comprehensive Emergency Operations Plan at the East Campus to ensure the safety of students, faculty/staff, and visitors in the event of a disaster such as a fire, earthquake, emergency evacuation, or campus lockdown. The Emergency Operations Plan educates School staff, faculty, students, and other key stakeholders on their roles and responsibilities before, during and after an incident, as well as prepares school staff and faculty to coordinate with local emergency management agencies. The Emergency Operations Plan follows the five phases of Emergency Management: Prevention, Mitigation, Preparedness, Response, and Recovery. Monthly emergency drills provide an opportunity for the School to make improvements to the Emergency Operations Plan as needed. The Emergency Operations Plan will reviewed and approved by the Los Angeles Fire Department and Los Angeles Police Department.

The Emergency Operations Plan provides procedures for parents to pick up students in the event of an on-site or off-site evacuation. The School has various communications systems in place, including computer alerts, mobile text, email, and robocalls, to inform parents of emergency response plans.

LOCAL EVACUATION

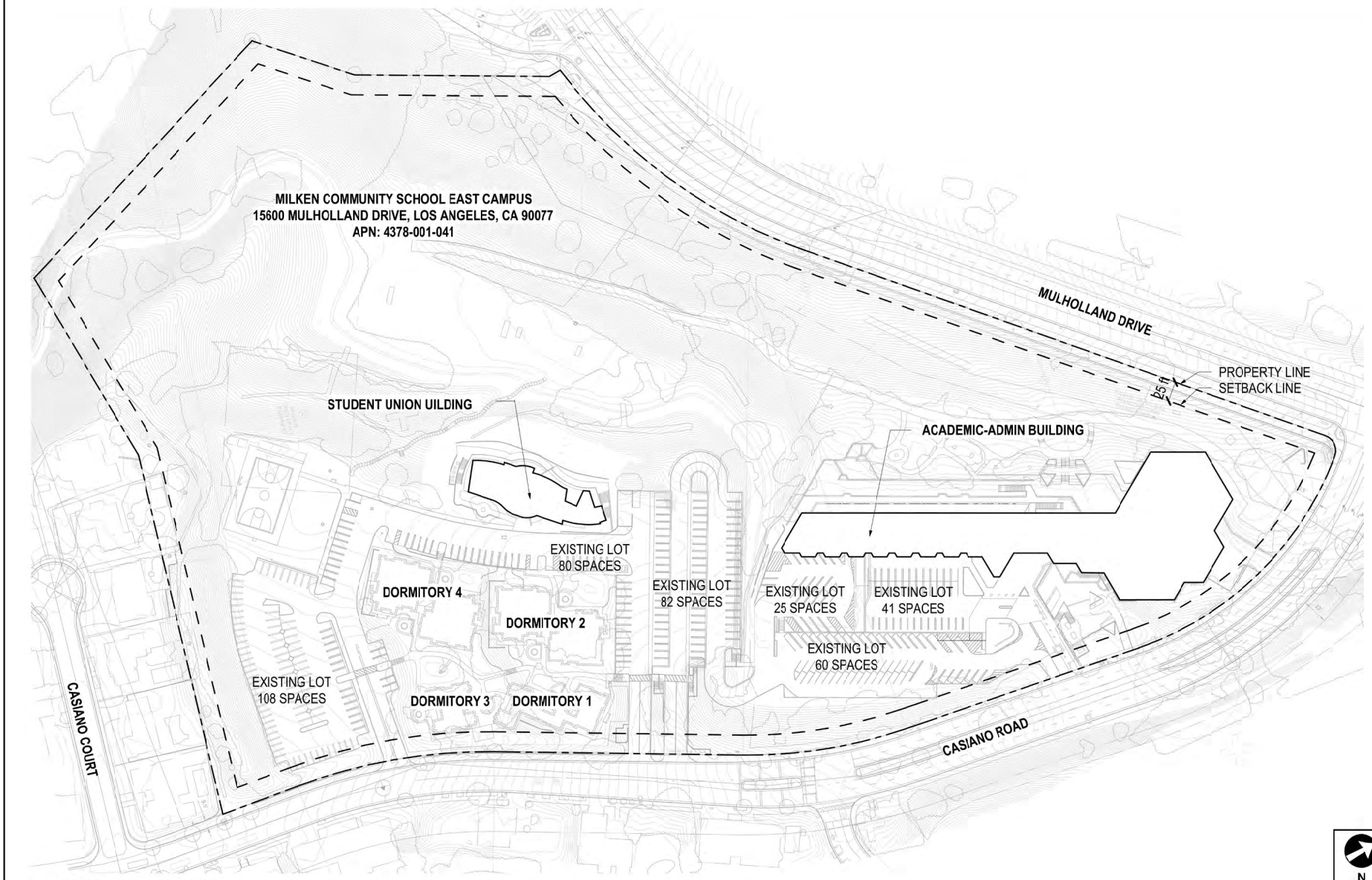
As previously detailed, the East Campus is located at the east end of the Mulholland Education Corridor, which includes the Wise School and Stephen S. Wise Temple. Primary access to the Wise School and Stephen S. Wise Temple is typically provided via Casiano Road. However, additional emergency access to the Wise School and Stephen S. Wise Temple is also provided via Mulholland Drive to alleviate access via Casiano Road during evacuation conditions. Casiano Road also provides primary access to the residences within the Casiano Homeowners

Association and emergency access to the Bel Air Crest neighborhood. As detailed in Table 4, the worst-case evacuation population for Casiano Road, assuming all schools are in session and all residents from the Casiano Homeowners Association and the Bel Air Crest neighborhoods are home, is approximately 1,714 vehicles. In an event of an emergency, local authorities can maximize the number of travel lanes in one direction while maintaining one lane for emergency vehicles. For example, as illustrated in Figure 3, Casiano Road currently provides two travel lanes in each direction and a center left-turn lane; during an evacuation, it could provide three travel lanes toward Mulholland Drive while maintaining one travel lane and center turn lane for emergency vehicles.

The Emergency Operations plan outlines protocols to collaborate with local schools and local homeowners within the Casiano Homeowners Association to establish a unified emergency plan and coordinate evacuation plans. However, it should be noted that the School's East Campus does not provide on-campus housing and, therefore, the School would only be fully operational during the weekday hours between 8:00 AM to 3:00 PM. While some athletic activities would occur on the East Campus on weekdays between 3:00 PM and 6:30 PM and a small number of after-school activities such as performing arts events could occasionally occur later in the evening, the campus would typically be considerably less than full occupancy at these times. Furthermore, the School's afternoon peak hour would occur prior to the peak hour of adjacent street traffic. Thus, should an area-wide emergency evacuation be required, the East Campus and other nearby schools would not affect the peak times when the majority of local residents are assumed to be at their residences (i.e., weekend evenings). Furthermore, local authorities have the ability to utilize all travel lanes and direct traffic flow to efficiently evacuate local areas. Thus, it is not anticipated that the Project would conflict or interfere with the City's evacuation plans or policies.

CONCLUSION

The Project would not generate any VMT, design hazards, or emergency access impacts. Therefore, the Project would be exempt from further California Environmental Quality Act analysis. Furthermore, the Project is not anticipated to result in any operational deficiencies on the adjacent transportation system.



Source: Gensler. September, 2025.

CONCEPTUAL SITE PLAN

FIGURE
1

PROJECT LOCATION

FIGURE 2

EMERGENCY EVACUATION

FIGURE 3

TABLE 1
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Rate	Daily	Commuter/School AM Peak Hour [a]			School PM Peak Hour [b]			Commuter PM Peak Hour [c]		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation Rate [a]												
Private High School	534	per student	2.17	59%	41%	0.66	39%	61%	0.40	39%	61%	0.19
Trip Generation Estimates												
Relocated Upper School Enrollment	534	540 students	1,172	210	146	356	84	132	216	40	63	103
Proposed Enrollment Increase	534	360 students	781	140	98	238	56	88	144	27	41	68
TDM Program Reduction		*15%*	*(293)*	*(53)*	*(37)*	*(90)*	*(21)*	*(33)*	*(54)*	*(10)*	*(16)*	*(26)*
Net Trip Generation with TDM Program			**1,660**	**297**	**207**	**504**	**119**	**187**	**306**	**57**	**88**	**145**

Notes:

[a] Source: *Trip Generation Manual, 12th Edition*, Institute of Transportation Engineers, 2025.

[b] The School PM peak hour generally occurs between 3:00 and 4:00 PM based on the 3:00 PM student dismissal schedule. This peak hour coincides with the PM peak hour of the generator (i.e., the school). Thus, for the school uses, the peak hour of generator trip generation rates were utilized to forecast the traffic volumes during the School PM peak hour.

[c] The PM peak hour of adjacent street traffic (i.e., commuter PM peak hour) typically occurs between 4:00 and 6:00 PM. The commuter PM peak hour along Mulholland Drive and Casiano Road in the project vicinity generally occurs between 5:00 and 6:00 PM.

TABLE 2
EXISTING DRIVEWAY TRIPS

Location [a]	Daily	Commuter/School AM Peak Hour [b]			School PM Peak Hour [c]			Commuter PM Peak Hour [d]		
		In	Out	Total	In	Out	Total	In	Out	Total
East Campus [e]	695	77	13	90	31	69	100	11	36	47

Notes:
[a] Existing driveway trips based on driveway counts collected May 20-22, 2025 at the existing American Jewish University (AJU) Campus (East Campus).
[b] The School AM peak hour generally occurs between 7:00 AM to 8:00 AM based on a School start time of 8:00 AM, and generally coincides with the commuter AM peak hour along Mulholla Drive and Casiano Road.
[c] The School PM peak hour at the generally occurs between 2:30 and 3:30 PM based on the School's 3:00 PM student dismissal schedule.
[d] The PM peak hour of adjacent street traffic (i.e., commuter PM peak hour) typically occurs between 4:00 and 6:00 PM. The commuter PM peak hour along Mulholland Drive and Casiano Road in the project vicinity generally occurs between 5:00 and 6:00 PM.
[e] The East Campus is currently utilized on a daily basis for off-site parking for 10th and 11th grade student drivers and School employees, as well as for afternoon after-school athletics. AJU also continues to lease office space and parking at the East Campus for administrative staff.

TABLE 3
QUEUING ANALYSIS

Student Pick-Up / Drop-off Periods	Hourly Pick-Up/Drop-off Vehicles [a]	% During Peak Period [b]	# of Trips During Peak Period [c]	Minutes in Peak Period [d]	Peak Arrival Rate [e]	Total Loading Area [f]	Transaction Time [g]	Active Loading Spaces [h]	Service Rate [i]	Traffic Intensity [j]	Queuing Spaces Required [k]	Accommodated On-Site? [l]
Morning Drop-Off												
7:30 - 8:00 AM	207 veh	80%	166 veh	30 min	5.5 veh/min	26 sp	60 sec/veh	16 sp	16.0 veh/min	0.34	1 veh	YES
Afternoon Pick-Up												
2:30 - 3:00 PM	119 veh	80%	95 veh	30 min	3.2 veh/min	26 sp	90 sec/veh	16 sp	10.7 veh/min	0.30	1 veh	YES

Notes

[a] For the purpose of a more conservative analysis, the number of outbound vehicles during the morning peak hour was assumed to represent the number of vehicles arriving for student drop-off and the number of inbound vehicles during the afternoon peak hour was assumed to represent the number of students for student pick-up.
The hourly pick-up/drop-off vehicles represents the total vehicles for the School with a 900-student enrollment.

[b] It is assumed that 80% of the morning drop-offs occur during the peak period and 60% of the afternoon pick-ups occur during each peak period.

[c] The number of trips during the morning drop-off peak period represents 80% of the hourly drop-off vehicles and the number of trips during each afternoon pick-up peak period represents 80% of the total hourly pick-up vehicles.

[d] The peak morning student drop-off occurs 30 minutes prior to the start of class. The peak afternoon pick-up occurs 30 minutes following class dismissal.

[e] Arrival Rate = Vehicle Arrivals / Number of Minutes in Analyzed Period.

[f] The total loading area represents the active loading spaces and the queuing area.

[g] Transaction Time is the average number of seconds for each vehicle to load or unload passengers based on Site observations.

[h] The pick-up/drop-off area provides 7 spaces for staff to accompany students to and from vehicles.

[i] Service Rate = Loading Spaces / Student Unloading or Loading

[j] Traffic Intensity is defined as the ratio of the arrival rate to the service rate.

[k] Queuing Spaces Required based on "Reservoir Needs vs. Traffic Intensity" from *Parking Structures: Planning, Design, Construction, Maintenance and Repair, 3rd Edition* (Anthony P. Chrest, et al., 2001).
Total Reservoir Needs represents the total number of vehicle queuing spaces needed behind the active loading spaces.

[l] A total of 10 spaces are provided for on-site vehicle queuing, behind those used for loading and unloading, within the parking area.

TABLE 4
EVACUATION POPULATION ESTIMATES

Land Use	Rate / Units	Average Rate of Vehicle Ownership [d]	Total Vehicles
Evacuation Populations			
Maximum East Campus	900 students [a]	--	396
Wise School & Stephen S. Wise Temple	605 students [b]	--	457
Casiano & Bel Air Crest Neighborhoods	424 homes [c]	2.03	861
Total			**1,714**

Notes:

[a] Milken School East Campus would enroll a maximum of 900 students with up to 50 staff/faculty. The East Campus would provide up to 396 parking spaces on-site.

[b] As detailed in the Determination Letter for Case No. ZA-1989-0147-CUZ-PA3, Stephen S. Wise School is approved for an enrollment of 605 students and maintains 457 parking spaces on site.

[c] The total homes represents the residential uses that would utilize Casiano Road in the event of an emergency evacuation.

[d] The average vehicle ownership based on the average vehicles/household rate from Census Tract 6037262200 ACS data.

Attachment A

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

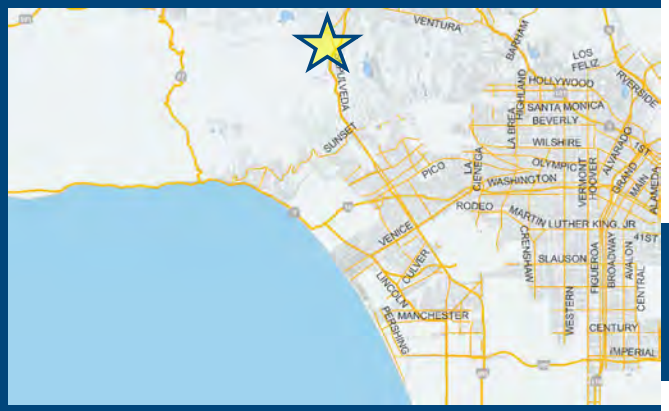
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Milken School J1930

Scenario: Option 2

Address: 15600 MULHOLLAND DR, 90077



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | University	1000	Students
School | Private School (K-12)	400	Students
School | University	800	Students [a]

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
School | High School	900	Students
School | Private School (K-12)	900	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
2,052 Daily Vehicle Trips	1,929 Daily Vehicle Trips
24,076 Daily VMT	22,690 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-123 Net Daily Trips
The net increase in daily VMT ≤ 0	-1,386 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

[a] To provide a conservative analysis, the 200 students who reside on campus were not considered as part of the existing land use for VMT screening purposes.

Attachment B

Proposed Student Drop-Off/Pick-Up Plan

Gibson
transportation consulting, inc.

LEGEND

Pick-Up / Drop-Off Area

Queuing Area

N
Not to Scale

STUDENT PICK-UP / DROP-OFF

ATTACHMENT B