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Regarding Case #: CPC-2025-3449-CU3-SPPC-DRB-MSP ENV-2025-3450-CE

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RE: Agenda Item #6 for Tuesday, January 13, 2026**2785 N CASIANO ROAD; 2791 N CASIANO ROAD; 2845 N CASIANO ROAD****Milken Community School E Campus (Also commonly known as 15600 Mulholland)****CPC-2025-3449-CU3-SPPC-DRB-MSP ENV-2025-3450-CE**

Dear Members of the BABCNC,

As a resident of Bel Air Park, I value Milken Community School as a neighbor. However, I am writing to express serious concerns regarding the traffic, queuing, and emergency access analysis provided for their proposed Conditional Use Permit (CUP) to increase enrollment to 900 students.

The current study fails to meet CEQA, LADOT, and LAFD standards for the following reasons:

1. Significant Traffic Increase at Constrained Intersections

The project's own data shows that morning peak-hour volume at the **Casiano Road / Stephens Way** intersection will rise from 299 to 389 vehicles—a **30% increase**. This occurs at a residential intersection with no alternative ingress or egress routes.

2. Failure to Analyze the "10-Minute Surge"

The study relies on hourly averages, which masks reality. School drop-off is concentrated into a **10-minute window (7:50–8:00 a.m.)**. Under LADOT principles, operational failure is caused by these short-interval surges, leading to:

- Queue spillback and blocked residential driveways.
- Loss of roadway capacity on Casiano Road (which functions as a cul-de-sac).

3. Overlapping Peak with Wise School

The analysis ignores **cumulative impacts**. The Milken drop-off window coincides exactly with the Wise School peak. The study does not evaluate the combined congestion of both schools operating simultaneously, a requirement under CEQA.

4. Impaired Emergency Access (LAFD Standards)

Casiano Road is a primary emergency route. The study fails to analyze whether morning queues will impede **LAFD response times**. Given the limited roadway width and single access point, this omission poses a significant safety risk to the neighborhood.

5. Unrealistic Queuing Assumptions

The study assumes only 207 drop-off vehicles per hour for 900 students. Even with 30% busing, over 600 students plus 150 staff must arrive. Without enforceable staggered arrivals or vehicle occupancy requirements, these estimates are unsubstantiated and overly optimistic.

Conclusion

While we welcome Milken's presence, growth must not compromise neighborhood safety. The current traffic analysis understates the project's true impact.

I respectfully request that the BABCNC:

- Withhold endorsement of the CUP amendment until outstanding safety concerns are addressed,
- Mandate the development of **evidence-based mitigation measures** for evacuation, emergency response, and peak-hour traffic impacts, and
- Require disclosure of all studies with **public review windows** before any further consideration.

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